



APPENDIX A

**CEAA Screening and MNRF Screening Matrix for the
Pikangikum Distribution Line (2009) and Ministry of Natural
Resources and Forestry Correspondence**

Indian and Northern Affairs Canada - Ontario Region

Environmental Screening Report

CANADIAN ENVIRONMENTAL ASSESSMENT ACT

This form, when completed in full, constitutes an environmental screening report intended to meet the requirements of s. 16 of the *Canadian Environmental Assessment Act* (CEAA). It contains the following sections:

- 1) PROJECT IDENTIFICATION
- 2) LOCATION OF RESERVE & PROJECT
- 3) PROJECT JUSTIFICATION
- 4) PROJECT DESCRIPTION
- 5) PUBLIC AND AGENCY CONSULTATION
- 6) EXISTING ENVIRONMENT
- 7) ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES
- 8) CUMULATIVE EFFECTS ASSESSMENT
- 9) CONCLUSION AND SCREENING DECISION
- 10) KEY REFERENCES & SOURCES
- 11) LIST OF ATTACHMENTS

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The table below will be completed by INAC Ontario Region staff. The proponent should complete the sections that follow, starting with "1. PROJECT IDENTIFICATION" on page 2.

For INAC Use Only

Project Reference	4315-208
Section 5 Triggers	5.1(b) funding
CEAA/MOU	
FEAI Number	CEAR# 08-01-40935
Lead RA	INAC
Supporting RAs	
Other FAs	DFO, TC, EC
Area	Sioux Lookout
EO	Robin Beveridge
RO	Robin Beveridge
RCM	Richard Earl, Capital North

1) PROJECT IDENTIFICATION

FIRST NATION	Pikangikum First Nation
Project Title	Pikangikum First Nation Electrical Grid
Proponent(s)	Pikangikum First Nation

2) LOCATION OF RESERVE & PROJECT

RESERVE Location <i>(relative to the nearest town, highway, lake, etc.)</i>	<p>Pikangikum First Nation is a remote settlement of 1,971 people located in the Sioux Lookout District of Northwestern Ontario. It is situated on the eastern shores of Pikangikum Lake at the Berens River, 100 kilometers north of the town of Red Lake, at latitude 51°N48', longitude 93°W59'. The Community has a land base of 1,808 ha (4,467.5 acres) and holds an INAC remoteness classification of Zone 4 - Special Access. This classification acknowledges the community has no year-round road access to a service centre.</p>
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YES	Part of the project is occurring ON federal First Nation Reserve land. (YES/NO)
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Definition of Project Area

The geographical extent of the project & areas affected during construction.

For example:

- key transportation routes for equipment and materials

- staging & refueling areas

- main activity/ construction zone, etc.

Geographical Extent

The tie-in location for the proposed power line is at the intersection of the Nungessor Road and Highway 125 located within the Municipality of Red Lake. The power line will then extend northwards 80 km following the Nungessor Road before deviating and continuing the remaining 23 km on the all-weather road to Pikangikum. Drawings G1, G2, and G3 in Appendix A illustrate the proposed route for the power line.

Transportation Routes

The primary transportation routes are as follows:

- Highway 125 to Cochenour and Balmertown:
This route will primarily be used to mobilize crew, equipment and materials to the Nungessor Road.
- Highway 105 to Red Lake:
This route will primarily be used to mobilize crew, equipment and materials to the Nungessor Road.
- Nungessor Road:
This route is the primary construction route which will be used for the first 80 km of construction.
- Pikangikum All Weather Road:
This route will be the primary construction route which will be used for the final 23 km of construction.

Staging and Refueling Areas

Refueling of equipment will likely occur within the Municipality of Red Lake or through the purchasing of fuel from Pikangikum First Nation as construction progresses northwards. In addition portable slip tanks in half ton trucks will be used to fuel equipment as required along the route of construction.

Distribution Station

A Distribution Station will also be constructed 700 m south of the Berens River. The Distribution Station will include two pad mount 5 MVA transformers, two pad mount reclosers, one pad mount double switch and a modular control trailer. There will be no fuel storage at the Distribution Centre.

Helicopter Landing Pad & Take-Off Area

In order to facilitate rapid maintenance response by Hydro One crews a helicopter landing and take-off area will be constructed at the Distribution Station location approximately 700 m south of the Berens River. A 20 m diameter clearing will be planned near the Distribution Station for this purpose.

Adjacent Lands or Features <i>(North, East, South, West of project)</i>	N	Pikangikum First Nation
	E	Crown Land
	S	Municipality of Red Lake
	W	Crown Land

3) PROJECT JUSTIFICATION

Need for the Project <i>(Rationale: e.g. what problem is the project going to solve or what opportunity is the project going to provide?)</i>	<p>The existing diesel generating station has been continually worked on over the years to maintain its aging and outdated components. Since 2002 INAC and Eshkotay Wayab, the community's power authority, have expended approximately \$3.1 million on diesel plant upgrades, repairs and unit overhauls to maintain power in the community. Despite this diligent effort to maintain the reliability of the station there is a very high risk of a major station failure. Failures with these types of stations will typically occur during the winter months when electrical load peaks. An extended electrical outage during the winter months can be catastrophic. The loss of electrical power in the winter results in the stoppage of building heating equipment which in turn causes plumbing fixtures to freeze, rupture and flood. Such an occurrence is costly in terms of repair expenditures and an extreme inconvenience to the community residents. The 2007/08 community electrical peak load was 1220 kW which is closing in on the plant's capacity of 1300 kW. To meet the new loads that will be added by the upcoming community projects the diesel generating station will be required to run at full capacity.</p> <p>Due to diesel fuel price increases since 2004 the economic viability of the local power authority is becoming jeopardized. Fuel now costs in the order of \$2.2 million annually which represents approximately 80% of billable revenue. The infrastructure customer rate (e.g. school facilities, water and sewer facilities) of \$1.30/kWh is 9 to 10 times the provincial rates charged to similar facilities. This high energy charge has a net effect of reducing the funds available for maintenance of community infrastructure assets. The fuel subsidy funded by INAC will need to be maintained under diesel generation station scenario.</p> <p>By meeting the objective of this project (connection to the provincial grid) the aforementioned project risks and costs will be mitigated. Furthermore the connection to the provincial grid will provide the power to meet the electrical load forecast which cannot be met by the diesel generating station.</p>
	Purpose of the Project <p>The primary goal of the project is to connect Pikangikum First Nation to</p>

<p><i>(What is going to be achieved by carrying out the project?)</i></p>	<p>the provincial electrical grid. The connection to the provincial grid will replace the aging diesel generating station that currently powers the community's electrical distribution system and provide adequate power for future growth within the community. This will benefit the community in terms of access to a more affordable, consistent energy source and support socio-economic growth of the First Nation by providing enough energy for future development. The existing diesel generator will be maintained for backup purposes and will be decommissioned along with the associated storage tanks, piping, pumps and other related infrastructure in a future project.</p>
<p>Alternatives Considered <i>(different ways to meet the project need and achieve the project purpose)</i></p>	<p>Do Nothing Alternative</p> <p>An alternative option would be a null option, which is unacceptable to Pikangikum First Nation. Continued use of the diesel generation plant will result in costly federally funded repairs and upgrades. In addition as the cost of fuel continues to rise, a greater strain will be placed on the First Nation budget which could result in funding cuts to operation and community programs ultimately increasing the socio-economic strain on the community. The do-nothing alternative is null as the diesel generating station in Pikangikum is operating at 94% capacity and an energy solution is required for sustainability of the community.</p> <p>Route & Operating Voltage Alternatives</p> <p>The Acres International (<i>now Hatch Energy</i>) report¹ completed a preliminary review of alternate route options and operating voltages. The two options viewed as feasible for this project include a 44 kV power line and a 115 kV power line. A comparison of these alternatives is discussed in Section 3.1 of the Design Brief (available under separate cover) prepared by Keewatin-Aski Ltd. in September of 2007.</p>

¹ "Engineering Audit & Assessment of Pikangikum Grid Extension Project", Acres International, June 2005.

4) PROJECT DESCRIPTION

Proposed Start Date: (year-month-day, if known)	November, 2009	Projected Completion Date:	November, 2010
Estimated Total Cost	\$14,448,000		
Description of Project (with supporting material attached or referenced as required)	<p>The project is to connect Pikangikum First Nation to the provincial power grid through the construction of a 44 kV power line from the intersection of Highway 125 and the Nungessor Road northwards to Pikangikum.</p> <p>In summary the route will track the following alignment:</p> <ul style="list-style-type: none"> Segment 1: 44 kV line from Hydro One Networks 44 kV feeder located at the intersection of Highway 125 and the Nungessor Road. This initial southern section of the line would be single pole structure construction with poles spotted 2.5 m from the MTO ROW. The total length of this section is approximately 32 km. Two kilometers of this section will require additional pole height for future 25 kV under-build and telephone line as requested by Hydro One Networks. This section of the line will be constructed with the poles and conductor previously procured under the original project. No vegetation clearing and grubbing are anticipated for this segment of the route. Segment 2: The middle section starting at coordinates 457365.35E 5682732.95N would follow the survey section of the original project (approximately 47.9 km) utilizing the materials previously procured. Vegetation clearing and grubbing are required for this segment. Segment 3: The final section begins at the intersection of the Nungessor Road and the "all-weather" road to Pikangikum. This section runs for 19.7 km and terminates at the proposed distribution station (DS). The first 11.7 km of this section will generally follow the existing Pikangikum "all-weather" road and the remaining 8 km will follow the winter road. Previously procured materials (poles, conductors and hardware) would be employed. Vegetation clearing and grubbing are required for this segment. Segment 4: From the DS a short 0.7 km 25 kV overhead line would run to the south shore of Berens River / Pikangikum Lake. Vegetation clearing and grubbing are required for this segment. Segment 5: At the south shore a transition to submarine cable (28 kV rated, 4 cables) would be required for 1.2 km to reach the north shore. 		

- Segment 6: The final segment of this route is 1.4 km of overhead 25 kV line to connect at existing pole #14 in the community. To maintain system voltage stability three single phase voltage regulators will be installed on each phase. Some vegetation clearing and grubbing are required for this segment.

DFO Review of Crossings

Fisheries & Oceans Canada was also consulted regarding the cable crossings along the proposed route. Two Operational Statements were provided: Underwater Cables and Overhead Line Construction (see Appendix D). Both documents are applicable since there is a submarine cable under the Berens River as well as 16 aerial crossings of several small creeks and waterways, including the Nungesser River. Fisheries & Oceans Canada correspondence indicates that as long as the conditions and measures outlined in the Operational Statements are met then a review by Fisheries & Oceans Canada is not required. Refer to correspondence in Appendix C. To this end fish protection measures will be specified as per the Operational Statement for Underwater Cables.

Transport Canada Review of Crossings

There are a total of 17 water crossings along the proposed transmission line route. 15 of these crossings are classified as "minor works" according to the Navigable Waters Protection Act (NWPA), with navigable widths less than 15 m measured from the high water mark. There is also the submarine crossing of the Berens River as well as the aerial crossing of the Nungesser River,

The Nungesser River is a small river approximately 51 km north of Red Lake that is 39 km long which flows between Nungesser Lake and Little Vermillion Lake. It is a very remote watercourse located approximately 51 km north of the Municipality of Red Lake and is located entirely on Crown land. It exhibits characteristics typical to other small north western Ontario boreal forest rivers - it is shallow, marshy and often quite narrow at many locations along its length. The crossing location is approximately 1 km west of the Nungesser Road right of way at UTM coordinates 448991.73 E, 5697978.40 N. The proposed aerial crossing has been designed by a professional electrical engineer licensed to practice in the Province of Ontario and the clearances and guying of the poles have been designed in compliance with CAN/CSA-C22.3 No 1-06.

A Request for Project Review application was submitted to Transport Canada for the Nungesser River aerial crossing and

a 5(3) approval was issued, under the NWPA, dated 2009/11/13.

Transport Canada was also consulted regarding the submarine crossing of the Nungesser River. Transport Canada provided direction (refer to Appendix C) for CEEA triggers under the Navigable Waters Protection Act (NWPA). The proposed cable conforms to Transport Canada's definition of a "minor work" in which the cable is to be laid on the bed of the waterway resting on the natural contours of the bed between points of entry and exit. Thus, as per Transport Canada correspondence provided in Appendix C, the proposed submarine cable will not trigger the CEEA under the NWPA and will not require an exemption. The proposed submarine cable will adhere strictly to the definition of "minor work" as provided by the NWPA Policy for Submarine Cables provided in Appendix E.

A Distribution Station will also be constructed 700 m south of the Berens River. The Distribution Station will include two pad mount 5 MVA transformers, two pad mount reclosers, one pad mount double switch and a modular control trailer. There will be no fuel storage at the Distribution Station.

In order to facilitate rapid maintenance response by Hydro One crews a helicopter landing and take-off area will be constructed at the Distribution Station location. A 20 m diameter clearing will be planned near the Distribution Station for this purpose. For flight controllability purposes within ground effects, the landing and take-off area will not exceed a longitudinal or lateral slope of 2 percent. There will be no fuel storage at the helicopter landing and take-off area.

The existing diesel generator in the community will be maintained for backup purposes and will be decommissioned along with the associated storage tanks, piping, pumps and other related infrastructure in a future project.

Pikangikum First Nation

Chief Dean Owen and Council

Consultant

Project Engineer	Norm Lawrence, P.Eng., Keewatin-Aski Ltd.
Junior Engineer	Joe Cospito, B.Eng., Keewatin-Aski Ltd.

Advisors

Ed Hoshizaki, Ed Hoshizaki Consulting
John Mann, Eshkotay Wayab

**Project Management Team
Members & Affiliation**

5A) AGENCY CONSULTATION

Agency	Key Contact(s)	Nature of Consultation & Input Received
Ministry of Transportation	Ross McAneeley Property Supervisor	- MTO project requirements (See Appendix C for correspondence)
Ministry of the Environment	Stephanie Barnes Environmental Planner/EA Coordinator	- Project Classification under the Regulation 116/01 Electricity Projects (See Appendix C for correspondence)
Environment Canada	Sheelagh Hysenaj Environmental Assessment Officer	- CEEA Environmental Review Expert
Ministry of Natural Resources	Mike Schillemore Senior Lands & Waters Technical Specialist	- MNR project requirements. (See Appendix C for correspondence)
Hydro One Networks Inc.	Oren Ben-Shlomo	- Consultation for tie in location to provincial grid. - Distribution station consultation
Transport Canada	Craig Coughlin Navigable Waters Protection Keith Reilly Civil Aviation Safety Inspector	- CEEA Triggers, Underwater cable crossing review. - Obstruction clearance review for power line adjacent to Red Lake Airport.
Fisheries and Oceans Canada	Neville Ward Senior Habitat Biologist	- Berens River DFO crossing requirements. (See Appendix C for correspondence)
Indian and Northern Affairs Canada	Rachel Speller Environmental Officer Robin Beveridge Environmental Officer	- CEEA consultation

5B) PUBLIC CONSULTATION (Including First Nation Community Members)

Public Consulted	Consultation Method(s)	Date(s)	Details/Issues Raised/Outcome
Pikangikum First Nation	Community meetings.	Ongoing in council and public information meetings beginning circa 1999 when planning first began up until present.	Pikangikum public is behind the project and has made the project a community priority.
General Public	Environmental Assessment Public Consultation including a 30 day advertising period.	June 18, 2008 – July 18, 2008.	Interest in the project has been positive. Various property owners along the Nungesser have expressed support in the project as it brings them one step closer to having power on their properties. The Municipality of Red Lake responded and fully supports the project as it will encourage economic growth in their region.

6) EXISTING ENVIRONMENT

COMPONENT	DESCRIPTION (describe features, and indicate sensitivity to disturbance)
6.1 PHYSICAL FEATURES - VALUED ECOSYSTEM COMPONENTS	
Climate (general)	The climatic zone for Pikangikum is typical of the mid-Boreal climatic zone experiencing warm summers and cold winters. Environment Canada data (Sioux Lookout Region) indicates summer temperatures ranging from 6.1 to 37.8°C and winter temperatures range from 9.3 to -46.1 °Celsius, with an annual average precipitation of 716 mm.
Topography/Terrain	The proposed alignment traverses typical glaciated Northern Ontario Precambrian shield terrain, characterized by Boreal forest, relatively shallow surficial soils over bedrock, and irregular drainage systems.
Soil (type & quality)	The soils along the proposed alignment typically are shallow surficial soils underlain by bedrock.
Geology (bedrock)	The site terrain is typical of mid-Canadian Precambrian Shield. Most of the present surface features are a result of glaciation. This event produced a landscape of hummocky topography that drains to west.
Distance to Surface Water (from closest project activity, in metres)	The proposed power line will cross the Berens River via an underwater cable just south of Pikangikum. The length of the crossing is 1.2 km.
Surface Water (presence & quality)	Pikangikum is situated on Pikangikum Lake in the heart of northern Ontario and is surrounded by a vast network of lakes and rivers comprising the Hudson Bay Drainage Basin. Population and development in this region other than First Nation communities is non-existent and rivers and lakes are considered to be in a natural state. The river closest to Pikangikum is the Berens River which will be crossed via a 1.2 km long submarine cable.
Sediment/Substrate (type & quality)	The proposed power line only crosses one body of water, the Berens River. The sediment and substrate characteristics of the river at the crossing point are unknown. However, since there will be no construction in the river only the laying of an underwater cable, the composition of the river bottom will be neither affected or altered in any way.
Groundwater (local use & quality)	Groundwater is not used locally as a source of water.
Air Quality (any pollution issues)	The area is remote from any major urban centres or concentrations of heavy industry. Air quality in the area is generally unimpaired.

COMPONENT	DESCRIPTION (describe features, and indicate sensitivity to disturbance)
6.2 BIOLOGICAL FEATURES – VALUED ECOSYSTEM COMPONENTS	

Vegetation (trees, ground cover, aquatic vegetation)	Vegetation along the route is typical northern boreal forest containing mixed stands of spruce, poplar and birch.
Wetlands (e.g. bogs, fens, marshes)	While the route does not traverse any marshes or other types of wetlands, there are the typical small marshes which extend from the shores of the many surrounding lakes in the area.
Fish & Fish Habitat	<p>The proposed transmission line crosses Abalard Creek, Rindar Creek, Kirkness Creek, the Nungesser River, the Berens River as well as several small unnamed creeks. In total, there are 17 water crossings along the proposed transmission line route. 15 of these crossings are classified as "minor works" according to the NWPA, with navigable widths less than 15 m measured from the high water mark. There is also the submarine crossing of the Berens River as well as the aerial crossing of the Nungesser River.</p> <p>The Nungesser River aerial crossing has received a section 5(3) approval, issued on 2009/11/13, under the NWPA.</p> <p>The Berens River is the major water body encountered by the proposed project. Fish species within the Berens River are primarily northern pike and walleye. No aquatic species at risk have been identified at the proposed underwater cable crossing location.</p> <p>Should an aquatic species at risk be observed at any of the crossing locations, whether during installation of aerial or submarine cable, all work shall cease and Fisheries and Oceans Canada shall be consulted immediately for protection advice.</p>
Birds	Bird species in the area are those common to the boreal forest in Northwestern Ontario, which typically includes raptor nest sites such as eagles, ospreys, hawks, owls and herons. There are no construction activities which are expected to disturb any of the nesting sites for the above listed species.
Mammals	<p>No significant negative impacts to mammals or mammal habitat are expected as a result of the proposed power line.</p> <p>The surrounding area of the undertaking is predominantly bush, marsh and lakes. The area is sparsely populated and development is minimal. Habitat for wildlife in the area is vast and available. The environmental effect of the undertaking on mammals, in general, is expected to be non-existent.</p> <p>No known terrestrial species at risk are known to inhabit the area surrounding the proposed power line. Should a terrestrial species at risk be observed, encountered or impacted at any time during construction operations Environment Canada shall be consulted immediately for protection advice.</p>

Special Habitat Areas (special designations or identified sensitive zones)	Pikangikum First Nation is working closely with the Ontario Ministry of Natural Resources in the Red Lake District. The OMNR is conducting an internal Environmental Assessment of the project which includes evaluating any special habitat areas within the vicinity of the project. Please refer to Appendix B for a summary of the OMNR EA process and any special habitat areas considered in that process.
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COMPONENT	DESCRIPTION (describe features, and indicate sensitivity to disturbance)
6.3 OTHER FEATURES	
Residential/Sensitive Areas (e.g. hospitals, schools)	<p>The power line traverses uninhabited boreal forest north of the Community of Red Lake. The proposed line does not pass near any sensitive areas such as hospitals, schools, or residential areas. As such no negative effects are expected from the construction or operation of the proposed power line.</p> <p>The proposed power line passes within 1.325 km of Red Lake Airport Runway 08/26. To insure there are no clearance issues with pole heights an Aeronautical Obstruction Clearance Form was submitted to Transport Canada who reviewed and approved pole heights and locations. A copy of the approved clearance form can be found in Appendix E.</p>
Traditional Economic/Cultural Activities, Resource-based Tourism Operations (e.g. trapping, fishing, collection of medicinal plants, lodges)	The MNR public consultation process revealed that the proposed power line intersects trap line #63 – one which covers a vast area north of Red Lake. The size of the trap line makes re-routing impossible due to cost and design feasibility. The trap line belongs to a resident of Pikangikum First Nation. Chief and Council were not able to resolve this issue internally with the resident of the First Nation as the monetary demands of the resident were beyond the fiscal ability of the First Nation to handle. The Ministry of Natural Resources posted a "Notice of Completion" on June 17, 2009 which marked the beginning of the 30 day comment period. During the comment period, a Part II Order was not requested by the resident of the Ministry of the Environment (MOE) and the MOE had no comments or objections during or after the 30-day comment period. Mike Schillemore, Senior Lands & Waters Technical Specialist looking after the MNR requirements for this project corresponded with the MOE during the comment period and no issues were brought up during that time.
Cultural Land Use (e.g. pow wow grounds)	The proposed power line has been reviewed by the First Nation and does not interfere with any cultural land use.
Archaeological Resources (recorded, or potential for them to exist)	The proposed power line does not cross any identified archaeological sites. The route chosen follows the Nungesser Road right of way and then the existing winter road for Pikangikum. By virtue of routing, the power line is traversing primarily already disturbed land which has seen construction and as such the threat of disturbing any archaeological sites is essentially none.
Special Designations (parks, protected areas)	No negative effects from the proposed power line are anticipated on any specially designated environmental areas.

7) ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

The next table summarizes the following:

List of Project Activities

Key project activities and their locations, scheduling details, and estimates of their magnitude or scale.

Potential Environmental Effect(s)

The positive or negative effects on the environment that may potentially be caused by the project activities.

Mitigation Measures Mitigation measures are intended to prevent or reduce any potentially negative effects.

Determination of Significance

A determination of the significance of the environmental effects, taking into account appropriate mitigation measures if applicable. The abbreviations used are:

N/S - effect not significant, or rendered insignificant with mitigation

SP - significant positive effect

SN - significant negative effect

U - outcome unknown or cannot be predicted, even with mitigation.

ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES - SUMMARY

	(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
1	Mobilization of Construction Materials and Equipment.	(i) Potential for accidents during mobilization, including spillage of fuel.	(i) Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use. Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).	N/S
2	Clearing and Grubbing of Right of Way for Power Line. Clearing for Site Access and Equipment Staging. Clearing and grubbing for construction of aerial lines over a water body.	(i) Removal of area vegetation, erosion during rainfall events, impacts to habitat and species; noise, vibration and human presence will disturb birds, small mammals and insects Potential for soil/water contamination due to spills/leaks. (ii) Disturbance and possible harm to wildlife migration, staging, nesting, breeding, hibernation or nursing. Adverse effects	(i) Limit vegetation removal to the identified clearance boundaries. For areas requiring re-vegetation following the completion of the project, use seed mixes and/or tree saplings of native species of plants which are adapted to the local climate and conditions that will further enhance the plant community. Salvage/reuse cut timber; limit disturbance to other areas; employ tree protection measures; Provide regular maintenance and repair of equipment. Have designated refueling sites	N/S

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
	<p>to breeding migratory birds through disturbance or direct mortality (of individuals or destruction of nests).</p> <p>(iii) Potential to cause adverse effects to terrestrial species at risk through construction operations.</p> <p>(iv) Change in the environment on the current use of land and resources for traditional purposes by aboriginal persons include impacts on traditional harvesting activities</p>	<p>prepared a minimum of 100 metres from any surface water source.</p> <p>Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use.</p> <p>Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).</p> <p>(ii) If migratory birds are known to breed in the area, any required clearing should be conducted outside the nesting season. To avoid significant adverse effects on migratory birds in this region of Ontario, clearing and grubbing activities, site access and equipment staging should be timed to occur outside the breeding season which is generally from the timeframe of May 16 to July 31st.</p> <p>(iii) No known terrestrial species at</p>	N/S

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p>risk are known to inhabit the area surrounding the proposed power line. Should a terrestrial species at risk be observed, encountered or impacted at any time during construction operations Environment Canada shall be consulted immediately for protection advice.</p> <p>(iv) Minimize vegetation removal in the portion of the route which crosses the trap line area and minimize the construction footprint.</p> <p>The trap line is approximately 40 km long and 15 km wide. With the appropriate minimization of the construction footprint and vegetation removal, the effect on the vast area of the trap line by clearing a 25 m right of way for the transmission route will be insignificant. The MNR has suggested that the introduction of a remote "fringe" forest environment such as a power line right-of-way often encourages increased animal activity by providing a travelling path, grazing areas and additional feeding opportunities for predatory species. Drawing P1 in Appendix 'A' illustrates the proposed transmission line route underlain by the area encompassed by trap line #63.</p> <p><u>Fisheries and Oceans Canada Requirements</u></p> <p><i>Overhead cable will be laid in accordance with Fisheries and Oceans Canada Operational Statement for Overhead Lines, Version 3.0. See Appendix D for Operational Statement.</i></p>	<p>N/S</p> <p>N/S</p>

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p><i>Mitigation measures which will be employed in the construction of any aerial crossing of a water body shall be as follows:</i></p> <ol style="list-style-type: none"> 1) <i>Design and construct approaches so that they are perpendicular to the watercourse wherever possible to minimize loss or disturbance to riparian vegetation.</i> 2) <i>Avoid building structures on meander bends, braided streams, alluvial fans, active floodplains or any other area that is inherently unstable and may result in erosion and scouring of the stream bed or overhead line structures.</i> 3) <i>Wherever possible, locate all temporary or permanent structures, such as poles, sufficiently above the HWM to prevent erosion.</i> 4) <i>The removal of any vegetation should be kept to a minimum and within the road or utility right-of way.</i> 5) <i>Machinery fording the watercourse to bring equipment required for construction to the opposite side is limited to a one-time event (over and back) and should occur only if an existing crossing at another location is not available or practical to use.</i> 6) <i>If minor rutting is likely to occur, stream bank and bed protection methods (e.g., swamp mats, pads) should be used provided they do not constrict flows or block fish passage.</i> 7) <i>Grading of the stream banks for the approaches should not occur.</i> 8) <i>If the stream bed and banks are steep and highly erodible (e.g., dominated by organic materials and silts) and erosion and degradation is likely to occur as a result of equipment fording, then a</i> 	

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p><i>temporary crossing structure or other practice should be used to protect these areas.</i></p> <p>9) <i>Time the one-time fording to prevent disruption to sensitive fish life stages by adhering to appropriate fisheries timing windows (see the Ontario In-Water Construction Timing Windows).</i></p> <p>10) <i>Fording should occur under low flow conditions and not when flows are elevated due to local rain events or seasonal flooding.</i></p> <p>11) <i>Operate machinery on land and in a manner that minimizes disturbance to the banks of the watercourse.</i></p> <p>12) <i>Machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks.</i></p> <p>13) <i>Wash, refuel and service machinery and store fuel and other materials for the machinery away from the water to prevent any deleterious substance from entering the water.</i></p> <p>14) <i>Keep an emergency spill kit on site in case of fluid leaks or spills from machinery.</i></p> <p>15) <i>Restore banks to original condition if any disturbance occurs.</i></p> <p>16) <i>Install effective sediment and erosion control measures before starting work to prevent entry of sediment into the watercourse. Inspect them regularly during the course of construction and make all necessary repairs if any damage occurs.</i></p> <p>17) <i>Avoid work during wet, rainy conditions or use alternative techniques such as aerial methods (i.e., helicopter) to install overhead lines.</i></p> <p>18) <i>Stabilize any waste materials removed from the work site to prevent them from entering the</i></p>	

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p><i>watercourse. This could include covering spoil piles with biodegradable mats or tarps or planting them with grass or shrubs.</i></p> <p>19) <i>Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g., cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring.</i></p> <p>20) <i>Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved.</i></p>	
3 Construction of the Distribution Station and Helicopter Landing Pad.	<p>(i) Removal of area vegetation, loss of natural habitat area, vibration and human presence will disturb birds, small mammals and insects.</p> <p>(ii) Potential for soil/water contamination due to spills/leaks.</p> <p>(iii) Increased runoff and potential for erosion during rainfall events.</p>	<p>(i) Limit vegetation removal to the identified clearance boundaries. The area required for clearing is quite small – the helicopter pad will have a diameter of 20m and a clearing for the distribution station will likely be about 100 m by 100 m. The distribution station will be an uninhabited installation by humans and will only be visited for maintenance purposes. Area habitat surrounding the distribution station and power line in general is vast and virtually uninhabited and the effects of construction and operation of the distribution station and helicopter pad is expected to be negligible.</p> <p>For areas requiring re-vegetation following the completion of the project, use seed mixes and/or tree saplings of native species of plants which are adapted to the local climate and conditions that</p>	N/S

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p>will further enhance the plant community.</p> <p>(ii) Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use.</p> <p>Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).</p> <p>(iii) Implement erosion control measures such as swales and planting native shrubs or grasses as dictated by site topography. In addition, the area to be cleared is small and is surrounded by thick boreal forest which will assist in slowing runoff and promoting subsurface flow.</p>	<p>N/S</p> <p>N/S</p>

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
4 Aerial Crossing of the Nungesser River.	(i) Damage to shoreline vegetation. (ii) Erosion of shoreline from construction activities. (iii) Sedimentation within water body. (iv) Potential for fuel spillage. (v) Potential to cause adverse effects to aquatic species at risk through potential environmental effects listed in (i) through (iv).	(i) Minimize removal of vegetation as much as possible in vicinity of shoreline. Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g., cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring.	N/S
	(vi) Disturbance to aquatic bird nesting areas.	(ii) Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved.	N/S
	(vii) Possible adverse effects to fish spawning habitat caused by sedimentation.	(iii) Install effective sediment and erosion control measures on land before starting work to prevent entry of sediment into the water body. Inspect them regularly during the course of construction and make all necessary repairs if any damage occurs.	N/S
		(iv) Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use. Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document	N/S

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p>the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).</p> <p>(v) Should an aquatic species at risk be observed, encountered or impacted at any time during cable laying operations work shall cease and Fisheries and Oceans Canada shall be consulted immediately for protection advice. Mitigation measures listed in (i) through (iv) shall be implemented to reduce potential adverse effects on any aquatic life in the vicinity of cable laying operations.</p> <p>(vi) Schedule activities to avoid disturbance to aquatic bird nesting areas, if present, until after the young have fledged.</p> <p>(vii) Ensure fish spawning habitat is not affected and avoid in-water works during fish migratory and nursery periods when eggs and fry are vulnerable to sedimentation.</p> <p>Prior to removing sediment and erosion control measures ensure that accumulated sediments are removed and disposed of properly.</p> <p><u>Fisheries and Oceans Canada Requirements</u></p> <p><i>Overhead cable will be laid in</i></p>	<p>N/S</p> <p>N/S</p> <p>N/S</p>

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p><i>accordance with Fisheries and Oceans Canada Operational Statement for Overhead Lines, Version 3.0. See Appendix D for Operational Statement. Refer to mitigation measures 1) through 20) listed in Key Project Activity 2 under the Operational Statement for Overhead Lines.</i></p> <p><u>Transport Canada Requirements</u></p> <p><i>A Request for Project Review has been submitted to the Navigable Waters Transport Canada office in Sarnia. A 5(3) approval was issued for the aerial crossing of the Nungesser River, under the Navigable Waters Protection Act dated 2009/11/13.</i></p>	
5	<p>Laying of Under Water Cable Across the Berens River.</p> <ul style="list-style-type: none"> (i) Damage to shoreline vegetation. (ii) Erosion of shoreline from construction activities. (iii) Sedimentation within water body. (iv) Potential for fuel spillage. (v) Potential to cause adverse effects to aquatic species at risk through potential environmental effects listed in (i) through (iv). (vi) Disturbance to aquatic bird nesting areas. (vii) Possible adverse effects to fish spawning habitat caused by sedimentation. (viii) Possible adverse 	<ul style="list-style-type: none"> (i) Minimize removal of vegetation as much as possible in vicinity of shoreline. Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g., cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring. (ii) Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved. (iii) Install effective sediment and erosion control measures on land before starting work to prevent entry of sediment into the water body. Inspect them regularly during the course of construction and make all necessary repairs if 	<p>N/S</p> <p>N/S</p> <p>N/S</p>

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
	effects to downstream water users due to sedimentation.	<p>any damage occurs.</p> <p>(iv) Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use.</p> <p>Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).</p> <p><u>Fisheries and Oceans Canada Requirements</u></p> <p><i>Underwater cable will be laid in accordance with Fisheries and Oceans Canada Operational Statement for Underwater Cables, Version 3.0. See Appendix D for Operational Statement. Mitigation measures which will be employed in the construction of the submarine cable shall be as follows:</i></p> <p>1) <i>Use existing trails, roads, or cut lines wherever possible to avoid disturbance to the riparian vegetation.</i></p>	N/S

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<ol style="list-style-type: none"> 2) <i>The removal of vegetation to facilitate the installation of the cable should be kept to a minimum.</i> 3) <i>Where cables are buried within 10 metres of the HWM, time the installation to prevent disruption to sensitive fish life stages by adhering to appropriate fisheries timing windows (see the Ontario In-Water Construction Timing Windows).</i> 4) <i>Isolate any in-water trench work to contain suspended sediment and prevent it from entering the surrounding waters.</i> 5) <i>Install effective sediment and erosion control measures on land before starting trench work to prevent entry of sediment into the water body. Inspect them regularly during the course of construction and make all necessary repairs if any damage occurs.</i> 6) <i>Operate machinery on land or on water (i.e., from a barge or vessel) in a manner that minimizes disturbance to the banks or bed of the water body.</i> 7) <i>Machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks.</i> 8) <i>Wash, refuel and service machinery and store fuel and other materials for the machinery away from the water to prevent any deleterious substance from entering the water.</i> 9) <i>Keep an emergency spill kit on site in case of fluid leaks or spills from machinery.</i> 10) <i>Restore banks to original condition if any disturbance occurs.</i> 11) <i>Relocate any fish trapped within an isolated area to the main water body before starting any trenching.</i> 12) <i>During dry land trenching, stockpile the material that is moved from the</i> 	

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p>bank of the water body (below the HWM) and return it to its original location once the cable is installed.</p> <p>13) If any material (e.g., rock, cobble, woody material) is moved to place the cable on the bottom, it should be relocated to a similar depth within the water body in close proximity to its original location.</p> <p>14) Restore the original contour, gradient and bottom of the water body, bank and shore. Allow sediment to fully settle inside any isolated area before removing sediment and erosion control measures.</p> <p>15) Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g., cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring.</p> <p>16) Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved.</p> <p><u>Transport Canada Requirements</u></p> <p>Transport Canada provided direction (refer to Appendix C) for CEAA triggers under the Navigable Waters Protection Act (NWPA). The proposed cable conforms to Transport Canada's definition of a "minor work" in which the cable is to be laid on the bed of the waterway resting on the natural contours of the bed between points of entry and exit. Thus, as per Transport Canada correspondence provided in</p>	

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		<p><i>Appendix C, the proposed submarine cable will not trigger the CEAA under the NWPA and will not require an exemption. The proposed submarine cable will adhere strictly to the definition of "minor work" as provided by the NWPA Policy for Submarine Cables provided in Appendix E.</i></p> <p>(v) No aquatic species at risk have been identified at the proposed submarine cable crossing location. Should an aquatic species at risk be observed, encountered or impacted at any time during cable laying operations work shall cease and Fisheries and Oceans Canada shall be consulted immediately for protection advice. Mitigation measures listed in (i) through (iv) shall be implemented to reduce potential adverse effects on any aquatic life in the vicinity of cable laying operations.</p> <p>(vi) Schedule activities to avoid disturbance to aquatic bird nesting areas, if present, until after the young have fledged.</p> <p>(vii) Ensure fish spawning habitat is not affected and avoid in-water works during fish migratory and nursery periods when eggs and fry are vulnerable to sedimentation.</p> <p>Prior to removing sediment and erosion control measures ensure that accumulated sediments are removed and disposed of properly.</p> <p>(viii) Ensure that downstream water users are aware of the potential of</p>	<p>N/S</p> <p>N/S</p> <p>N/S</p>

(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
		increased sedimentation in the water supply.	N/S
6 Waste Disposal	(i) Construction debris aesthetic impacts; possible surface water or soil quality impacts	(i) All non-hazardous waste to be removed from job site to landfill; hazardous waste to be properly disposed off-site at a licensed facility.	N/S
7 Use and Storage of Petroleum and Other Chemical Products.	(i) Contamination of soil and water quality through runoff, spills and leaks; suitability for use, fire, accidental release	<p>(i) Follow standard construction specifications to store all products at least 100m from the nearest surface water in bermed or contained areas; ensure firefighting equipment and staff are available, spill response equipment available on-site; monitor facilities for leaks; construction equipment refueling precautions.</p> <p>Re-fueling of heavy equipment will be conducted away from all bodies of water, and in accordance with the fuel handling act. All heavy equipment as well as vehicles driven by Supervisors and vehicles transporting fuel will be equipped with mini spill kits. A large spill kit will be maintained on site and contractors shall be trained in its use.</p> <p>Report spills to INAC and the Ontario Ministry of Environment Spills Action Centre (1-800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).</p>	N/S

	(A) Key Project Activities	(B) Potential Environmental Effect(s)	(C) Mitigation Measures	(D) Sig.
8	Demobilization	(i) Impacts from improper disposal of wastes, including oil filters, waste oil, batteries, hydraulic fluids, etc.	(i) All hazardous wastes will be transported out of the project area for disposal or recycling at an authorized site. Temporary fuel storage sites will be properly decommissioned and all equipment removed.	N/S
9	Operation of Power Line	(i) Potential for fire should line be damaged.	(i) Scheduled maintenance of line to check for potential hazards. Development of a quick response plan for repairing the power line as soon as possible if damaged. Alert local fire fighting services should line become damaged.	N/S

8) CUMULATIVE EFFECTS ASSESSMENT


The natural environment is interconnected, and does not recognize project boundaries or lines on maps. The impacts caused by one project, which may be considered minor and insignificant, can combine with other environmental impacts already present in the project area, or anticipated as a result of future projects. Together, these impacts may become significant, and adverse. The consideration and assessment of these "cumulative" effects is therefore an important part of the environmental assessment process. The following table should be completed to help identify the potential for cumulative effects, and to assess their significance.

Other Current or Planned Projects Which May Interact With The Proposed Project			
	Potential Cumulative Effects	Mitigation Measures & Residual Adverse Impacts	
None known.	N/A	N/A	

9) SUMMARY OF ENVIRONMENTAL EFFECTS

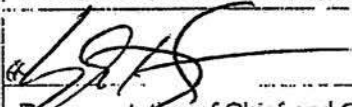
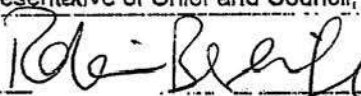
Assuming that all mitigation measures are implemented as proposed in Sections 7 and 8, the following effects are predicted for the Valued Ecosystem Components identified in Section 6:

(N/S not significant; SP significant positive effect; SN significant negative effect; U unknown; N/A not applicable)

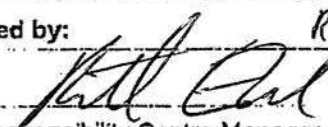
VALUED ECOSYSTEM COMPONENT	Summary of Effects <i>(check box)</i>					comments
	N/S	SP	SN	U	N/A	
Topography/terrain	X					
Soil/geology	X					
Aquatic sediment/substrate	X					
Surface water	X					
Groundwater	X					
Air quality	X					
Vegetation	X					
Wetlands	X					
Fish & fish habitat	X					
Migratory birds	X					
Other fauna	X					
Special habitat	X					
Sensitive areas	X					
Human health and safety	X					
Traditional land use activities	X					
Aesthetics	X					
Archaeological resources	X					
Specially-designated areas	X					
Screening Report Completed by:						
Norm Lawrence, P.Eng, Keewatin Aski Ltd. Joe Cospito, B.Eng., Keewatin-Aski Ltd.						
Name and signature: Joseph Cospito, B.Eng. 						Date: Nov 20, 2009

10) CEAA SCREENING DECISION

- ☐ [00] DECISION PENDING. Assessment not final.
- ☒ [01] PROJECT MAY PROCEED. All potentially adverse effects are mitigable with known technology, and therefore will be rendered insignificant (CEAA s. 20(1)(a)).
- ☐ [02] PROJECT MAY NOT PROCEED. The project is likely to cause significant adverse environmental effects that cannot be justified in the circumstances (CEAA s.20(1)(b)).
- ☐ [03] ENVIRONMENTAL ASSESSMENT IS TO BE REFERRED TO THE MINISTER FOR MEDIATION OR A REVIEW PANEL, since it is uncertain whether the project is likely to cause significant adverse environmental effects (CEAA s. 20(1)(c)(i)); significant public concern has been raised, warranting a referral to a mediator or a review panel (CEAA s. 20(1)(c)(ii)); and/or public concerns warrant a reference to a mediator or a review panel (CEAA s. 20(1)(c)(iii)).

Reviewed and Recommended by:	
 Representative of Chief and Council, or designate (name & signature)	Nov. 19/09 Date
 INAC Environmental Officer (name & signature) Robin Beveridge	Dec 3/09 Date
Other Federal RA(s) (specify details)	Date
Other Federal RA(s) (specify details)	Date

INAC USE ONLY

SCREENING DECISION by LEAD RESPONSIBLE AUTHORITY (enter code):	
Approved by:  INAC Responsibility Centre Manager (name + signature)	Dec 7/09 Date

11) KEY REFERENCES & SOURCES

Electrical Grid Project Definition, Pikangikum First Nation, May 15, 2008, Keewatin-Aski Ltd.

Electrical Grid Design Brief, Pikangikum First Nation, September 21, 2007, Keewatin-Aski Ltd.

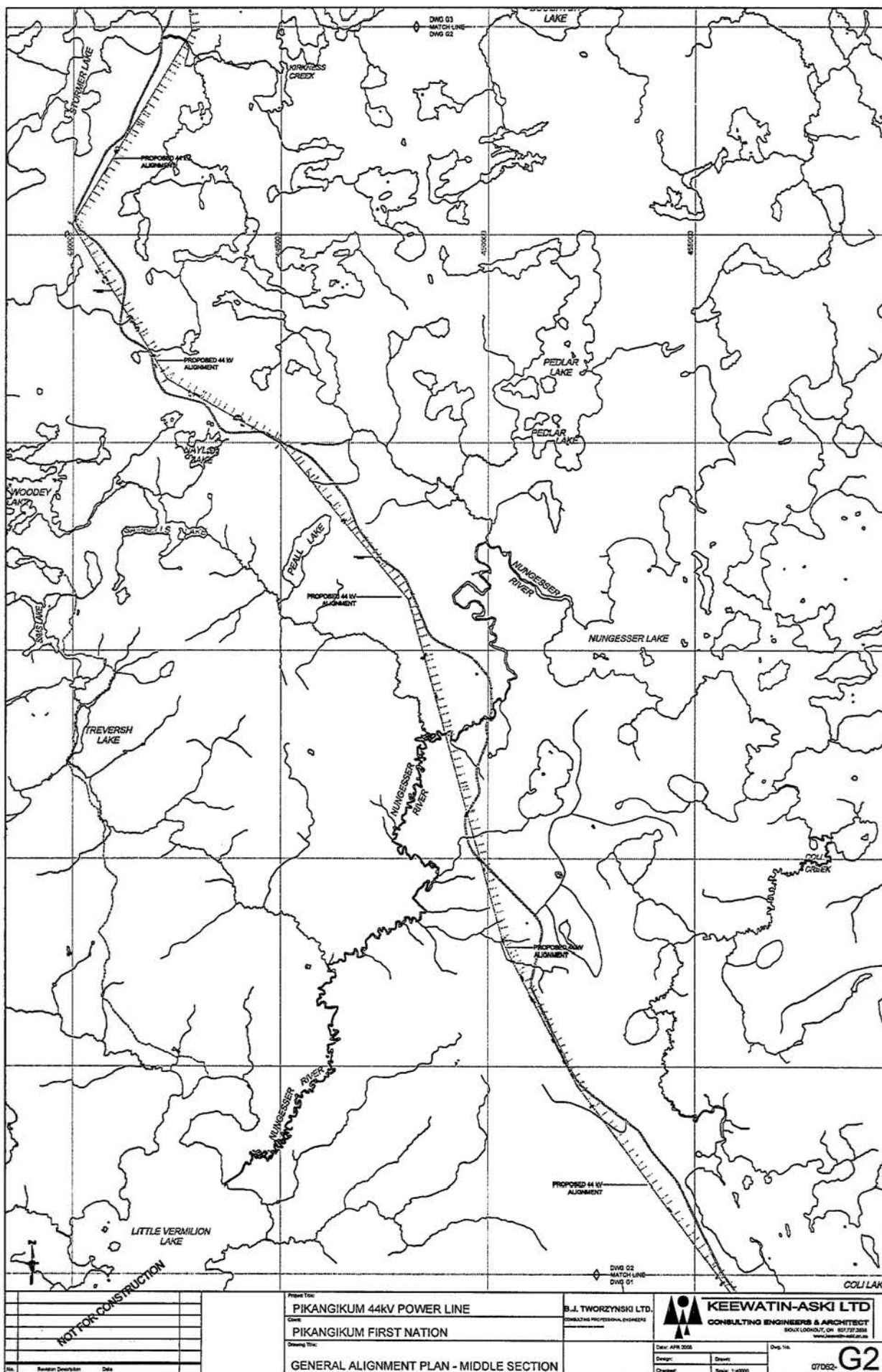
Engineering Audit & Assessment of Pikangikum Grid Extension Project", June 2005, Acres International.

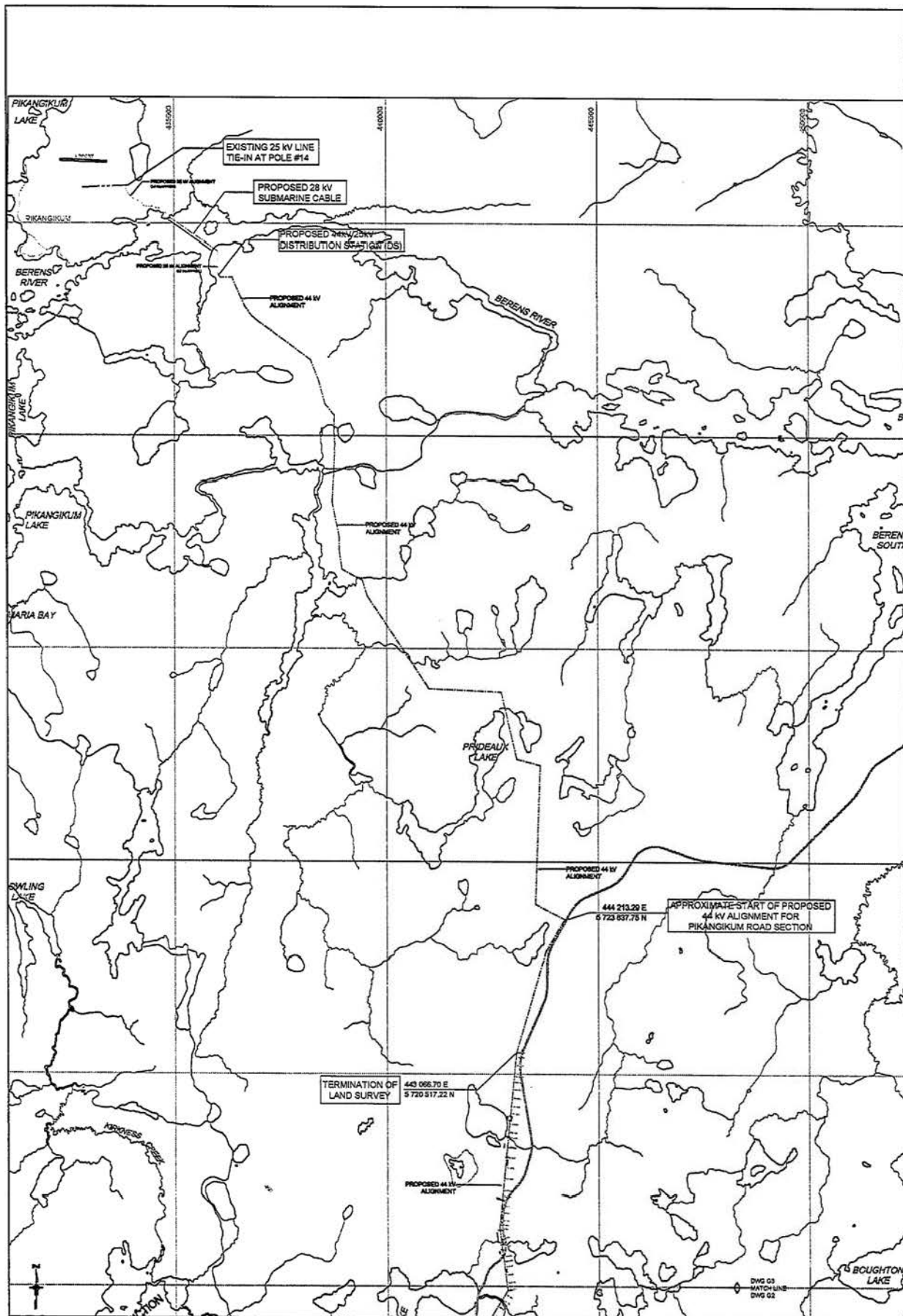
12) LIST OF ATTACHMENTS

- (i) APPENDIX 'A' – Drawings
- (ii) APPENDIX 'B' – MNR Resource Stewardship & Facility Development Class EA
- (iii) APPENDIX 'C' – Agency Consultation
- (iv) APPENDIX 'D' – DFO Operational Statements
- (v) APPENDIX 'E' – Transport Canada Forms

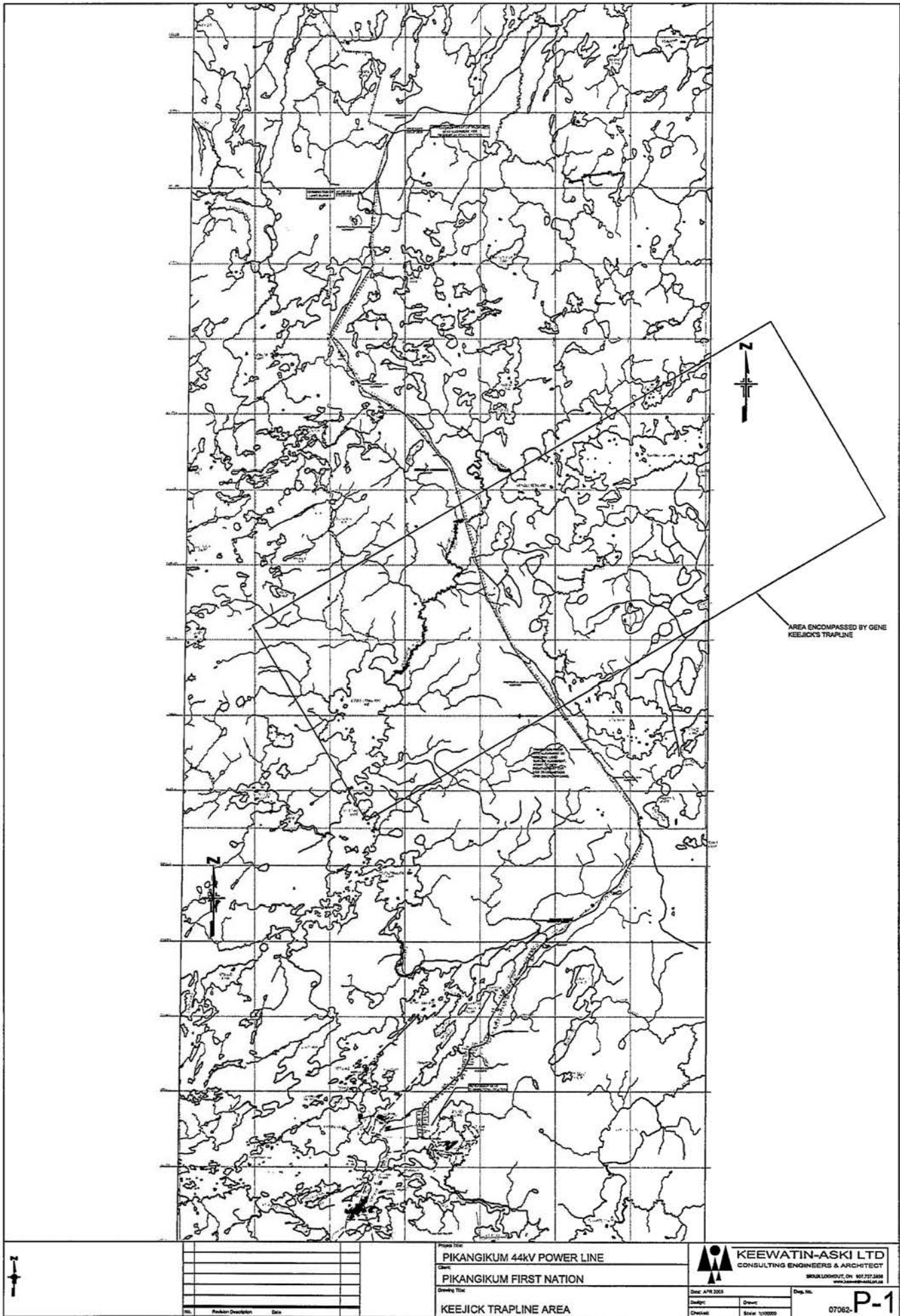
APPENDIX 'A'

DRAWINGS





<div>NOT FOR CONSTRUCTION</div>		<div> <div>Project Title:</div> <div>PIKANGIKUM 44kV POWER LINE</div> <div>Client:</div> <div>PIKANGIKUM FIRST NATION</div> <div>Drawing Title:</div> <div>GENERAL ALIGNMENT PLAN - NORTH SECTION</div> </div>		<div> <div>B.J. TWORZYNSKI LTD.</div> <div>CONSULTING PROFESSIONAL ENGINEERS</div> </div>		<div> <div>KEEWATIN-ASKI LTD</div> <div>CONSULTING ENGINEERS & ARCHITECT</div> <div>BOULEVARD, ON. M7T 7S7</div> <div>www.keewatin-aski.ca</div> <div> <div>Drawn: APR 2008</div> <div>Checked: [blank]</div> <div> <div>Drawn: [blank]</div> <div>Checked: [blank]</div> </div> </div> </div>
<div> <div>No.</div> <div>Description</div> <div>Date</div> </div>						<div> <div>Drawn: [blank]</div> <div>Checked: [blank]</div> <div> <div>Drawn: [blank]</div> <div>Checked: [blank]</div> </div> </div>



No.	Revision Description	Date

Project Title: PIKANGIKUM 44KV POWER LINE
 Client: PIKANGIKUM FIRST NATION
 Drawing Title: KEEJICK TRAPLINE AREA



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Date: APR 2008
 Design: [] Drawn: []
 Checked: [] Scale: 1:10000

Sheets No.

07062-P-1

APPENDIX 'B'

MNR RESOURCE STEWARDSHIP & FACILITY DEVELOPMENT CLASS EA

Screening Criteria for Determining Project Category

MNR Resource Stewardship & Facility Development Class EA

Project Name:

Pikangikum 44kV Power Transmission Line

This project has the potential to affect...

Screening Criteria	Rating of Potential Net Effect						Comments/Rationale		
	-H	-M	-L	Nil	Unk	+L		+M	+H
Natural Environment Considerations									
Air quality							X		Project will connect 2000+ people to the Ontario grid, eliminating their dependence on diesel-fired generators.
Water quality or quantity (ground or surface)				X					
Species at risk or their habitat			X						Potential disruption to Woodland Caribou movement, although not a factor with similarly sized lines elsewhere
Significant earth or life science features				X					
Fish or other aquatic species, communities or their habitat (including movement of resident or migratory species)			X						Conditions will be imposed on construction that minimize working in water; submarine cable portion will follow DFO Operational Guidelines
Land subject to natural or human-made hazards				X					
Recovery of a species under a special management program (e.g. elk restoration)				X					
Ecological integrity			X						Light footprint on the land but a footprint where none now exists
Terrestrial wildlife (including numbers, diversity and movement of resident or migratory species)				X					No significant impact elsewhere from this size of line
Natural Vegetation and terrestrial habitat linkages or corridors through fragmentation alteration and/or critical loss				X					
Permafrost				X					
Soils and sediment quality				X					
Drainage or flooding				X					
Sedimentation or erosion				X					
Release of contaminants in soils, sediments				X					
Natural heritage features and areas (e.g. areas of natural and scientific interest, provincially significant wetlands)				X					
Other (specify)									

Screening Criteria	Rating of Potential Net Effect						Comments/Rationale		
	-H	-M	-L	Nil	Unk	+L	+M	+H	
Land Use, Resource Management Considerations									
Access to trails or inaccessible areas (land or water)				X					
Or obstruct navigation				X					
Other resource management projects			X						Need to minimize impact on Forestry research sites adjacent to Nungesser Road via work permit conditions
Traffic patterns or traffic infrastructure				X					No change in patterns; use of part of Nungesser Road right-of-way; route generally follows existing road, winter roads and planned all-weather access roads
Recreational importance - public or private				X					
Or create excessive waste materials				X					Should not be much waste except native fill left from pole setting
Or commit a significant amount of a non-renewable resource (e.g. aggregates, agricultural land)				X					Minimal use of aggregates for pole setting
Noise levels				X					This size of line does not produce discernible noise
Views or aesthetics			X						There will be a hydro line running along Nungesser Road
Or be a precondition or justification for implementing another project				X					
Adjacent or nearby uses, persons or property						X			Coil Lake cottage subdivision; Stormer Christian Fellowship Centre; and Stormer Lake Lodge may be able to tap into hydro line
Other (specify)						X			Line will have capacity to extend service to Poplar Hill in future
Social, Cultural and Economic Considerations									
Cultural heritage resources - including archaeological sites, built heritage, and cultural heritage landscapes				X					Route largely follows existing disturbances - roads; winter roads
Or displace people, businesses, institutions or public facilities				X					
Community character, enjoyment of property, or local amenities						X			Project will provide reliable source of hydro to enhance, improve local infrastructure and housing
Or increase demands on government services or infrastructure				X					Diesel plant is aging and incapable of meeting future demands; connection to the Provincial grid will lower future costs
Public health and/or safety						X			Future provision of water & sewer systems; increased housing; new school dependent on increasing electrical supply
Local, regional or provincial economies or businesses						X			Reliable power for development of business
Tourism values (e.g. resource-based tourists lodge)						X			Potential connection to grid
Other (specify)									
Aboriginal Considerations									
First Nation reserves or communities							X		Significant impacts on Pikangikum - infrastructure; housing; business
Spiritual, ceremonial or cultural sites				X					
Traditional land or resources used for harvesting activities			X						Route crosses small portion of EMA under "Keeping the Land"
Aboriginal values				X					
Lands subject to land claims				X					
Other (specify)			X						Consult with Lac Seul First Nation since southern portion of route within traditional use area

Completed by: Michael Schillemore

Date: ###

Approved by:

Date:

¹ Where projects may affect a known or suspected cultural resource, further technical heritage studies may be warranted. Ministry of Culture technical studies that may be required include items such as archaeological assessments by licensed archaeologists and built heritage studies by qualified heritage consultants if a significant built heritage structural feature is being affected.

Proposed Electrical Transmission Line From Red Lake to Pikangikum

The Pikangikum First Nation has proposed the construction of an electrical transmission line, on Crown land, from Red Lake to Pikangikum. The line would be approximately 103 km long, originating near the intersection of Highway 125 and the Nungesser Road. The first 32 km would be constructed within the right-of-way of the Nungesser Road. The next 48 km would follow a previously surveyed route which generally parallels the Nungesser Road to the intersection with the Pikangikum 'all-weather' road. The line would follow the 'all-weather' road and the winter road for about 20 km to the south shore of Berens River/Pikangikum Lake. Approximately 1.2 km of submarine cable and another 1.4 km of overhead transmission line would complete the route into the community. The entire project would comply with Ontario Hydro Standards for the construction of transmission lines.

This project would switch the community of Pikangikum from dependence on diesel-fired generators to a clean, renewable energy source, sufficient for present and forecasted demands.

A project screening is being conducted under the Class Environmental Assessment for MNR Resource Stewardship and Facility Development Projects to assign this project to a category for evaluation. The assigned category determines the level of detail of the project planning evaluation and the amount of consultation that will be undertaken. This project has been tentatively assigned to Category B, on the basis that little public concern is anticipated with the project. MNR is requesting public input on this category assignment before proceeding further.

Comments must be received within the 30-day comment period, which expires on July 18, 2008.

If MNR decides that this is a Category B project, this notice will serve as the first of two mandatory public notices. The second notice – a Notice of Completion – will be provided only to parties who have provided input or requested further notice. MNR may proceed to implement the project without issuing a further general notice. For more information on the project, please contact:

Norm Lawrence, P.Eng.
Keewatin-Aski Ltd.
P.O. Box 510
Sioux Lookout, ON P8T 1A8
Bus: 807-737-3858
Fax: 807-737-3875

Michael Schillemore
Ministry of Natural Resources
P.O. Box 5003
Red Lake, ON P0V 2M0
Bus: 807-727-1348
Fax: 807-727-2861

To submit comments or request further notice, please contact Michael Schillemore at the above address or at mike.schillemore@ontario.ca.

**Ministry of Natural
Resources**

139 Forestry Road
PO Box 5003
Red Lake, ON P0V 2M0

**Ministère des Richesses
naturelles**

PH : 807-727-2253
Fax : 807-727-2861
<http://www.mnr.gov.on.ca>



June 12, 2008

Chief Dean Owen
Pikangikum First Nation
P.O. Box 323
Pikangikum, ON P0V 2L0

Subject: Proposed Hydro Transmission Line to Pikangikum First Nation

The Ministry of Natural Resources (MNR) has received an application for the construction of a 44kV hydro transmission line from the intersection of Highway 125 and Nungesser Road to your community. The proposed transmission line will connect Pikangikum to the Ontario Electrical Grid, eliminating the present dependence on diesel-fired, electricity generation. Keewatin-Aski Ltd., consulting engineers, are planning and designing the project on behalf of your community. The proposed design that we received will locate the transmission line fully within the right-of-way of the Nungesser Road from the starting point to the area of Coli Lake. The proposed route will then follow a surveyed alignment on Crown land that loosely parallels the Nungesser Road to the junction with the all-weather road to Pikangikum. From this point, the proposed route follows the Pikangikum road alignment into the community (proposed mapping attached).

A project screening is being conducted under the Class Environmental Assessment for MNR Resource Stewardship and Facility Development Projects to assign this project to a category for evaluation. The assigned category determines the level of detail of the project planning evaluation and the amount of consultation that will be undertaken. This project has been tentatively assigned to Category B, on the basis that little public concern is anticipated with the project. MNR is requesting public input on this category assignment before proceeding further.

Comments must be received within the 30-day comment period, which expires on July 18, 2008.

If MNR decides that this is a Category B project, this notice will serve as the first of the two mandatory public notices. The second notice – a Notice of Completion – will be provided only to parties who have provided input or requested further notice. MNR may proceed to implement the project without issuing a further general notice.

However, we think that it would be very helpful if we could meet with a representative of your community before we go too much further. We would like to discuss any community values along the proposed route to ensure that nothing is damaged or infringed upon unknowingly.

For more information on the project, to submit comments or to request further notice, please contact:

Michael Schillemore, Senior Lands & Waters Technical Specialist
Red Lake District MNR Office
P.O. Box 5003, 139 Forestry Road
Red Lake, ON P0V 2M0
Bus: 807-727-1348
Fax: 807-727-2861
E-mail: mike.schillemore@ontario.ca

The MNR is collecting comments and personal information under the authority of the *Environmental Assessment Act* to assist in making decisions and determining further consultation needs. All comments and opinions will be kept on file and may be available in study documentation that is made available for public review. All comments and contact (name and address) information received may also be forwarded to the project applicant unless specifically requested otherwise. For more information on the collection and use of personal information, please contact me at the addresses or numbers below.

Thank you,

Trevor Park, Planning & Information Management Supervisor
Red Lake District MNR Office
P.O. Box 5003, 139 Forestry Road
Red Lake, ON P0V 2M0
Bus: 807-727-1344
Fax: 807-727-2861
E-mail: trevor.park@ontario.ca

//ms
end

"Your comments regarding our services are welcome at anytime"

APPENDIX 'C'

AGENCY CONSULTATION

MINISTRY OF ENVIRONMENT

From: Joe Cospito (KAL) [mailto:jcospito@keewatin-aski.on.ca]
Sent: Tuesday, February 19, 2008 2:59 PM
To: 'Barnes, Stephanie (ENE)'
Cc: nlawrence@keewatin-aski.on.ca
Subject: RE: Reg 116 question regarding EA requirements

Hello Stephanie,

Thank you for your prompt response. I will look into the additional sections you recommended to insure our project is proceeding according to any other provincial/federal regulations.

We are working closely with the MNR, MTO, and have contacted DFO in regards to the submarine cable. We will continue to work closely with these ministries to insure we meet their requirements for this specific project.

I appreciate your expertise on our inquiry, thank you Stephanie.

Sincerely,

Joe Cospito, B Eng.
Keewatin-Aski Ltd.
Ph: (807) 737-3858
Fx: (807) 737-3875
jcospito@keewatin-aski.on.ca

From: Barnes, Stephanie (ENE) [mailto:Stephanie.Barnes@ontario.ca]
Sent: February 19, 2008 2:51 PM
To: Joe Cospito (KAL)
Cc: Hudson, Erin (ENE); nlawrence@keewatin-aski.on.ca
Subject: RE: Reg 116 question regarding EA requirements

Hi Joe,

Thank you for your email. Based on the information provided in your letter dated February 13, 2008, I concur that the proposed Pikangikum Electrical Grid Reactivation Project does meet the classification of a Category A project under Regulation 116/01 Electricity Projects. Category A projects do not require approval under the *Environmental Assessment Act* (EAA); however, they are required to comply with any other applicable existing legislative requirements.

It is not clear whether the proposed transmission line will be located on private, Crown or federal land. You should contact the Ministry of Natural Resources (MNR) as there may be EA requirements under MNR's Class EA for MNR Resource Stewardship and Facility Development Projects. You may also need to contact the Department of Fisheries and Oceans and Transport Canada for authorization to proceed with the submarine cable proposed at Segment 5.

Please note that anyone can request that the Minister of the Environment make a Category A project subject to the EAA (Designation Request).

You should also note that on page 26 of the Guide to EA Requirements for Electricity Projects (MOE, March 2001), if an approval under other provincial legislation which is considered a "classified instrument" is required for the project, the approval does not qualify for an exemption from *Environmental Bill of Rights* (EBR) requirements. Applications for classified instruments for Category A projects are subject to the public participation requirements of the EBR, including posting of proposals on the Environmental Registry.

You should also read Section A.5.3 (page 15) of the Guide to determine whether any of the other approvals required for transmission projects apply to the proposed Pikangikum project.

Please contact me if you have any other questions.

Regards,

Stephanie Barnes

From: Joe Cospito (KAL) [mailto:jcospito@keewatin-aski.on.ca]
Sent: February 13, 2008 4:10 PM
To: Barnes, Stephanie (ENE)
Cc: Hudson, Erin (ENE); nlawrence@keewatin-aski.on.ca
Subject: Reg 116 question regarding EA requirements

Hello Stephanie,

Please find attached a description of the project we are involved in as well as the EA information we are seeking. I have also included several figures that are referenced. Your assistance in this matter is greatly appreciated Stephanie.

Sincerely,

Joe Cospito, B Eng.
Keewatin-Aski Ltd.
Ph: (807) 737-3858
Fx: (807) 737-3875
jcospito@keewatin-aski.on.ca

From: Barnes, Stephanie (ENE) [mailto:Stephanie.Barnes@ontario.ca]
Sent: February 12, 2008 12:19 PM
To: jcospito@keewatin-aski.on.ca
Cc: Hudson, Erin (ENE)
Subject: Reg 116 question

Hi Joe,

I understand you were speaking with Erin Hudson yesterday regarding an electricity project you are involved in and the EA requirements. Would you mind sending me a description of your project so that I can help you with the EA requirements. If you prefer, you can call me directly at the number below.

Thanks
Stephanie

Stephanie Barnes
Environmental Planner/EA Coordinator
Ontario Ministry of the Environment
Northern Region
p: 807-475-1717
f: 807-475-1754
e: stephanie.barnes@ontario.ca

MINISTRY OF TRANSPORTATION ONTARIO

-----Original Message-----

From: McAneeley, Ross (MTO) [mailto:Ross.McAneeley@ontario.ca]

Sent: Wednesday, September 19, 2007 3:54 PM

To: Joe Cospito (KAL)

Cc: Deley, Jonna (MTO)

Subject: Pikangikum & Nungesser

Joe:

Note the following comments received from our internal review of your proposal:

In accordance with ministry practice, the utility line must be located at the outermost limit of the right-of-way. In the case of the 44kv line, the ministry will allow the pole to be offset 2.5 m from the limit of the right-of-way; this will keep the infrastructure, including the tower cross-members, within our property. It would leave the guy wires, if applicable, outside of the right-of-way. In the case of 115 kv line, the cross-members are wider and the support structure is a duplex installation, with a spread of 3.8 m, and a cross-member width of 7.9 m. The plans show the cross-members beyond our right-of-way; the outermost pole should be located as close to the limit of the highway as possible (within the 2 m utility area at the limit of the right-of-way) to ensure maximum separation from the road, and minimal change for future impact from road mtc or construction activities.

Detailed plans must be submitted clearly showing the limit of the right-of-way and the location of the proposed plant, including all guy wires, cabinets, etc. for ministry review and approval.

As-constructed plans are to be prepared for ministry records.

Any deviation from the above-noted requirements require ministry approval.

Trees cut to accommodate the utility line shall be removed from the right-of-way or stacked off right-of-way, for further use as directed by MNR and in accordance with their timber management practices.

In the unlikely event of line abandonment, the infrastructure must be removed from our right-of-way.

From a property standpoint, we suggest that the proposed grantee, Hydro-One, contact us in due course to discuss the procedure for obtaining an easement to protect the facility. As mentioned earlier, we have had discussions with Kevin May regarding the extension of services from hwy 125 to the new mill on Nungesser Rd.

Ross McAneeley

Property Supervisor

MTO - Northwestern Region

615 S. James Street

Thunder Bay, ON P7E 6P6

telephone: 807 473-2057

cell: 807 474-9851

HYDRO ONE NETWORKS INC.

-----Original Message-----

From: BEN-SHLOMO Oren [mailto:oren.ben-shlomo@HydroOne.com]
Sent: Thursday, September 06, 2007 2:02 PM
To: nlawrence@keewatin-aski.on.ca
Cc: oren.ben-shlomo@HydroOne.com
Subject: Pikangikum Connection

Hi Norm

We'd like to provide the following direction:

Connection Point

At present, the connection point for your project will be approximately 0.9KM on Nungesser Rd from the intersection of Hwy 125 and Nungesser Rd. (See map below)
This connection point may change should other potential customers agree to connect before you.

Line Design

Prior to ESA approval and construction, the line design must be reviewed by Hydro One to ensure the design satisfies our requirements.
Approximately 2KM of line will require higher poles to accommodate future under build.
It is recommended that 556 AL conductor is used on the 44 kV line sections.
Further details, regarding other required equipment, conductor types and our standards will be communicated at a future date.

Station Design

Further details to follow

44kV Recloser(s)

Further details to follow

Easements/ Forestry Cutting Rights / Property Agreements

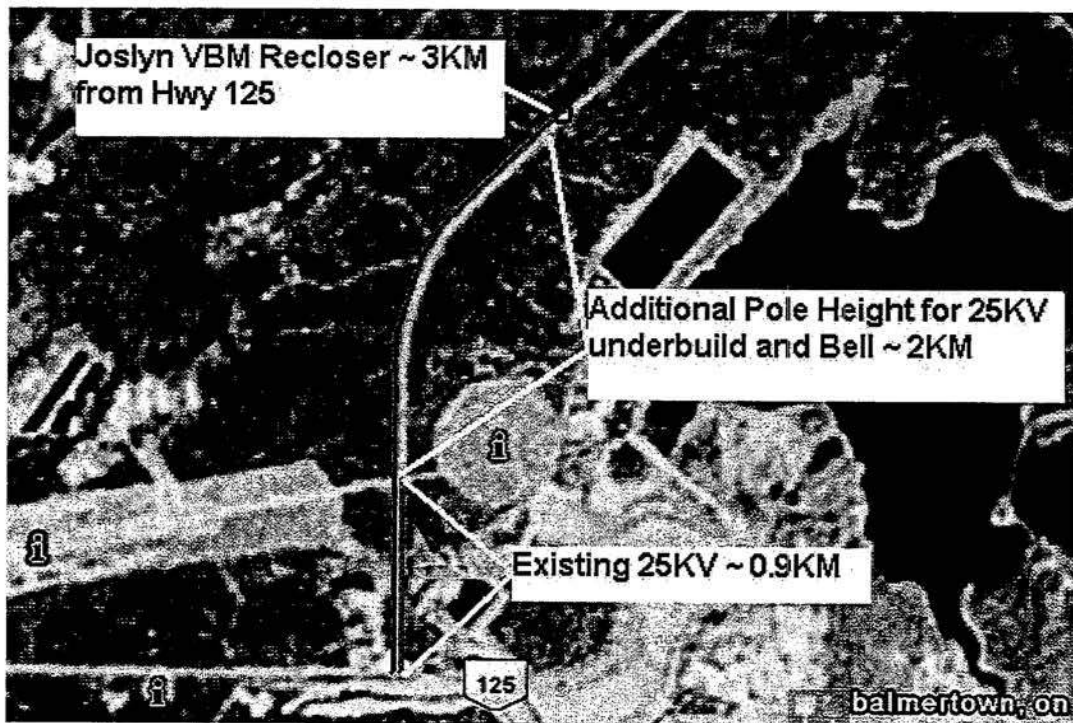
Please ensure that Hydro One is named in these documents to ensure all rights are transferred to us when we assume ownership of the line.

Field Process Initiation

Please contact Kelly Charbonneau 1-800-208-9412 x 3820 to initiate our field process. A site visit will be scheduled and some documentation will be requested.

A "Letter of Agency" will be requested. This letter should be prepared by your client authorizing you to act on their behalf. It should include the following:

*Letter of Agency to be completed by the Owner of the Property on their letterhead
"authorizing xxxxxx of Consulting/Engineering firm name to have the authority to act
on their behalf, for specific project (naming or quoting the project name or number)*



Oren Ben-Shlomo
Hydro One Networks Inc.

From: oren.ben-shlomo@HydroOne.com [mailto:oren.ben-shlomo@HydroOne.com]
Sent: Tuesday, March 18, 2008 3:09 PM
To: nlawrence@keewatin-aski.on.ca; rich.baggerman@HydroOne.com
Subject: RE: Pikangikum Electrical Grid

When: Wednesday, March 19, 2008 2:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).

Where: Conference Call

~~*~*~*~*~*~*~*~*

Hi Norm

We've reviewed your single line diagram and I have attached a document listing some ideas we'd like to discuss.

Please let me know if you'll be available for a conference call to discuss and clarify the document. I will tentatively schedule it for tomorrow, March 19th at 2pm (our time). If you require more time to review the document, please provide a more suitable time for us to talk.

Dial 1-866-865-5862
Code: 878-836

<<Pikangikum H1 SLD Mar 13 08.doc>>
Oren Ben-Shlomo
Hydro One Networks Inc.
Phone: (705) 790-4672

Mar 13, 2008

Response to Pikangikum DS Design

I would like to propose that the new station be of a simplified pad mount design and that equipments be ordered through Hydro One. Please find attached a Pikangikum DS Site sketch and a Pikangikum DS SLD. The consultant would draft up a station design based on the attached drawings and submit these drawing to Hydro One for a quick check of clearances and other items.

Catalogue ID s can be used to order equipment through Hydro One. It is suggested that the following equipment be ordered through Hydro One.

Two	5 MVA pad mount transformers
Two	sets of electronic pad mounted reclosers
Two	S&C 44 kV fused switches to be mounted on an entrance structure or pole
Four	44 kV fuses
One	pad mount double switch

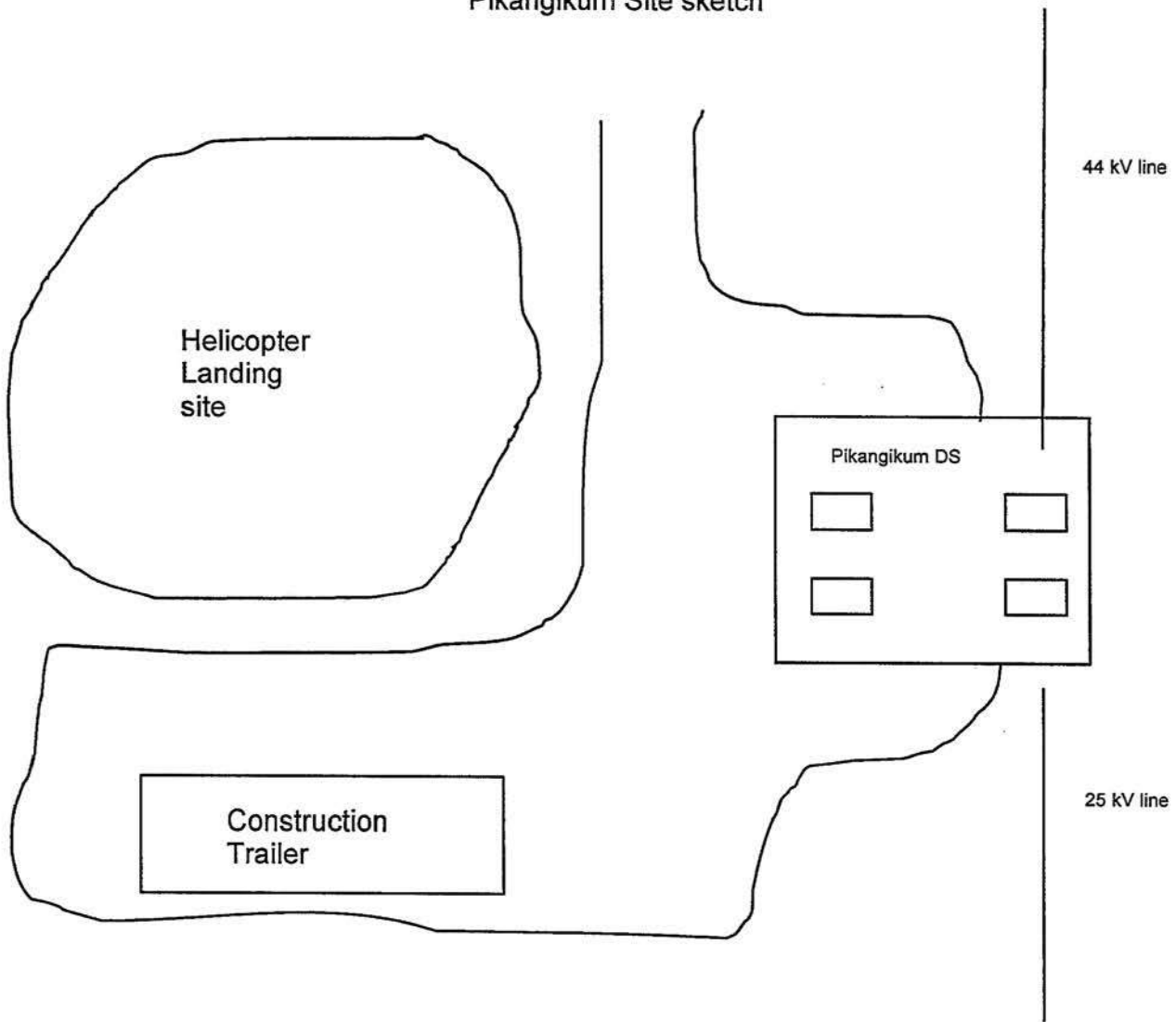
This use of standard equipment will allow Hydro One to more easily provide spares in case of DS equipment failure.

The need for SCADA needs to be reviewed considering the added cost and potential increased operational effectiveness of the station. If SCADA is required then electronic reclosers with SCADA capability will make the design efficient and functional. It is likely that an 8X8 shed will be required to house the communication/interface equipment.

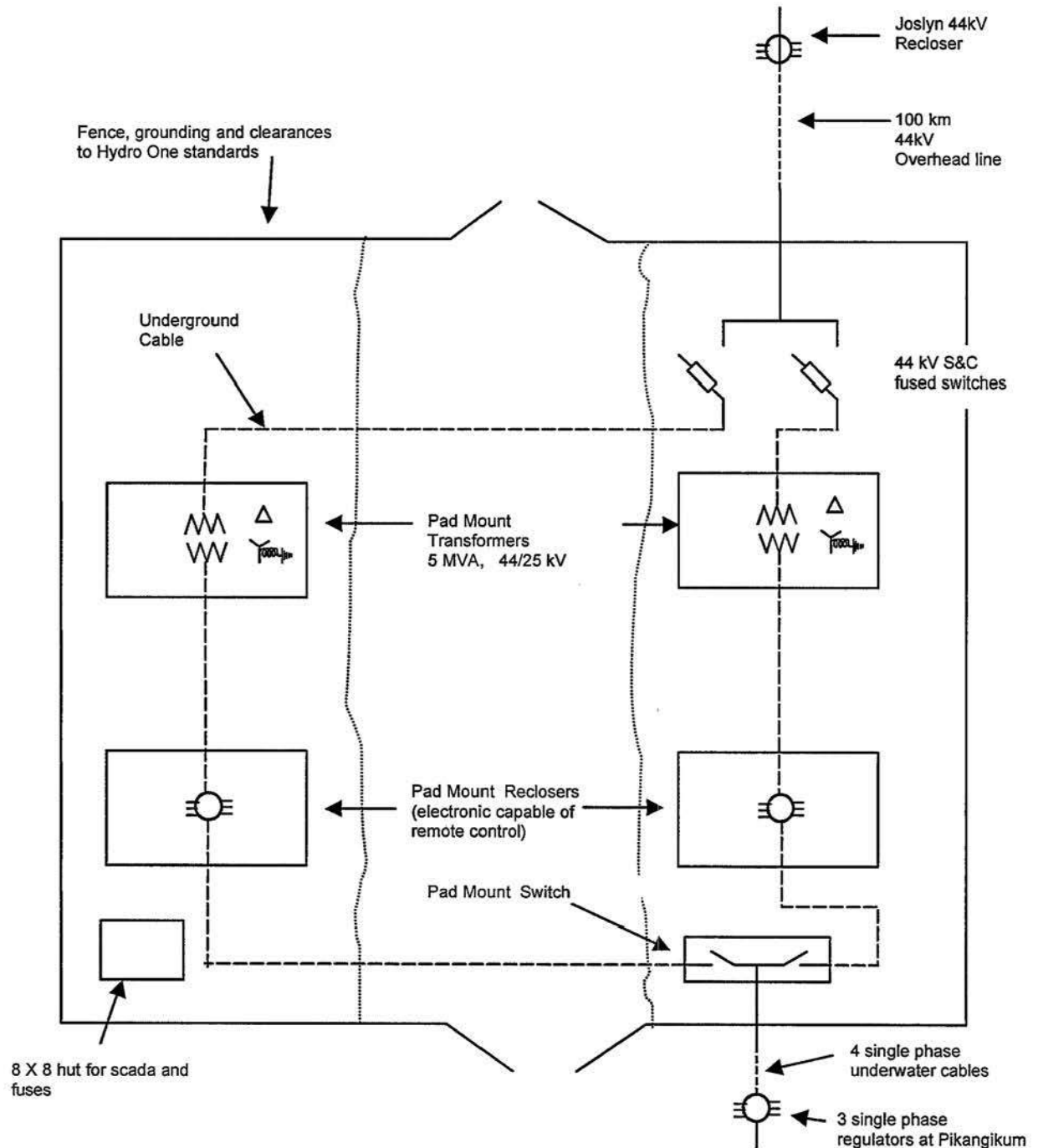
This SCADA package should be designed by Hydro One and in serviced by Hydro One specialists.

It is evident that there needs to be a Hydro One agent in Pikangikum to check the DS on a weekly basis and respond to outages. In an outage situation the agent can give quick visual assessment of the station and perform simple switching operations to place the alternate transformer in service. This agent can also respond to customer outages within the Pikangikum community.

Pikangikum Site sketch



Pikangikum DS Single Line
Proposed by Hydro One (Mar 11 2008)



MINISTRY OF NATURAL RESOURCES

Ministry of Natural
Resources

139 Forestry Road
PO Box 5003
Red Lake, ON P0V 2M0

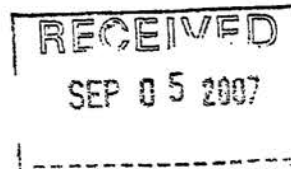
Ministère des Richesses
naturelles

<http://www.mnr.gov.on.ca>
PH : 807-727-2253
Fax : 807-727-2861



August 31, 2007

Joe Cospito
Keewatin-Aski Engineering & Consulting Ltd.
P.O. Box 510
61 Queen Street
Sioux Lookout, ON P8T 1A8



Subject: Red Lake - Pikangikum Hydro Transmission Line

Mr. Cospito:

This letter is in response to your recent inquiry regarding the planning process for re-activating the 'Pikangikum Transmission Line' project. Apparently a great deal of work was completed on this project from 1995 to 2002; I am told that Norm Lawrence had significant involvement with it. Unfortunately, most of our files did not survive the office fire last year but you will probably have a large amount of information in your office. Hopefully, we will be able to use some of this work but essentially we will be starting over anew.

The first step for the initiation of this project has not changed from the last time that this project was worked on. We will require a detailed and comprehensive project proposal and description to do a preliminary analysis of potential environmental concerns. We will be using newer guides for this including the "Class Environmental Assessment for MNR Resource Stewardship and Facility Development Projects (2003)", available on the web at www.mnr.gov.on.ca/MNR/stewardesa, and the "Guide to EA Requirements for Electricity Projects (2001)", at www.ene.gov.on.ca/envision.

I understand that the project is being funded by INAC; I am sure that you are aware that federal funding is one of the potential triggers for screening under the Canadian Environmental Assessment program. A detailed and comprehensive project proposal and description will be required for the initial federal screening also. Their requirements can be found on the Canadian Environmental Assessment Agency website at www.ceaa-acee.gc.ca/index_e.htm.

The intent of the initial planning process is to ensure that a thorough review is conducted of the proposal and that if agreement is reached to proceed, that it proceeds with due regard for the environment. The initial planning process will:

- Clearly identify the purpose and rationale for the proposal;
- Identify and evaluate all reasonable alternatives;

- Provide for consultation with affected interest groups, First Nations, government agencies, property owners and the public, as appropriate;
- Outline a development plan identifying the selected alternative and environmental mitigation measures; and
- Hold the proponent responsible for implementing the project in an environmentally acceptable manner.

If at the end of this process, a determination is made that the project will either not have significant environmental effects, or those effects can be successfully mitigated, the work will be authorized by a work permit and proper tenure for the occupation of Crown land will be provided.

It is important that the proponent meet with staff from this Ministry at the outset so that the planning process and information requirements can be agreed on.

Sincerely,



Michael A. Schillemore
Senior Lands & Waters Technical Specialist
Red Lake District

Tel: 807-727-1348

Fax: 807-727-2861

mike.schillemore@ontario.ca

Joe

From: Schillemore, Mike (MNR) [mike.schillemore@ontario.ca]
Sent: Thursday, July 10, 2008 3:22 PM
To: Joe
Subject: Pikangikum Transmission Line
Attachments: Class EA- Project Category Screening Form Dec. 2005.xls; Proposed Transmission Line Ad.doc; First Public Notice.doc

Hi, Joe;

We are conducting a screening of this project under the Class Environmental Assessment process for Ministry of Natural Resources Resource Stewardship & Facility Development projects. The attached Class EA screening form details the subjects that we initially consider and the anticipated impacts. Our public consultation for this project includes the attached newspaper ad, published June 18th, and a direct mailout (sample letter attached) to potentially effected parties in the area of the project. The mailout went to 8 different mining interests; 5 Bear Management Area licencees; 5 Trap Line holders; 13 government & First Nation agencies; 4 Baitfish Block licencees; 2 forestry companies; and 5 commercial tourism operations.

Our consultation will include 'face-to-face' meeting(s) with Pikangikum and Lac Seul First Nations to identify cultural/heritage values so we can successfully mitigate any impacts.

We expect our consultation period to end as scheduled on July 18th without any significant issues arising. To date, the only inquiries have been from people/operations along the proposed route wondering if/when/how they could connect to the line. We expect to issue our Notice of Completion as planned, and the project will be able to proceed.

At the work permit stage, if not before, we will need a very detailed route map so construction can avoid known values such as progeny sites and any values identified by the First Nations. The work permit will contain appropriate conditions to ensure that all water crossings are handled in an environmentally sound fashion.

Cheers,

Mike

Michael A. Schillemore
Senior Lands & Waters Technical Specialist
Red Lake District
Bus:(807) 727-1348
Fax:(807) 727-2861
mike.schillemore@ontario.ca

Joe

From: Schillemore, Mike (MNR) [mike.schillemore@ontario.ca]
Sent: Friday, July 24, 2009 9:34 AM
To: Edward Hoshizaki; jcospito@keewatin-aski.on.ca
Cc: Park, Trevor (MNR); Larkin, Barb (MNR); Swanwick, Graeme (MNR)
Subject: Pikangikum Transmission Line - Notice of Completion

Folks;

I finally got through to Paula Allen, the MOE staff member who would be handling any bump-up requests. She has not heard anything yet. She understands the proponent's desire to get on with things so she will e-mail the Minister's office to see if anything did come in; she will e-mail me as soon as she finds out.

Our RSFD Class EA manual recommends waiting 7 days after the closure of the 30-day public comment period to hear from MOE about any bump-up requests. The Notice of Completion closed on July 17th so I will prepare the Statement of Completion and I suggest that it be filed on July 31st if there is still no word from Ms. Allen. After that, the project is ready to proceed.

Cheers,

Mike

Michael A. Schillemore
Senior Lands & Waters Technical Specialist
Red Lake District
Bus:(807) 727-1348
Fax:(807) 727-2861
mike.schillemore@ontario.ca

FISHERIES AND OCEANS CANADA

Joe

From: Ward, Neville [Neville.Ward@dfo-mpo.gc.ca]
Sent: Wednesday, June 25, 2008 10:34 AM
To: Joe
Subject: RE: DFO Request for Pikangikum Power Line

Joe - if your project meets the conditions and measures outlined in the attached DFO operational statement for underwater cables (version 3.0 which I believe is identical to version 2.0 which you sent but without an expiry date) then you can proceed without a DFO review. cheers Neville

Neville Ward

Senior Habitat Biologist/ *Biologiste principal de l'Habitat*
Northern Ontario District/ *District du nord de l'Ontario*
Ontario - Great Lakes Area / *Secteur de l'Ontario et des Grands Lacs*
Central and Arctic Region / *Région du Centre et de l'Arctique*

Fisheries and Oceans Canada / *Pêches et Océans Canada*
Government of Canada / *Gouvernement du Canada*

807-346-8251

Fax/ Télécopieur: 807-346-8545

E-Mail / Courrier électronique: Neville.Ward@dfo-mpo.gc.ca

100 Main Street, Suite 425 / 100, rue Main, Pièce 425

Thunder Bay, Ontario P7B 6R9 / Thunder Bay (Ontario) P7B 6R9

From: Joe [mailto:jcospito@keewatin-aski.on.ca]
Sent: June 25, 2008 11:06 AM
To: Ward, Neville
Subject: DFO Request for Pikangikum Power Line

Good morning Neville,

This email is in regards to the Pikangikum Grid Project our office is working on for Pikangikum First Nation. This project has been moving ahead smoothly through the design and approvals process for the last year. It involves the construction of an overhead power line from Red Lake to Pikangikum First Nation.

The power line crosses the Barrens River immediately south of Pikangikum First Nation via an underwater cable. The line is a 44 kV line and will be installed according to DFO's Ontario Operational Statement for Underwater Cables. In this document DFO states the following:

"You may proceed with your Underwater Cable project without a DFO review when you meet the following conditions:

- unconfined open trench methods, including ploughing and

7/11/2008

water-jetting, to bury cables are not used,
underwater cables are not installed on or within known fish
spawning habitat,

- cable trenching is limited to near shore areas and is to be no

greater in width than that required to accommodate the cable,

- any near shore excavation to bury the cable extends a maximum

total of 10 meters below the ordinary high water mark (see
definition below), but in no case will involve more than 10% of
a stream channel width (in total),

- explosives are not used to install the cable, and
- you incorporate the *Measures to Protect Fish and Fish Habitat*

when Placing Underwater Cables

All of these conditions will be met and have been incorporated into design. I have attached the Operational Statement should you be interested.

In preparation of the Environmental Assessment for this project INAC has requested that DFO confirm in correspondence that no DFO review is necessary if *the operational statement is followed*. I know this is exactly what the operational statement already says but they require us to provide a brief direct correspondence confirming it.

Would you be able to provide us with a brief email confirming the content of the operational statement? It would be much appreciated Neville.

Thanking you in advance,

Joe Cospito, B. Eng.
Keewatin-Aski Ltd.
Ph: (807) 737-3858
Fx: (807) 737-3875
jcospito@keewatin-aski.on.ca

<<07062 DFO Underwater Cable Operational Statement.pdf>>

7/11/2008

Joe

From: Rachel Speller [spellerr@inac-ainc.gc.ca]
Sent: Friday, July 25, 2008 7:01 AM
To: jcospito@keewatin-aski.on.ca
Subject: Fwd: RE: Pikangikum Electrical Grid Project

Response from DFO.

>>> "Ward, Neville" <Neville.Ward@dfo-mpo.gc.ca> 07/24/08 5:48 PM >>>

Rachel - I have quickly reviewed the CEAA screening report you sent and in addition to the DFO operational statement on "Underwater Cables" the report should also reference the DFO operational statement on "Overhead Line Construction" version 3.0. If the conditions and measures outlined in these two operational statements can be met then DFO does not need to review the project. In this case DFO would not be a RA, but just a FA (providing advice) and thus I assume DFO would not need to sign off on the screening report. Cheers Neville

Neville Ward

Senior Habitat Biologist/ Biologiste principal de l'Habitat
Northern Ontario District/District du nord de l'Ontario
Ontario - Great Lakes Area / Secteur de l'Ontario et des Grands Lacs

Central and Arctic Region / Région du Centre et de l'Arctique

Fisheries and Oceans Canada / Pêches et Océans Canada

Government of Canada / Gouvernement du Canada

807-346-8251

Fax/ Télécopieur: 807-346-8545

100 Main Street, Suite 425 / 100, rue Main, Pièce 425

Thunder Bay, Ontario P7B 6R9 / Thunder Bay (Ontario) P7B 6R9

E-Mail / Courrier électronique: Neville.Ward@dfo-mpo.gc.ca

-----Original Message-----

From: Rachel Speller [mailto:spellerr@inac-ainc.gc.ca]
Sent: July 22, 2008 1:08 PM
To: Ward, Neville; Denise.Fell@ec.gc.ca; COUGHLN@tc.gc.ca
Cc: jcospito@keewatin-aski.on.ca
Subject: Pikangikum Electrical Grid Project

Pikangikum First Nation is planning a project to connect their community to the provincial grid. Most of the line will be along existing right-of-ways but one small portion (1.2 km) will be a submarine cable under Berens River/Pikangikum Lake. I have attached the Environmental Screening Report prepared by Keewatin-Aski for your review and comments. Until this electrical project is complete, other projects in the community (e.g. the new school) are on hold for lack of power. As such, this is a fairly time sensitive issue and I would appreciate it if you could review the document at your earliest convenience. Craig, I know Keewatin-Aski have been consulting with Keith Reilly, Civil Aviation Safety Inspector with TC, but thought you should review this document for the environmental component.

Thank-you all for your time.

Joe

From: Ward, Neville [Neville.Ward@dfo-mpo.gc.ca]
Sent: Tuesday, May 26, 2009 4:23 PM
To: Kerri Hurley
Subject: RE: PIKANGIKUM ELECTRICAL GRID CEAA APRIL 16, 2009.PDF

Kerri - I trust changes to the ESR can be made as follows:

page 6 - the operational statement (OS) for overhead lines should also apply since the power line does cross several waterbodies through the air such as Pindar creek etc. The overhead line OS addresses the approaches (clearing of vegetation, fording) and where the structure (poles) are placed. I mentioned this last year - the July 25, 2008 email is in the DFO correspondence section part of the ESR.

page 7 - indicate the number of crossings (15?) with the overhead line (add this email to App C)

page 10 - the Berens River is not the only waterbody encountered by the proposed project

page 13 - add overhead cable OS to 2 Clearing and Grubbing of ROW for power line - add appropriate mitigation measures to the table from the OS.

page 16/17 - it mentions the underwater cable OS - shouldn't mitigation measures from the OS be in the table - column C?

thanks Neville

Neville Ward

Senior Habitat Biologist/ *Biologiste principal de l'Habitat*
Northern Ontario District/ *District du nord de l'Ontario*
Ontario - Great Lakes Area / *Secteur de l'Ontario et des Grands Lacs*
Central and Arctic Region / *Région du Centre et de l'Arctique*

Fisheries and Oceans Canada / *Pêches et Océans Canada*
Government of Canada / *Gouvernement du Canada*

807-346-8251

Fax/ Télécopieur: 807-346-8545

100 Main Street, Suite 425 / 100, rue Main, Pièce 425

Thunder Bay, Ontario P7B 6R9 / Thunder Bay (Ontario) P7B 6R9

E-Mail / Courrier électronique: Neville.Ward@dfo-mpo.gc.ca

From: Kerri Hurley [mailto:Kerri.Hurley@inac-ainc.gc.ca]
Sent: May 21, 2009 9:22 AM
To: Ward, Neville; Sheelagh Hysenaj; Craig Coughlin
Cc: Dan Baxter; Linda Churchley; Robert Durante
Subject: PIKANGIKUM ELECTRICAL GRID CEAA APRIL 16, 2009.PDF

Good morning,

Please find attached the revised CEAA Environmental Screening Report for the Pikangikum Grid Project. Please provide me with your comments and we will compile all comments for the distribution to the First Nation and their consultant.

Best Regards,

Kerri

Kerri Hurley
A/ Sr. Environment Officer, Environment Unit
Ontario Regional Office
Indian and Northern Affairs Canada
100 Anemki Drive, Suite 101
Thunder Bay, ON P7J 1A5
Phone: (807) 624-1515
Fax: (807) 623-7021
New Email: kerri.hurley@inac-ainc.gc.ca



Joe

From: Rachel Speller [spellerr@inac-ainc.gc.ca]
Sent: Tuesday, July 22, 2008 2:31 PM
To: jcospito@keewatin-aski.on.ca
Subject: Fwd: RE: Submarine Cable Crossing - Pikangikum grid project



THUNDRBY-#22680
3-v1-PIKANGIKUM...

Joe,

Here's the reply from Transport Canada with the "Minor Work" attached. It sounds like TC won't need an exemption document as long as the project adheres to the "Minor Work" statement.

Rachel

>>> Coughlin, Craig 07/22/08 3:23 PM >>>
I did review the report. I could not see where I the NWPA would trigger CEAA anywhere. If you determine the Submarine Cable Crossing does not meet the requirements of a MINOR WORK, it would be a 5(2) exemption document. There is a policy for Aerial cables crossing Navigable Waters as well.

Craig Coughlin

Navigable Waters Protection / Protection des eaux navigables
Transport Canada / Transports Canada
Phone (807-468-3079) Fax 807-468-6973 1100 3rd Avenue South, Box 649,
Kenora, Ontario, P9N 3X6
coughlc@tc.gc.ca

-----Original Message-----

From: Rachel Speller
Sent: July 22, 2008 2:11 PM
To: Coughlin, Craig
Cc: o=INAC;p=GC+INAC.AINC;a=GOVMT.CANADA;c=CA;
Subject: Re: Submarine Cable Crossing

Craig,

Will you review the Environmental Screening Report too, or is this document sufficient?

Rachel

>>> Coughlin, Craig 07/22/08 3:06 PM >>>
Rachel/Joe

Here is a copy of the NWPA mirror Works Policy for Submarine Cable Crossings.

If you have any questions, please give me a call.

Craig Coughlin

Navigable Waters Protection / Protection des eaux navigables
Transport Canada / Transports Canada
Phone (807-468-3079) Fax 807-468-6973 1100 3rd Avenue South, Box 649,
Kenora, Ontario, P9N 3X6

Joe

From: Coughlin, Craig [craig.coughlin@tc.gc.ca]
Sent: Monday, July 06, 2009 2:47 PM
To: Robin Beveridge
Subject: RE: RE: PIKANGIKUM ELECTRICAL GRID CEAA ESR

Any cable crossing that does not meet the minor works will require a section 5(3) approval under the NWPA.

From: Robin Beveridge [mailto:Robin.Beveridge@inac-ainc.gc.ca]
Sent: July 6, 2009 2:43 PM
To: Coughlin, Craig
Subject: Fwd: RE: PIKANGIKUM ELECTRICAL GRID CEAA ESR

Craig,

Please see attached/below from Jos Cospito the consultant working on this project. In summary:

- there is one aerial crossing (high water river width is 15m at this point)
- there is one submarine crossing (ESR includes previous TC direction that the proposed cable conforms to TCs definition of a "minor work")

Does TC have any further comments?

Regards,

Robin

.....
Robin,

As I mentioned on the phone, the aerial cables proposed will not trigger CEAA. However approval may ne required for those that cross any navigable water ways.

Attached is the Minor Works Orders for Aerial Cables. Please conduct a self assessment of the water crossings and let me know what you find.

Robin Beveridge
Environment Officer, Environment Unit
Ontario Regional Office
Indian and Northern Affairs Canada
100 Anemki Drive, Suite 101
Thunder Bay, ON P7J 1A5
Phone: (807) 624-5907
Fax: (807) 623-7021

Joe

From: Coughlin, Craig [craig.coughlin@tc.gc.ca]
Sent: Tuesday, August 04, 2009 9:09 AM
To: jcospito@keewatin-aski.on.ca
Subject: RE: Pikangikum Transmission Line Nungesser Crossing

I would suggest you send an application with the plans to Sarnia. I would have to say the water way is larger than the minor water way.

If you require any information, let me know.

I hope you enjoyed your Vacation.

Craig Coughlin
Navigable Waters Protection / Protection des eaux navigables
Transport Canada / Transports Canada
1100 3rd Avenue South, Box 649
Kenora, Ontario
P9N 3X6
Phone (807-468-3079) Fax 807-468-6973
craig.coughlin@tc.gc.ca <<mailto:craig.coughlin@tc.gc.ca>>.

From: Joe Cospito [mailto:jcospito@keewatin-aski.on.ca]
Sent: August 4, 2009 9:03 AM
To: Coughlin, Craig
Subject: RE: Pikangikum Transmission Line Nungesser Crossing

Good Morning Craig,

Well, I just wandered back from vacation in the states and decided I better check up on the Pikangikum Project now that our office is finalizing the CEAA. Did you perhaps have a chance to investigate the Nungesser river crossing to see if it will require a section 5(3) approval under the Nav Waters Protection Act?

Thanks Craig!

Joe

From: Joe Cospito [mailto:jcospito@keewatin-aski.on.ca]
Sent: Wednesday, July 08, 2009 12:00 PM
To: 'Coughlin, Craig'
Subject: FW: Pikangikum Transmission Line Nungesser Crossing

Hi Craig,

Ok, I forwarded the question to the electrical engineers on the Pikangikum Transmission Line project and asked if all aerial crossings (including the Nungesser River crossing) are in compliance with CAN/CSA-C22.3 No 1-06. Peter Tworzanski confirmed that design clearances and guying of the pole structures on either side of the crossing are in compliance with CAN/CSA-C22.3 No 1-06. I have attached his response below.

I shall wait eagerly for your verdict after your field trip to the site. Thanks for looking into this Craig.

Joe

From: Peter [mailto:petert@tworzyanski.com]
Sent: Wednesday, July 08, 2009 11:52 AM
To: jcospito@keewatin-aski.on.ca
Subject: RE: Pikangikum Transmission Line Nungesser Crossing

Joe,

This crossing is designed to be in compliance with CAN/CSA-C22.3 No 1-06. This includes clearances and prescribed guying of the pole structures on either side of the crossing.

Peter Tworzyanski

From: Joe Cospito [mailto:jcospito@keewatin-aski.on.ca]
Sent: Wednesday, July 08, 2009 12:04 PM
To: petert@tworzyanski.com
Subject: Pikangikum Transmission Line Nungesser Crossing

Hi Peter,

We have a bit of an issue with our water crossing on the Pikangikum Transmission Line Project. The problem is in relation to the aerial crossing over the Nungesser River. Transport Canada, Navigable Waters Program would like to know if this crossing (and any other aerial crossing) meets the requirements of CAN/CSA-C22.3 No 1-06 for clearances over a navigable water way.

I have attached the document this requirement is referenced in. If our clearances do not meet this, Transport Canada can force the project to undergo the Navigable Waters Approval Process which is a lengthy process that takes around 2 months to secure approval.

Can you please confirm that all crossings meet the requirements of CSA for clearances over a navigable waterway and respond back as soon as it is convenient? That would be greatly appreciated.

Thanks Peter!

Joe

From: Coughlin, Craig [mailto:craig.coughlin@tc.gc.ca]
Sent: Tuesday, July 07, 2009 2:37 PM
To: jcospito@keewatin-aski.on.ca
Subject: RE: Pikangikum Transmission Line Nungesser Crossing

Joe,

I might take a run and check the Nungesser site, this week just to be sure.
If it turns out not to fall under the Minor works, it will require a 5(3) approval which does not trigger CEAA. DO all the crossings meet the requirements of CSA for clearances over a navigable water way?

From: Joe Cospito [mailto:jcospito@keewatin-aski.on.ca]
Sent: July 7, 2009 2:14 PM
To: Coughlin, Craig
Subject: Pikangikum Transmission Line Nungesser Crossing

Good afternoon Craig,

Well it has been awhile, but our project paths cross again. I was looking for your advise on an overhead wire crossing we have on the Pikangikum Transmission line project. I believe INAC had you review the CEAA but a brief overview of the work is this:

The line will be a 44kV line placed on poles built to a 115 kV standard (to accommodate future upgrading if need be). The transmission line will stay within the Nungesser Road right of way as it winds northwards towards Pikangikum from Red Lake. We are staying within the right of way as much as possible up to the Coli Lake area to avoid the easement process through the mining claims which completely surround the Nungesser Road. However, north of Coli Lake, there are no claims and at that point we can leave the Nungesser right of way and begin cutting across crown land. A work permit for the right of way has been submitted to the MNR. I have attached the drawings of the route for your reference.

Well, we have two stream crossing in this route. The Berens river crossing will classify as a minor work, since it is a submarine cable and should not pose any problems under the Navigable Water Protection Act.

The other crossing is the aerial crossing of the Nungesser river (shown on drawing G2). This river is really remote and off the beaten trail since the crossing location is on crown land a good distance from the Nungesser Road right of way. From our scaled design drawing (attached) I have determined that the width of crossing is 15 m at the maximum of the transmission line at that point (attached).

Could you provide me with some direction on this after you have a look at the drawings? Do you interpret this crossing to meet the minor works definition and be exempt from the Nav Waters Approval process? With the CEAA on the verge of being approved, and the design work 99% complete I am a little worried about any hiccups that could delay the fall construction date, since this project has been in the works the better part of a decade.

A work permit for both crossings has been submitted to the MNR.

Any advice on how you view this aerial crossing would be great – thanks Craig! Also, if you come across any more deadly animal videos, be sure to remember me.

Sincerely,

Joe Cospito, B. Eng.
Keewatin-Aski Ltd.
Ph: (807) 737-3858
Fx: (807) 737-3875
jcospito@keewatin-aski.on.ca

<<...>> <<...>>

INDIAN AND NORTHERN AFFAIRS CANADA



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Affairs Canada

Affaires indiennes
et du Nord Canada

www.inac.gc.ca

www.ainc.gc.ca

November 19, 2009

Pikangikum First Nation
P.O. Box 328
Pikangikum, ON P0V 2L0

Your file - Votre référence

Our file - Notre référence

4315-208
CIDM 301286

Attention: Chief and Council

Re: Pikangikum Grid Line Project – CEAA Screening Report

The CEAA Environmental Screening Report Version 1.3 , received September 10, 2009, has reviewed.

We are formally forwarding our Environmental Officer's comments on the document. Please refer to the attached.

Should you have any questions, please contact me at 807-624-1569.

Dan Baxter
Senior Capital Advisor
Ontario Region

Copy to: Gordon Peter, Pikangikum First Nation
Ed Hoshizaki, Edward Hoshizaki Development Consulting
Capital Projects Team, Pikangikum First Nation
John Mann, Eshkotay Wayab
Norm Lawrence, Keewatin-Aski Ltd.
Scott Boone, Capital Management Officer



Indian and Northern
Affairs Canada

Affaires indiennes
et du Nord Canada

INAC File #: 4315-208
CIDM #: 292590

Submission Review – Environment Unit

First Nation:	Pikangikum	208
Document Title:	Pikangikum First Nation Electrical Grid ESR	
Author(s):	Keewatin-Aski Ltd.	
Originator(s):	D. Baxter, Capital North	
Reviewed by:	R. Beveridge, ENV/LTS	

Document Date:	2009-Apr-16
Version:	Version 1.3
Date Received:	2009-Sep-10
Date Reviewed:	2009-Oct-05
CIDM Reference:	289037

Context

These comments reflect a review by the INAC Environment Unit of the Environmental Screening Report entitled "Pikangikum First Nation Electrical Grid", prepared for Pikangikum First Nation by Keewatin-Aski Ltd., dated September 9, 2009.

I have reviewed the above noted document and cannot recommend it for approval until the following comments have been addressed. Any questions or comments on this review should be directed to the Environment Unit, via the Sr. Capital Advisor, Dan Baxter, at 807-624-1569.

Comments

Previous Comments

A previous comment made by Fisheries and Oceans Canada in relation to Section 6.1 of the ESR was not responded to: "page 10 - the Berens River is not the only waterbody encountered by the proposed project".

10) CEAA Screening Decision

It is noted that the representative of Chief and Council signed the ESR on April 16/09 and that the ESR was revised and then signed by the consultant on Sept 9, 2009 (page 31). Please ensure that a representative of Chief and Council signs the updated ESR.

R. Beveridge 09-10-05



Submission Review – Environment Unit

First Nation: Pikangikum	208	Document Date:	2008-Jul-18
Document Title:	Electrical Grid Project Definition	Version:	Version #2
Author(s):	Keewatin-Aski Ltd.	Date Received:	2008-Jul-25
Originator(s):	D. Baxter, S. Burns, Capital North	Date Reviewed:	2008-Jul-31
Reviewed by:	R. Speller, ENV/LTS	CIDM Reference:	227556

Context

These comments reflect a review by the INAC Environment Unit of the document entitled "Electrical Grid Project Definition", prepared for Pikangikum First Nation by Keewatin-Aski Ltd., dated July 18, 2008.

I have reviewed the submission and recommend it be accepted with the understanding that the design cannot be approved until an updated and signed environmental screening report has been received. Any questions or comments should be directed to the Environment Unit via the Capital Management Officer, Dan Baxter, at 807-624-1569.

Comments

Canadian Environmental Assessment Agency (CEAA): Environmental Screening Report (ESR)

An Environmental Screening Report was submitted as a separate document on July 14, 2008 (CIDM #226886) and was reviewed by the environment unit on July 23, 2008 (CIDM #226885). The following comments were made at that time.

4) Project Description

The Electrical Grid Project Definition document (dated May 15, 2008) includes the installation of the distribution station and the construction of a helicopter landing site as part of the scope of work. These activities should be included in the ESR in the project description and the mitigation measures summary.

This May 15th document also includes the construction of a road to the distribution centre. This activity is not part of the initial project but may be constructed in the future. If it is included as part of this environmental screening report, another ESR will not be required prior to road construction.

7) Environmental Effects and Mitigation Measures

Please include mitigation measures for the installation of the distribution centre and the construction of the helicopter landing site.

10) CEAA Screening Decision

The final version of the Environmental Screening Report will require a signature from Chief and Council or designate before approval can be given by INAC.

Federal Coordination

Given the scope of the project, Federal Coordination is required under CEAA as there may be other Federal Departments that need to be involved in the assessment of this project, either as Responsible Authorities (duty to complete an EA, e.g. DFO, TC) or as Expert Federal Authorities (possess expert knowledge e.g. EC). This Federal Coordination gives other Departments the opportunity to provide comments and expertise on any adverse impacts related to the necessary work. Any comments received from the Department of Fisheries and Oceans, Transport Canada, and Environment Canada must be incorporated into the mitigation measures section of the Environmental Screening Report and the correspondence included in the Appendix. Please keep in mind that Federal Coordination can take six to eight weeks.

Canadian Environmental Assessment Act: Registry

This project falls within the definition of a project under CEAA. As per section 55(1) of the *Canadian Environmental Assessment Act* (CEAA), a Notice of Commencement (NOC) for this project will be posted on the Canadian Environmental Assessment Registry (CEAR) internet site for the mandatory 15 days (minimum). INAC is required to post to CEAR in order to provide public notice in a timely manner regarding any environmental assessment for which INAC is a Responsible Authority. The notification includes the name, location and a summary description of the project, and identifies the project proponent and all government agencies involved in the assessment.

R. Speller 08-07-31



Submission Review – Environment Unit

First Nation: Pikangikum	208	Document Date:	2008-Jul-14
Document Title:	Pikangikum First Nation Electrical Grid	Version:	Draft ESR
Author(s):	Keewatin-Aski Ltd.	Date Received:	2008-Jul-14
Originator(s):	D. Baxter, K. Allan, Capital North	Date Reviewed:	2008-Jul-23
Reviewed by:	R. Speller, ENV/LTS	CIDM Reference:	226886

Context

These comments reflect a review by the INAC Environment Unit of the Environmental Screening Report entitled "Pikangikum First Nation Electrical Grid", prepared for Pikangikum First Nation by Keewatin-Aski Ltd., dated July 14, 2008.

I have reviewed the submission and cannot recommend it for approval until the following comments have been addressed. Any questions or comments should be directed to the Environment Unit via the Capital Management Officer, Dan Baxter, at 807-624-1569.

Comments

Canadian Environmental Assessment Agency (CEAA): Environmental Screening Report (ESR)

4) Project Description

The Electrical Grid Project Definition document (dated May 15, 2008) includes the installation of the distribution station and the construction of a helicopter landing site as part of the scope of work. These activities should be included in the ESR in the project description and the mitigation measures summary.

This May 15th document also includes the construction of a road to the distribution centre. This activity is not part of the initial project but may be constructed in the future. If it is included as part of this environmental screening report, another ESR will not be required prior to road construction.

7) Environmental Effects and Mitigation Measures

Please include mitigation measures for the installation of the distribution centre and the construction of the helicopter landing site.

10) CEAA Screening Decision

The final version of the Environmental Screening Report will require a signature from Chief and Council or designate before approval can be given by INAC.

Canadian Environmental Assessment Agency (CEAA): Federal Coordination

Given the scope of the project, Federal Coordination is required under CEAA as there may be other Federal Departments that need to be involved in the assessment of this project, either as Responsible Authorities (duty to complete an EA, e.g. DFO, TC) or as Expert Federal Authorities (possess expert knowledge e.g. EC). This Federal Coordination gives other Departments the opportunity to provide comments and expertise on any adverse impacts related to the necessary work. Any comments received from the Department of Fisheries and Oceans, Transport Canada, and Environment Canada must be incorporated into the appropriate section of the Environmental Screening Report and the correspondence included in the Appendix. Please keep in mind that Federal Coordination can take six to eight weeks.

R. Speller 08-07-23



Indian and Northern
Affairs Canada

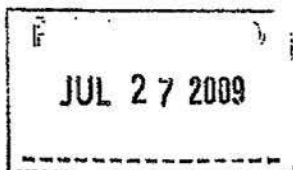
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Affaires indiennes
et du Nord Canada

www.ainc.gc.ca

July 22, 2009

Pikangikum First Nation
Pikangikum, ON P0V 2L0



Your file - Votre référence

Our file - Notre référence

Attention: Kenneth Strang, Capital Project Manager

4315-208
CIDM 282595

Re: Canadian Environmental Assessment Act (CEAA) Environmental Screening Report

The CEAA Environmental Screening Report submitted by Keewatin-Aski Ltd. on April 16, 2009 for the Pikangikum First Nation Electrical Grid has been reviewed.

The attached comments incorporate input from other federal agencies. The comments are attached for your information and action by your consultant.

Should clarification be required, please contact me at 807-624-1569.

Dan Baxter
Senior Capital Advisor
Ontario Region

100 Anemki Drive, Suite 101
Thunder Bay, ON P7J 1A5

Copy to: Chief and Council, Pikangikum First Nation
John Mann, Eshkotay Wayab
Ed Hoshizaki, Ed Hoshizaki Development Consulting
Travis Duncan, IFNA
Norm Lawrence, Keewatin-Aski Ltd.

Canada



Submission Review – Environment Unit

First Nation:	Pikangikum	208
Document Title:	Pikangikum First Nation Electrical Grid	
Author(s):	Keewatin-Aski Ltd.	
Originator(s):	J. Cornell, K. Allan, Capital North	
Reviewed by:	R. Beveridge, ENV/LTS	

Document Date:	2009-Apr-16
Version:	Draft ESR version 1.3
Date Received:	2009-Apr-20
Date Reviewed:	2009-Jul-07
CIDM Reference:	267752

Context

These comments reflect a review by the INAC Environment Unit of the Environmental Screening Report entitled "Pikangikum First Nation Electrical Grid", prepared for Pikangikum First Nation by Keewatin-Aski Ltd., dated April 16, 2009.

I have reviewed the above noted document and cannot recommend it for approval until the following comments have been addressed. Any questions or comments on this review should be directed to the Environment Unit, via the Capital Management Officer, John Cornell, at 807-624-1558.

Comments

2) Location of Reserve & Project

The Distribution Station and helicopter landing and take-off area proposed to be constructed 700m south of the Berens River should be included in the Definition of Project Area.

4) Project Description

Please confirm that there will be no fuel storage for use at the Distribution Station or in the helicopter area. If it is anticipated that fuel storage may occur, please include this in the Project Description (Section 4) and in the Environmental Effects and Mitigation Measures (Section 7).

It is noted that in a previous review by the Environment Unit that the "Electrical Grid Project Definition" (dated May 15, 2008, CIDM #227556) included the construction of a road to the distribution centre. As the road construction is not included in this ESR it may require a separate ESR prior to any decision to construct in the future.

Please include the location of the aerial crossing in the Project Description.

6) Existing Environment

Spill reporting is referenced under Mitigation Measures several times (refer to Key Project Activities 1, 2, 3, 4, and 6) and for consistency, spills should be reported as follows:

Report spills to INAC and the Ontario Ministry of Environment Spills Action Center (1- 800-268-6060) immediately and document the event with an incident report. The determination of the extent of the contamination and the excavating and handling of the contaminants during remediation will be supervised by a qualified Environmental Consultant using methodologies as per CCME Guidance Manual on Sampling, Analysis and Data Management for Contaminated Sites (1993).

In Section 6.2 the Wetlands Valued Ecosystem Component (VEC) description indicates that there are no wetlands in the vicinity of the proposed work. In contrast, the Mammals VEC description indicates that the surrounding area of the project is predominately bush, marsh and lakes. Please clarify these statements.

In Section 6.3, it is noted that the proposed power line intersects trap line #63 which belongs to a resident of Pikangikum First Nation and that negotiations with this resident are currently underway. Correspondence received on June 17, 2009 (CIDM # 277428) indicates that this individual's concerns remain unresolved and that a "Notice of Completion" was posted by the Ministry of Natural Resources on June 17th, 2009 for a 30-day comment period. We look forward to learning the outcome of this process including whether or not a Part II Order (bump-up) is requested and the Ministry of the Environment's resulting decision.

7) Environmental Effects and Mitigation Measures

In Section 7.0, Key Project Activity 2, please add "change in the environment on the current use of land and resources for traditional purposes by aboriginal persons include impacts on traditional harvesting activities" (through impact on the environment in a trapping area) as a Potential Environmental Effect, identify mitigation measures and determine the significance of this effect. It may also be informative to include a map layering the proposed project and trap line #63 to clearly identify the area of concern.

If it is decided to include the construction of a road to the distribution centre in this ESR, please ensure that it is included as a "Key Project Activity" with the potential environmental effects, mitigation measures and significance determined.

Please include the aerial crossing as a key project activity and identify the potential environmental effects, mitigation measures and significance.

9) Summary of Environmental Effects

Please ensure that this section is signed in the final ESR.

10) CEAA Screening Decision

DFO, EC and TC are Expert Federal Authorities for this project, however, they are not Responsible Authorities. Please remove them from Section 10 as they are not required to officially "sign-off" on the CEAA Screening Decision.

Canadian Environmental Assessment Agency (CEAA): Federal Coordination

Given the scope of the project, Federal Coordination is required under CEAA and Environment Canada, Fisheries and Oceans Canada and Transport Canada are involved in the assessment of this project as Expert Federal Authorities. Following their review of the April 16, 2009 Environmental Screening Report, the Expert Federal Authorities provided the below comments. Please address these comments and incorporate them into the appropriate section of the Environmental Screening Report.

Environment Canada

No comments.

Fisheries and Oceans Canada

page 6 - the operational statement (OS) for overhead lines should also apply since the power line does cross several waterbodies through the air such as Pindar creek etc. The overhead line OS addresses the approaches (clearing of vegetation, fording) and where the structure (poles) are placed. I mentioned this last year - the July 25, 2008 email is in the DFO correspondence section part of the ESR.

page 7 - indicate the number of crossings (15?) with the overhead line (add this email to App C)

page 10 - the Berens River is not the only waterbody encountered by the proposed project

page 13 - add overhead cable OS to 2 Clearing and Grubbing of ROW for power line - add appropriate mitigation measures to the table from the OS.

page 16/17 - it mentions the underwater cable OS - shouldn't mitigation measures from the OS be in the table - column C?

Transport Canada

Although the aerial cables proposed will not trigger CEAA, approval may be required for those that cross any navigable water ways and do not meet the Minor Works Orders for Aerial Cables (attached). Any cable crossing that does not meet the Minor Works Orders will require a Section 5(3) approval under the Navigable Waters Protection Act.

Based on verbal communication with the consultant, it is noted that the scope of the project includes one aerial crossing at the Nungesser River which has a high water river width of 15m.

Note: On July 6, 2009 Keewatin-Aski Ltd. (Joe Cospito) was advised to contact Craig Coughlin at Transport Canada regarding obtaining a Section 5(3) approval for the aerial crossing at the Nungesser River.

R. Beveridge 09-07-07

ENVIRONMENT CANADA

Joe

From: Rachel Speller [spellerr@inac-ainc.gc.ca]
Sent: Thursday, July 31, 2008 10:13 AM
To: jcospito@keewatin-aski.on.ca
Subject: Fwd: Power line to Pikangikum Question

Hi Joe,

I just received these questions from Environment Canada about the Pikangikum Grid project. Do you have any responses? Today is actually my last day in the office before I leave for vacation (back Aug. 18) so if you could email a response directly to Sheelagh, it may speed up the process.

Thanks,

Rachel

>>> "Hysenaj,Sheelagh [Ontario]" <Sheelagh.Hysenaj@ec.gc.ca> 07/31/08 10:57 AM >>>
Hi Rachel,

I am not familiar with some of the extremes of living in Northwestern Ontario so my questions below may seem naive (if so feel free to say so):

Are other types of energy production viable instead of connecting to the grid via a power line? Where options such as hydroelectric on the Berens River (not damming the river but just using the flow as is with a turbine in place), solar, wind and geothermal previously considered and were they eliminated for various reasons prior to preparing the Environmental Screening Report? If they cannot be considered could you please help me understand the reasons so that I don't include them as suggestions in Environment Canada's response.

Will the diesel generator be kept on site and maintained to be used as back up incase of power failures in the future?

I thought it would have been better for the community to use the alternative methods mentioned above and have a more sustainable and reliable source of energy production in the future rather than connecting to the grid which at it's best in Southern Ontario is not 100% year round.

Thanks,

Sheelagh Hysenaj
Environmental Assessment Officer
Environment Canada

416-739-5910

Joe

From: Joe
Sent: Thursday, August 07, 2008 1:30 PM
To: 'Sheelagh.Hysenaj@ec.gc.ca'
Cc: Norm; Rachel Speller (E-mail)
Subject: Pikangikum Power Line EA Answers - Environment Canada

Hi Sheelagh,

I would be pleased to answer your questions regarding the Pikangikum Grid Project as forwarded to me by Rachel Speller. She directed that I could respond to you directly to assist in speeding up the EA review process. I have highlighted the answers in red for ease of reference.

Questions:

Are other types of energy production viable instead of connecting to the grid via a power line? Where options such as hydroelectric on the Berens River (not damming the river but just using the flow as is with a turbine in place), solar, wind and geothermal previously considered and were they eliminated for various reasons prior to preparing the Environmental Screening Report? If they cannot be considered could you please help me understand the reasons so that I don't include them as suggestions in Environment Canada's response.

The Pikangikum Power Line Project will utilize electricity produced locally at the Ear Falls Generation Station. This area of Northwestern Ontario benefits from abundant hydro electric power which provides electricity to the northern communities. This form of electricity is sustainable, reliable, and exceeds demand in this region of Northwestern Ontario which is largely populated by small communities spaced at relatively great distances from each other.

Will the diesel generator be kept on site and maintained to be used as back up incase of power failures in the future?

At this point due to the age, cost to operate and capacity of the existing diesel plant the plan is to decommission the plant under a separate project.

I thought it would have been better for the community to use the alternative methods mentioned above and have a more sustainable and reliable source of energy production in the future rather than connecting to the grid which at it's best in Southern Ontario is not 100% year round.

The electricity in this area of Northwestern Ontario is produced by the generation station in Ear Falls, Ontario. This source is sustainable as it taps the vast reservoir of Lac Seul. Electrical shortages in the area are not an issue as the station not only is able to meet local demand but contributes electricity to the provincial grid.

I trust these answers will assist you in your review of the project EA. Please call or email if you have any questions regarding the project.

Sincerely,

Joe Cospito, B. Eng.
Keewatin-Aski Ltd.
Ph: (807) 737-3858
Fx: (807) 737-3875
jcospito@keewatin-aski.on.ca



Environment
Canada

Environmental Protection Operations Division
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Environnement
Canada

Division de protection de l'environnement
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September 23, 2008

CEAR File Number: 08-01-40935

EC File Number: 2008-047

Rachel Speller
Environmental Officer
Indian and Northern Affairs Canada
100 Anemki Drive, Suite 101
Thunder Bay, Ontario P7J 1A5

RE: Pikangikum Electric Grid Project

Dear Ms. Speller:

This is in response to your email dated July 22, 2008 to my colleague, Dennis Fell, Environmental Assessment Section with Environment Canada – Ontario Region regarding the Pikangikum Electric Grid Project located in the Sioux Lookout District of Northwestern Ontario.

Please be advised that Environment Canada (EC) does not have any obligations as a Responsible Authority under the *Canadian Environmental Assessment Act* (CEAA) for this project proposal. However, we are able to offer the following comments and advice within the context of our role as an expert federal authority as per section 12(3) of CEAA to assist Indian and Northern Affairs Canada in completing the screening for the planned project. We have reviewed the Environmental Screening Report (dated July 2008) and have the following comments for your consideration.

Environment Canada's Interests:

Please note that EC has a regulatory interest in water quality, migratory birds, species at risk, air quality and as administrator of subsection 36(3) of the *Fisheries Act*, the *Migratory Birds Convention Act*, 1994, the *Species at Risk Act*, and the *Canadian Environmental Protection Act*, respectively. The advice in this letter does not relieve proponents from their responsibility for meeting the requirements of these and any other legislation that is applicable to the project. Information and comments should not be construed as a fettering of the federal government's ability to make decisions and/or enforce any applicable regulations.

Please refer to the attached Appendix, which provides details of the legislation and policies that give context to our comments and recommendations.

Site Specific Issues:

Purpose of the Project – It was unclear whether or not the existing diesel generator would be kept and used for back up electrical generation or decommissioned. Communication with Indian and Northern Affairs Canada confirmed that decommissioning of the old generator would be included in a future project which should also include decommissioning of the storage tank(s) and associated infrastructure (piping, pumps, etc.).

Proposed Route – It was unclear if additional vegetation clearing and grubbing was necessary along the proposed route. If additional clearing is required EC recommends avoiding these activities during sensitive periods of wildlife migration, staging, nesting, breeding, hibernation or nursing. If

Canada

migratory birds are known to breed in the area any required clearing should be conducted outside the nesting season. To avoid significant adverse effects on migratory birds in this region of Ontario, project works and activities that could result in such disturbance or destruction of nests should be timed to occur outside of the breeding season, which is generally from the timeframe of May 16 to July 31st. Environment Canada therefore recommends the environmental assessment include a consideration of the adverse effects of the project on the breeding migratory birds. Adverse effects may occur through disturbance or direct mortality (of individuals or destruction of nests) during many phases of the project including site access, clearing and equipment staging.

For areas requiring re-vegetation following the completion of the project, use seed mixes and/or tree saplings of native species of plants which are adapted to the local climate and conditions that will further enhance the local plant community.

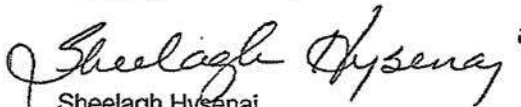
No species at risk observations or records were identified in the screening report (version 1.3). If during the project a species at risk is observed, encountered or impacted at any time, please contact Environment Canada for protection advice for terrestrial species at risk and consult with Fisheries and Oceans Canada for aquatic species at risk.

Laying of underwater cable across Berens River:

- Schedule activities to avoid disturbance to water bird nesting areas, if present, until after the young have fledged if work is not completed by next season.
- Ensure that fish spawning habitat is not affected and avoid in-water works during fish migratory and nursery periods when eggs and fry are vulnerable to sedimentation. Prior to removing sediment and erosion control measures ensure that accumulated sediments are removed and disposed of properly.
- Ensure that downstream water users are aware of the potential of increased sedimentation in the water supply.

I trust that this information will assist you in finalizing the CEAA Screening Report for the Pikangikum Electrical Grid. If you have any questions regarding these comments, please contact me at (416) 739-5910 or by e-mail at sheelagh.hysenaj@ec.gc.ca.

Sincerely,


Sheelagh Hysenaj
Environmental Assessment Officer

cc: R. Dobos, EC

C. Gauthier, EC

APPENDIX

Regulatory and Policy Context for Environment Canada's Comments and Advice

Environment Canada's mandate to protect the environment and to actively promote sustainable development extends beyond the Department's legislated responsibilities for undertakings that trigger the *Canadian Environmental Assessment Act*. Our review and comments are related, but not limited, to our areas of interest and expertise arising from the following legislation, policies and agreements. More information is available on-line, as indicated.

1. Legislation

Department of Environment Act

<http://laws.justice.gc.ca/en/E-10/text.html>

The *Department of Environment Act* provides Environment Canada (EC) with general responsibility for environmental management and protection. Its obligations extend to and include all matters over which Parliament has jurisdiction, and have not by law been assigned to any other department, board, or agency of the Government of Canada as related to: preservation and enhancement of the quality of the natural environment (e.g. water, air, soil), renewable resources including migratory birds and other non-domestic flora and fauna, water, meteorology, and coordination of policy and programs respecting preservation and enhancement of the quality of the natural environment.

The *Department of Environment Act* states that EC has a mandated responsibility to advise heads of federal departments, boards and agencies on matters pertaining to the preservation and enhancement of the quality of the natural environment. This responsibility is reinforced as per subsection 12(3) of CEAA, which states that federal departments must provide specialist and expert information or knowledge to other federal departments or review panels.

Canadian Environmental Protection Act, 1999

http://www.ec.gc.ca/CEPARegistry/subs_list/

<http://www.ec.gc.ca/CEPARegistry/policies/>

The Canadian Environmental Protection Act, 1999 (CEPA) contributes to sustainable development through pollution prevention and protects the environment, human life and health from the risks associated with toxic substances. Key parts of CEPA include:

- public participation;
- information gathering, objectives, guidelines and codes of practice;
- pollution prevention;
- controlling toxic substances;
- animate products of biotechnology;
- controlling pollution and managing wastes including nutrients, protection of the marine environment, disposal at sea, fuels, vehicle engine and equipment emissions, international air pollution and international water pollution, and hazardous and non-hazardous waste;
- environmental matters related to emergencies including requirements for environmental emergency plans;
- government operations - federal and aboriginal lands including regulations to close any regulatory gap between federal and provincial requirements; and,
- enforcement.

The *Canadian Environmental Protection Act, 1999* enables the government to manage a toxic substance throughout its life cycle. Provisions under CEPA require Environment Canada, under

certain conditions, to develop a "regulation or preventive or control instrument" for a substance that is found to be "toxic" under the Act. CEPA further requires the virtual elimination of anthropogenic releases to the environment of substances that are declared toxic and that are bioaccumulative and persistent. CEPA also establishes the requirements for the assessment of chemicals, polymers and products of biotechnology, prior to import or manufacture of substances not on the Domestic Substances List.

Fisheries Act

http://www.ec.gc.ca/ele-ale/policies/c_and_e_fisheries_act/main_e.asp

Environment Canada's mandate to advocate for the protection of water quality stems from the pollution prevention provisions of the *Fisheries Act*, which are administered by EC. Please be advised that the Compliance and Enforcement Policy for the Habitat Protection and Pollution Prevention Provisions of the *Fisheries Act* states that compliance with the federal *Fisheries Act* is mandatory. Subsection 36(3) of the *Fisheries Act* specifies that, unless authorized by federal regulation, no person shall deposit or permit the deposit of deleterious substances of any type in water frequented by fish, or in any place under any conditions where the deleterious substance, or any other deleterious substance that results from the deposit of the deleterious substance, may enter any such water. Proponents should note that only a federal regulation under the *Fisheries Act* or another Act of Parliament can authorize a discharge of a deleterious substance; no federal permit, provincial, territorial or municipal regulatory permit or approval allows for exemption from the *Fisheries Act*.

In the application of the *Fisheries Act*, court cases have accepted that a discharge or effluent that is acutely lethal to fish is deleterious. In other words, results of tests designed to determine whether fish will die in an effluent or discharge within a specified time period will determine one aspect of deleteriousness. However, any substance with a potentially harmful chemical, physical or biological effect on fish or fish habitat is also deleterious. For example, substances (such as sediment) that smother nesting areas or spawning grounds, or interfere with reproduction, feeding or respiration of fish at any point in their life cycle are also considered deleterious. In general, any substance with a potentially harmful chemical, physical or biological effect on fish or fish habitat may be considered deleterious.

The act of depositing a deleterious substance should be considered a violation of the *Fisheries Act*, regardless of whether the water itself is made deleterious by the deposit. Subsection 36(3) of the *Fisheries Act* makes no allowance for a mixing or dilution zone. Any measurements or tests to determine whether something is deleterious should be done where the substance is at its highest concentration, typically at the point of discharge to the receiving water.

Migratory Birds Convention Act, 1994

http://www.cws-scf.ec.gc.ca/legislations/laws1_e.cfm

The disturbance, destruction or taking of a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird are prohibited under section 6 of the *Migratory Bird Regulations* (MBRs), under the authority of the *Migratory Birds Convention Act, 1994* (MBCA)*. "Incidental take" is the killing or harming of migratory birds due to actions, such as economic development, which are not primarily focused on taking migratory birds. No permit can be issued for the incidental take of migratory birds or their nests as a result of economic activities.

Under section 5.1 of the MBCA, no person shall deposit or permit to be deposited oil, oil wastes or any other substance harmful to migratory birds in any waters or any area frequented by migratory birds.

- * Please note that amendments to the MBCA in Bill C-15 came into force on June 28, 2005. This pollution prohibition was previously contained in s.35(1) of the *Migratory Bird Regulations*, which has now been repealed and is included as s.5.1 of the amended MBCA, 1994.

Species at Risk Act

http://www.speciesatrisk.gc.ca/default_e.cfm

The *Species at Risk Act* (SARA) has resulted in a consequential amendment to CEAA that amends the definition of "environmental effect" to clarify that all federal EAs must always consider adverse effects on listed wildlife species, and the critical habitat or residences of individuals of that species. In addition, section 79(2) of SARA requires that when a federal EA is carried out on a project that may affect a listed species or its critical habitat, adverse environmental effects must be identified, mitigation measures must be taken to avoid or lessen adverse effects, and environmental effects monitoring must be conducted.

SARA was proclaimed on June 5, 2003 and is intended to provide protection for individuals of wildlife species at risk listed under Schedule 1 of the Act, their residences (dwelling places, such as a den or nest or other similar area that is occupied or habitually occupied by one or more individual during part or all of its life cycle) and critical habitat (that part of areas used or formerly used by the species to carry out their life processes that is deemed essential for survival or recovery). Critical habitat will be identified for each listed species in Recovery Strategies or Action Plans. The prohibitions under SARA came into force on June 1, 2004 and apply to listed (Schedule 1) endangered and threatened species for all federally protected aquatic species and migratory birds (including their residences) found anywhere, as well as to all endangered and threatened species, when found on federal lands.

2. Policies

Federal Policy on Wetland Conservation

http://www.ramsar.org/wurc/wurc_policy_canada.htm

The Federal Policy on Wetland Conservation, 1991 is a shared federal responsibility that directs all departments to sustain wetland functions in the delivery of their programs, services or expenditures. The goals of the Policy include: maintaining the functions and values of wetlands; ensuring no net loss of wetland functions on all federal lands and waters; enhancing and rehabilitating wetlands in areas prone to degradation and loss; recognizing wetland functions in resource planning and management with regard to federal programs, policies and activities; securing significant wetlands; and recognizing and utilizing sustainable management practices to conserve wetlands.

The Federal Water Policy

http://www.ec.gc.ca/water/en/info/pubs/fedpol/e_fedpol.htm

The Federal Water Policy addresses the management of water resources, balancing water uses with the requirements of the many interrelationships within the ecosystem. The policy takes into account the needs of all Canadians in its overall objective to encourage the use of freshwater in an efficient and equitable manner consistent with the social, economic and environmental needs of present and future generations.

To manage Canada's water resources, the federal government has defined two main goals:

- to protect and enhance the quality of the water resource; and,
- to promote the wise and efficient management and use of water.

The policy stresses that government action is not enough. Canadians at large must become aware of the true value of water in their daily lives and use it wisely. We cannot afford to continue undervaluing and therefore wasting our water resources.

Other legislation, agreements and federal policies respecting environmental matters

The above list is not exhaustive; EC may have other interests in this project not identified at this time based on our review of additional information provided at a later date. For further information on EC's mandated interests, please refer to <http://www.ec.gc.ca/EnviroRegs>.

APPENDIX 'D'

DFO OPERATIONAL STATEMENTS



UNDERWATER CABLES

Fisheries and Oceans Canada
Pêches et Océans Canada

Version 3.0

The placement of cables on the beds of freshwater lakes and rivers is a common practice used to deliver utility services (i.e., electricity and telephone) across water bodies when overhead lines are not feasible. The placement of underwater cables is more favourable than using unconfined open trench methods, which bury the cables within the substrate of the lake or river. Placing cables on the beds of freshwater lakes or rivers typically generates less sediment and avoids the need to use machinery in the water. In some instances, however, excavation may be required as cables may need to be buried near the shoreline for operational safety reasons.

Potential impacts to fish and fish habitat include disruption of sensitive fish spawning areas (e.g., gravel, cobble, and rock rubble), erosion and sedimentation caused by disturbance to the shoreline and bed of water bodies, removal of riparian (bank) vegetation and underwater rocks and logs that provide cover, shade and food, and disruption of sensitive fish life stages.

Fisheries and Oceans Canada (DFO) is responsible for protecting fish and fish habitat across Canada. Under the *Fisheries Act* no one may carry out a work or undertaking that will cause the harmful alteration, disruption or destruction (HADD) of fish habitat unless it has been authorized by DFO. By following the conditions and measures set out below you will be in compliance with subsection 35(1) of the *Fisheries Act*.

The purpose of this Operational Statement is to describe the conditions under which it is applicable to your project and the measures to incorporate into your project in order to avoid negative impacts to fish habitat. You may proceed with your underwater cable project without a DFO review when you meet the following conditions:

- if working within the Thames River, Sydenham River, Ausable River, Grand River, or Maitland River, you have contacted your Conservation Authority or local DFO Office (see Ontario DFO office list) to ensure that your project will not impact Schedule 1 mussel species at risk under the federal *Species at Risk Act*, before proceeding,
- unconfined open trench methods, including ploughing and water-jetting, to bury cable are not used,
- underwater cables are not installed on or within known fish spawning habitat,
- cable trenching is limited to near shore areas and is to be no greater in width than that required to accommodate the cable,
- any near shore excavation to bury the cable extends a maximum total of 10 metres measured horizontally from the

ordinary high water mark (HWM) (see definition below), but in no case will involve more than 10% of a stream channel width (in total),

- explosives are not used to trench the cable, and
- you incorporate the *Measures to Protect Fish and Fish Habitat when Placing Underwater Cables* listed below in this Operational Statement.

If you cannot meet all of the conditions listed above and cannot incorporate all of the measures listed below then your project may result in a violation of subsection 35(1) of the *Fisheries Act* and you could be subject to enforcement action. In this case, you should contact your Conservation Authority, or the DFO office in your area (see Ontario DFO office list) or Parks Canada if the project is located within its jurisdiction, including the Trent-Severn Waterway and the Rideau Canal, if you wish to obtain an opinion on the possible options you should consider to avoid contravention of the *Fisheries Act*.

You are required to respect all municipal, provincial or federal legislation that applies to the work being carried out in relation to this Operational Statement. The activities undertaken in this Operational Statement must also comply with the *Species at Risk Act* (www.sararegistry.gc.ca). If you have questions regarding this Operational Statement, please contact one of the agencies listed above.

We ask that you notify DFO, preferably 10 working days before starting your work by filling out and sending the Ontario Operational Statement notification form (www.dfo-mpo.gc.ca/regions/central/habitat/os-eo/prov-terr/index_e.htm) to the DFO office in your area. This information is requested in order to evaluate the effectiveness of the work carried out in relation to this Operational Statement.

Measures to Protect Fish and Fish Habitat when Placing Underwater Cables

1. Use existing trails, roads, or cut lines wherever possible to avoid disturbance to the riparian vegetation.
2. While this Operational Statement does not cover the extensive clearing of riparian vegetation, the removal of select plants may be necessary to accommodate the cable. This removal should be kept to a minimum.

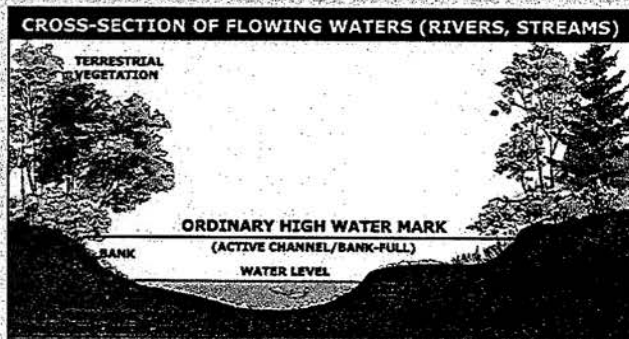
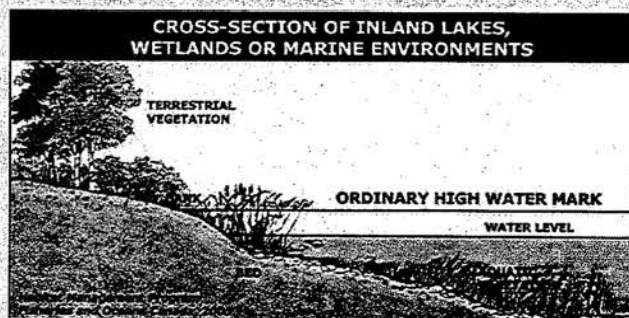
3. Where cables are buried within 10 metres of the HWM, time the installation to prevent disruption to sensitive fish life stages by adhering to appropriate fisheries timing windows (see the *Ontario In-Water Construction Timing Windows*).
4. Isolate any in-water trench work to contain suspended sediment and prevent it from entering the surrounding waters.
5. Install effective sediment and erosion control measures on land before starting trench work to prevent entry of sediment into the water body. Inspect them regularly during the course of construction and make all necessary repairs if any damage occurs.
6. Operate machinery on land or on water (i.e., from a barge or vessel) in a manner that minimizes disturbance to the banks or bed of the water body.
 - 6.1. Machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks.
 - 6.2. Wash, refuel and service machinery and store fuel and other materials for the machinery away from the water to prevent any deleterious substance from entering the water.
 - 6.3. Keep an emergency spill kit on site in case of fluid leaks or spills from machinery.
 - 6.4. Restore banks to original condition if any disturbance occurs.
7. Relocate any fish trapped within an isolated area to the main water body before starting any trenching.
8. During dry land trenching, stockpile the material that is moved from the bank of the water body (below the HWM) and return it to its original location once the cable is installed.
9. If any material (e.g., rock, cobble, woody material) is moved to place the cable on the bottom, it should be relocated to a similar depth within the water body in close proximity to its original location.
10. Restore the original contour, gradient and bottom of the water body, bank and shore. Allow sediment to fully settle inside any isolated area before removing sediment and erosion control measures.
11. Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g., cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring.

- 11.1. Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved.

Definition:

Ordinary high water mark (HWM) – The usual or average level to which a body of water rises at its highest point and remains for sufficient time so as to change the characteristics of the land. In flowing waters (rivers, streams) this refers to the "active channel/bank-full level" which is often the 1:2 year flood flow return level. In inland lakes, wetlands or marine environments it refers to those parts of the water body bed and banks that are frequently flooded by water so as to leave a mark on the land and where the natural vegetation changes from predominately aquatic vegetation to terrestrial vegetation (excepting water tolerant species). For reservoirs this refers to normal high operating levels (Full Supply Level).

For the Great Lakes this refers to the 80th percentile elevation above chart datum as described in DFO's *Fish Habitat and Determining the High Water Mark on Lakes*.



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Thunder Bay and Kenora

Fisheries and Oceans Canada
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Email: ReferralsThunderBay@DFO-MPO.GC.CA

Aussi disponible en français

http://www.dfo-mpo.gc.ca/oceans-habitat/habitat/modernizing-moderniser/epmp-pmpe/index_f.asp



OVERHEAD LINE CONSTRUCTION

Fisheries and Oceans Canada
Ontario Operational Statement

Version 3.0

Overhead lines are constructed for electrical or telecommunication transmission across many watercourses that range in size from small streams and ponds to large rivers, lakes and reservoirs. This Operational Statement applies to selective removal of vegetation along the right-of-way to provide for installation and safe operation of overhead lines, and passage of equipment and materials across the water body.

Although fish habitat occurs throughout a water system, it is the riparian habitat that is most sensitive to overhead line construction. Riparian vegetation occurs adjacent to the watercourse and directly contributes to fish habitat by providing shade, cover, and spawning and food production areas. It is important to design and build your overhead line project to meet your needs while also protecting riparian areas. Potential impacts to fish and fish habitat include excessive loss of riparian vegetation, erosion and sedimentation resulting from bank disturbance and loss of plant root systems, rutting and compaction of stream substrate at crossing sites, and disruption of sensitive fish life stages.

Fisheries and Oceans Canada (DFO) is responsible for protecting fish and fish habitat across Canada. Under the *Fisheries Act* no one may carry out a work or undertaking that will cause the harmful alteration, disruption or destruction (HADD) of fish habitat unless it has been authorized by DFO. By following the conditions and measures set out below you will be in compliance with subsection 35(1) of the *Fisheries Act*.

The purpose of this Operational Statement is to describe the conditions under which it is applicable to your project and the measures to incorporate into your project in order to avoid negative impacts to fish habitat. You may proceed with your overhead line project without a DFO review when you meet the following conditions:

- it does not require the construction or placement of any temporary or permanent structures (e.g. islands, poles, crib works, etc.) below the ordinary high water mark (HWM) (see definition below), and
- you incorporate the *Measures to Protect Fish and Fish Habitat when Constructing Overhead Lines* listed below in this Operational Statement.

If you cannot meet all of the conditions listed above and cannot incorporate all of the measures listed below then your project may result in a violation of subsection 35(1) of the *Fisheries Act* and you could be subject to enforcement action. In this case,

you should contact your Conservation Authority, or the DFO office in your area (see Ontario DFO office list) or Parks Canada if the project is located within its jurisdiction, including the Trent-Severn Waterway and the Rideau Canal, if you wish to obtain an opinion on the possible options you should consider to avoid contravention of the *Fisheries Act*.

You are required to respect all municipal, provincial or federal legislation that applies to the work being carried out in relation to this Operational Statement. The activities undertaken in this Operational Statement must also comply with the *Species at Risk Act* (www.sararegistry.gc.ca). If you have questions regarding this Operational Statement, please contact one of the agencies listed above.

We ask that you notify DFO, preferably 10 working days before starting your work by filling out and sending the Ontario Operational Statement notification form (www.dfo-mpo.gc.ca/regions/central/habitat/os-eo/prov-terr/index_e.htm) to the DFO office in your area. This information is requested in order to evaluate the effectiveness of the work carried out in relation to this Operational Statement.

Measures to Protect Fish and Fish Habitat when Constructing Overhead Lines

1. Installing overhead lines under frozen conditions is preferable in all situations. On wet terrains (e.g., bogs), lines should be installed under frozen conditions, where possible, or using aerial methods (i.e., helicopter).
2. Design and construct approaches so that they are perpendicular to the watercourse wherever possible to minimize loss or disturbance to riparian vegetation.
3. Avoid building structures on meander bends, braided streams, alluvial fans, active floodplains or any other area that is inherently unstable and may result in erosion and scouring of the stream bed or overhead line structures.
 - 3.1. Wherever possible, locate all temporary or permanent structures, such as poles, sufficiently above the HWM to prevent erosion.
4. While this Operational Statement does not cover the clearing of riparian vegetation, the removal of select plants may be necessary to accommodate the overhead line. This removal

should be kept to a minimum and within the road or utility right-of-way.

5. Machinery fording the watercourse to bring equipment required for construction to the opposite side is limited to a one-time event (over and back) and should occur only if an existing crossing at another location is not available or practical to use. A *Temporary Stream Crossing Operational Statement* is also available.

- 5.1. If minor rutting is likely to occur, stream bank and bed protection methods (e.g., swamp mats, pads) should be used provided they do not constrict flows or block fish passage.

- 5.2. Grading of the stream banks for the approaches should not occur.

- 5.3. If the stream bed and banks are steep and highly erodible (e.g., dominated by organic materials and silts) and erosion and degradation is likely to occur as a result of equipment fording, then a temporary crossing structure or other practice should be used to protect these areas.

- 5.4. Time the one-time fording to prevent disruption to sensitive fish life stages by adhering to appropriate fisheries timing windows (see the *Ontario In-Water Construction Timing Windows*).

- 5.5. Fording should occur under low flow conditions and not when flows are elevated due to local rain events or seasonal flooding.

6. Operate machinery on land and in a manner that minimizes disturbance to the banks of the watercourse.

- 6.1. Machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks.

- 6.2. Wash, refuel and service machinery and store fuel and other materials for the machinery away from the water to prevent any deleterious substance from entering the water.

- 6.3. Keep an emergency spill kit on site in case of fluid leaks or spills from machinery.

- 6.4. Restore banks to original condition if any disturbance occurs.

7. Install effective sediment and erosion control measures before starting work to prevent entry of sediment into the watercourse. Inspect them regularly during the course of construction and make all necessary repairs if any damage occurs.

- 7.1. Avoid work during wet, rainy conditions or use alternative techniques such as aerial methods (i.e., helicopter) to install overhead lines.

8. Stabilize any waste materials removed from the work site to prevent them from entering the watercourse. This could include covering spoil piles with biodegradable mats or tarps or planting them with grass or shrubs.

9. Vegetate any disturbed areas by planting and seeding preferably with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. If there is insufficient time remaining in the growing season, the site should be stabilized (e.g.,

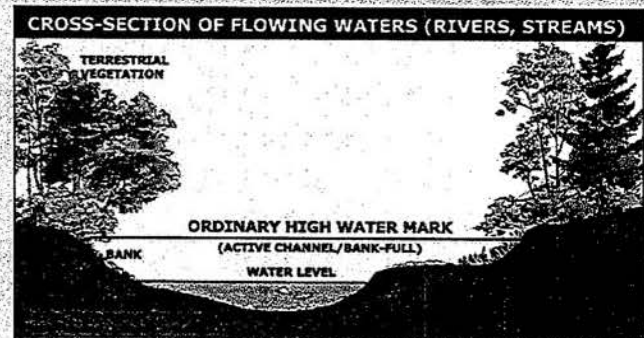
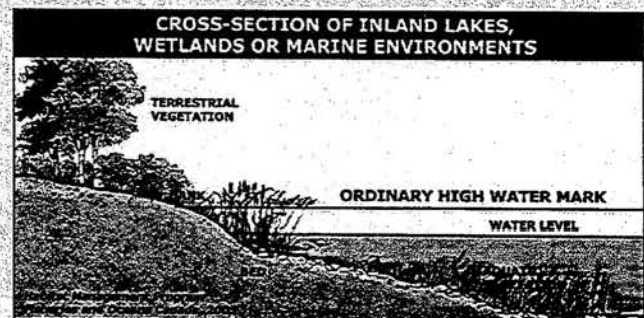
cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring.

- 9.1. Maintain effective sediment and erosion control measures until re-vegetation of disturbed areas is achieved.

Definition:

Ordinary high water mark (HWM) – The usual or average level to which a body of water rises at its highest point and remains for sufficient time so as to change the characteristics of the land. In flowing waters (rivers, streams) this refers to the "active channel/bank-full level" which is often the 1:2 year flood flow return level. In inland lakes, wetlands or marine environments it refers to those parts of the water body bed and banks that are frequently flooded by water so as to leave a mark on the land and where the natural vegetation changes from predominately aquatic vegetation to terrestrial vegetation (excepting water tolerant species). For reservoirs this refers to normal high operating levels (Full Supply Level).

For the Great Lakes this refers to the 80th percentile elevation above chart datum as described in DFO's *Fish Habitat and Determining the High Water Mark on Lakes*.



FISHERIES AND OCEANS CANADA OFFICES IN ONTARIO

Southern Ontario District

Burlington

Fisheries and Oceans Canada
3027 Harvester Road, Suite 304
P.O. Box 85060
Burlington, ON L7R 4K3
Telephone: (905) 639-0188
Fax: (905) 639-3549
Email: ReferralsBurlington@DFO-MPO.GC.CA

London

Fisheries and Oceans Canada
73 Meg Drive
London, ON N6E 2V2
Telephone: (519) 668-2722
Fax: (519) 668-1772
Email: ReferralsLondon@DFO-MPO.GC.CA

Eastern Ontario District

Peterborough

Fisheries and Oceans Canada
501 Towerhill Road, Unit 102
Peterborough, ON K9H 7S3
Telephone: (705) 750-0269
Fax: (705) 750-4016
Email: ReferralsPeterborough@DFO-MPO.GC.CA

Prescott

Fisheries and Oceans Canada
401 King Street West
Prescott, ON K0E 1T0
Telephone: (613) 925-2865
Fax: (613) 925-2245
Email: ReferralsPrescott@DFO-MPO.GC.CA

Northern Ontario District

Parry Sound

Fisheries and Oceans Canada
28 Waubeek Street
Parry Sound, ON P2A 1B9
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Sudbury and Sault Ste. Marie

Fisheries and Oceans Canada
1500 Paris Street, Unit 11
Sudbury, ON P3E 3B8
Telephone: (705) 522-2816
Fax: (705) 522-6421
Email: ReferralsSudbury@DFO-MPO.GC.CA

Thunder Bay and Kenora

Fisheries and Oceans Canada
Thunder Bay Office
100 Main Street, Suite 425
Thunder Bay, ON P7B 6R9
Telephone: (807) 346-8118
Fax: (807) 346-8545
Email: ReferralsThunderBay@DFO-MPO.GC.CA

Aussi disponible en français

http://www.dfo-mpo.gc.ca/oceans-habitat/habitat/modernizing-moderniser/epmp-pmpe/index_f.asp

DFO/2007-1329

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This Operational Statement (Version 3.0) may be updated as required by Fisheries and Oceans Canada. It is your responsibility to use the most recent version. Please refer to the Operational Statements web site at http://www.dfo-mpo.gc.ca/oceans-habitat/habitat/modernizing-moderniser/epmp-pmpe/index_e.asp to ensure that a more recent version has not been released.

APPENDIX 'E'

TRANSPORT CANADA FORMS

- NAVIGABLE WATERS APPROVAL DOCUMENT (8200-09-6359) – AERIAL CROSSING OF THE NUNGESSER RIVER
- APPROVED AERONAUTICAL OBSTRUCTION CLEARANCE FORM
- NAVIGABLE WATERS PROTECTION ACT POLICY FOR SUBMARINE CABLES
- NAVIGABLE WATERS PROTECTION ACT POLICY FOR AERIAL CABLES



Transport Canada
Marine

Transports Canada
Maritime

Navigable Waters Protection Program
Programme de protection des eaux navigables
100 Front Street South
Sarnia, Ontario N7T 2M4

Your File Votre référence
07062
Our File Notre référence
8200-09-6359

REGISTERED MAIL

NOV 13 2009

Pikangikum First Nations
C/o Keewatin-Aski Limited
PO Box 510
61 Queen Street
Sioux Lookout, ON P8T 1A8

Attention: Joe Cospito

Dear Sir:

Re.: Application under the *Navigable Waters Protection Act* by Pikangikum First Nations for Approval of the Aerial Cable located at Nungesser River in the Province of Ontario

Enclosed herewith is an Approval document signed on behalf of the Minister of Transport, Infrastructure and Communities pursuant to subsections 5(1) and (3) of the *Navigable Waters Protection Act* (R.S.C. 1985, c. N-22), as amended by Part 7 of the *Budget Implementation Act*, 2009, S.C. 2009, c. 2.

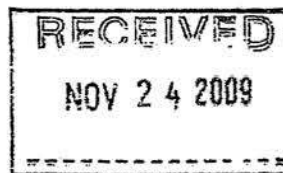
Please note Transport Canada has determined, that for purposes of the aforementioned approval document, the above-referenced project was not subject to an environmental assessment under the *Canadian Environmental Assessment Act* pursuant to the *Navigable Waters Protection Act*. However, any other forms of approval under any applicable laws may require an environmental assessment under the *Canadian Environmental Assessment Act*.

Sincerely,

Barry Putt
Manager
Navigable Waters Protection Program
Marine Safety
Transport Canada
Ontario

BP/jd

Enclosure



Canada



Transport Canada
Marine

Transports Canada
Maritime

NAVIGABLE WATERS PROTECTION ACT (R.S.C. 1985, c. N-22) as amended by Part 7 of the *Budget Implementation Act, 2009*, S.C. 2009, c. 2 (*Navigable Waters Protection Act*), PART I
Subsections 5(1) and (3) – Other than substantial interference

8200-09-6359

Approval

APPLICANT: Pikangikum First Nations
C/o Keewatin-Aski Limited
PO Box 510
61 Queen Street
Sioux Lookout, ON P8T 1A8

WORK: Aerial Cable

SITE LOCATION: Located at Approximately N 51° 25' 51.2" – W 093° 44' 03.7",
Pikangikum First Nation, Nungesser River, Kenora District, in the
Province of Ontario

IMPORTANT NOTICE: This document approves the work in terms of its effect on marine navigation under the *Navigable Waters Protection Act*. The work must be built, placed, maintained, operated, used and removed in accordance with the approved plan(s), the *Navigable Waters Protection Act*, its regulations and the terms and conditions in the Approval. It is the applicant's responsibility to obtain any other forms of approval, including building permits, under any applicable laws.

WHEREAS the above-named applicant has made application to the Minister of Transport, Infrastructure and Communities under the *Navigable Waters Protection Act* for approval of the above-described work at the above-referenced site in accordance with the attached plan(s);

WHEREAS it is considered advisable to approve the said work at the said site and plan(s) thereof for a period of 30 years pursuant to the Schedule referred to in subsection 3(1) of the *Navigable Waters Works Regulations*.

THEREFORE, the Minister of Transport, Infrastructure and Communities, pursuant to subsections 5(1) and (3) of the *Navigable Waters Protection Act*, hereby approves the said work at the said site and plan(s) thereof for the period of time aforesaid.

Samia, Ontario

Date: NOV 13 2009


Barry Putt
Manager
Navigable Waters Protection Program
Marine Safety
Transport Canada
Ontario

for the Minister of Transport, Infrastructure and
Communities

Canada

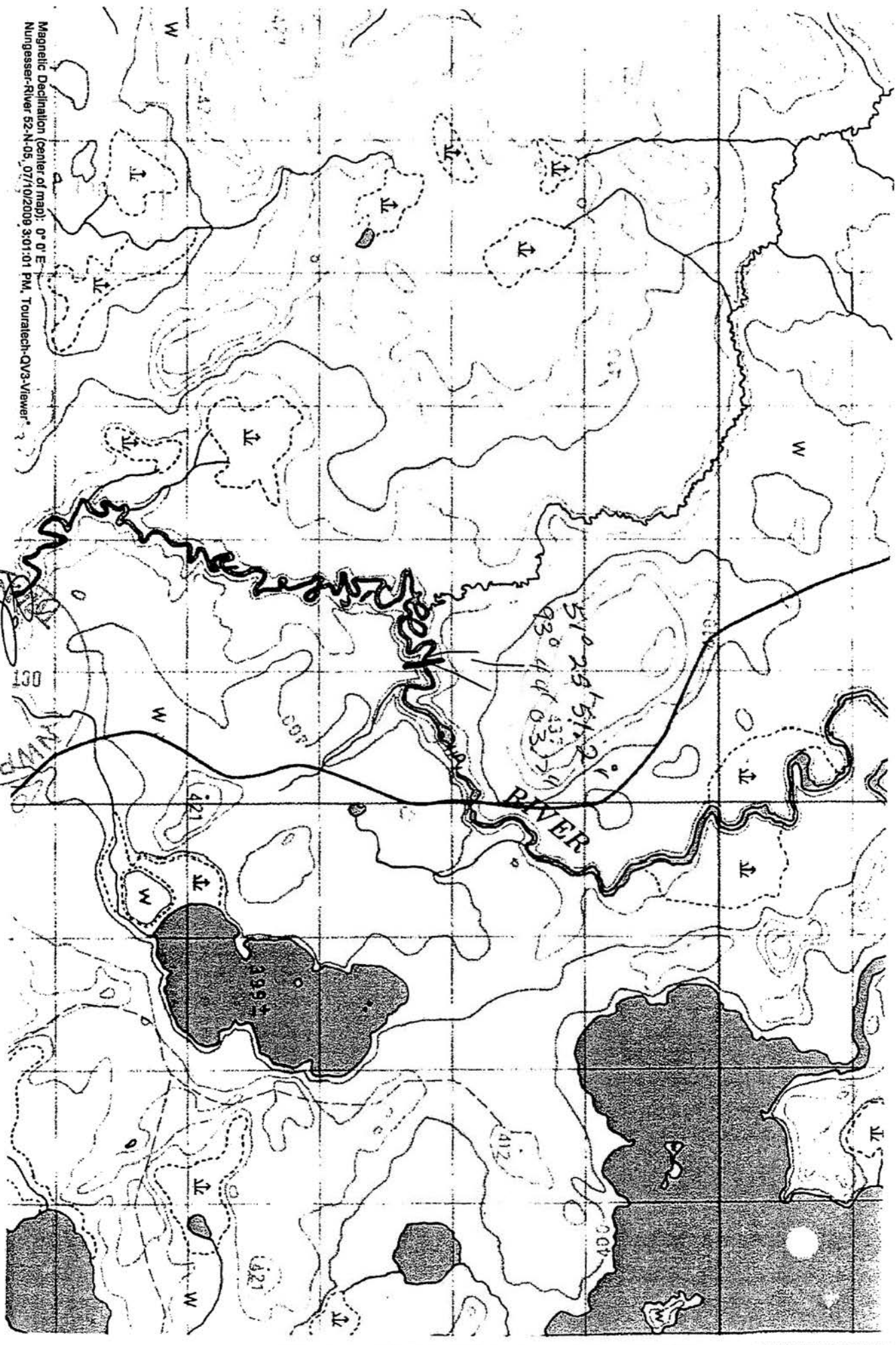
Magnetic Declination (center of map): 0° 0' E
Nungesser-River 52-N-05, 07/10/2008 3:01:01 PM, Touratech-QV3-Viewer

052N05

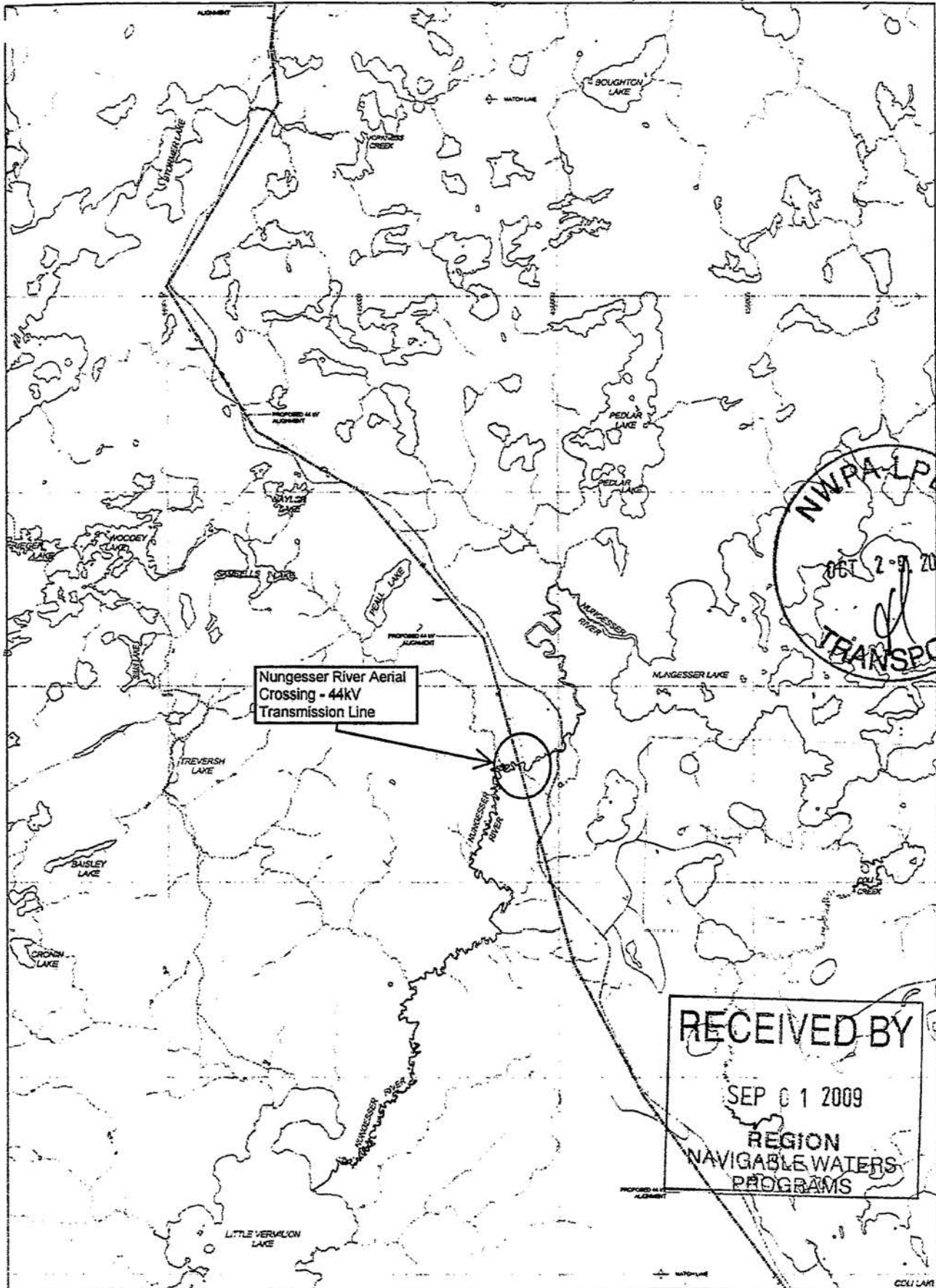
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200-09-6359



8200-09-6359



Nungesser River Aerial Crossing - 44kV Transmission Line

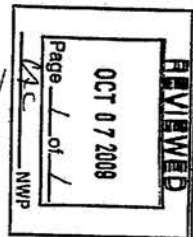
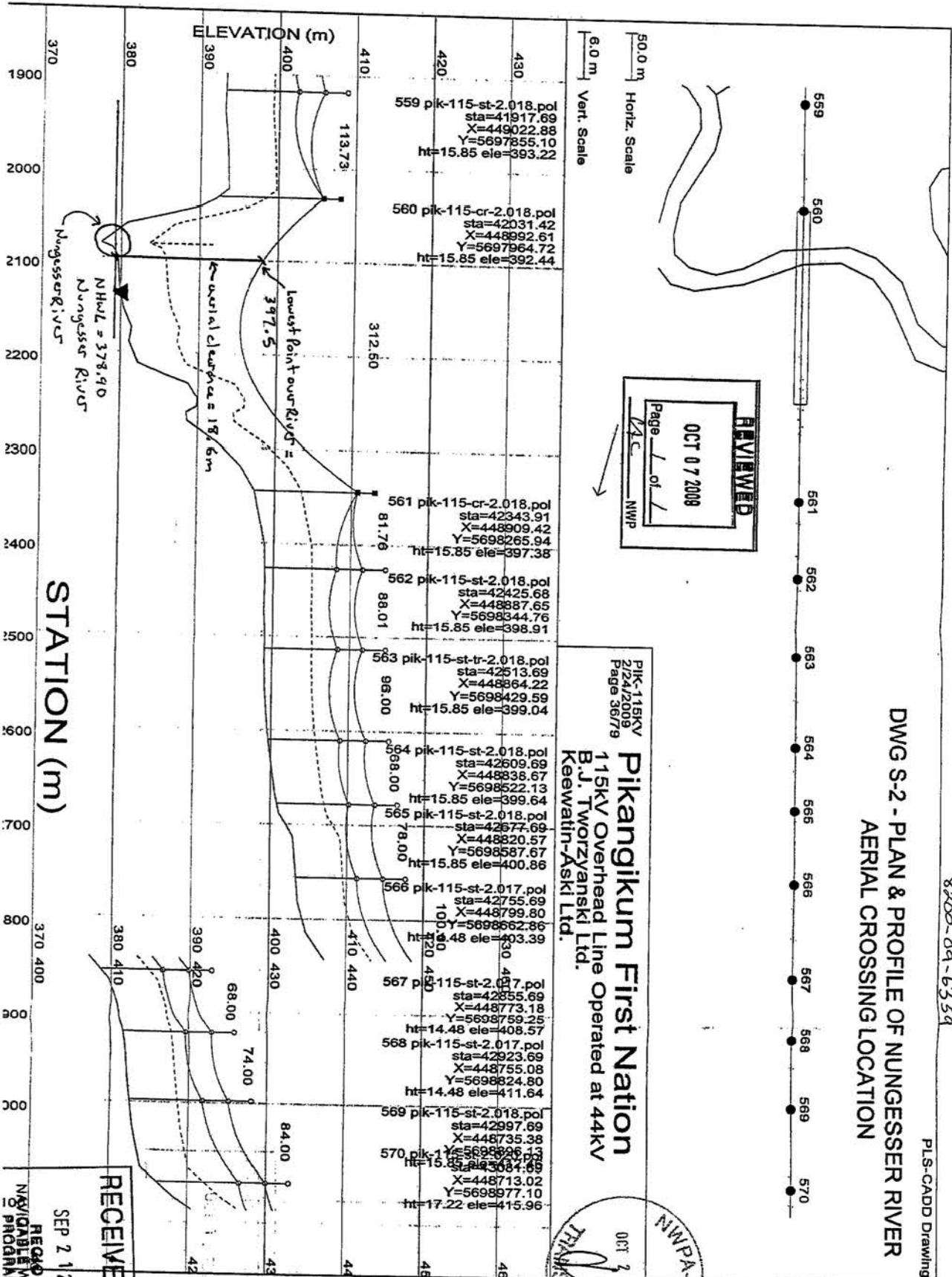
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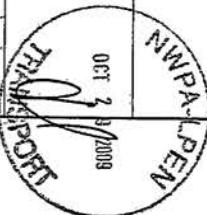
8200-09-b359

PLS-CADD Drawing

DWG S-2 - PLAN & PROFILE OF NUNGESSER RIVER AERIAL CROSSING LOCATION



Pik-115KV
2/24/2008
Page 36/79
Pikangikum First Nation
115KV Overhead Line Operated at 44KV
B.J. Tworzyanski Ltd.
Keewatin-Aski Ltd.



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PROGRAM



Transport Canada / Transports Canada

jcospito@keewatin-aski.on.ca

TC File No./Ref No. — TC n° du dossier/N° de réf.

AERONAUTICAL OBSTRUCTION CLEARANCE FORM

FORMULAIRE D'AUTORISATION D'OBSTACLE AÉRIEN

TO BE COMPLETED BY APPLICANT — À REMPLIR PAR LE REQUÉRANT

Operator's Name — Nom de l'opérateur Thunder Bay Airport Service Inc.																	
Operator's Address — Adresse de l'opérateur 350 Dougal Way, Thunder Bay, ON, CANADA, P7E 6M6																	
Operator's Contact — Agent de liaison de l'opérateur Marianne Derouard	Contact's Telephone No. — N° de téléphone de liaison (807) 662-2581																
Applicant's Name — Nom du requérant Keewatin-Aski Ltd.																	
Address — Adresse 61 Queen Street																	
City — Ville Sioux Lookout	Province Ontario																
Postal — Code — postal P 8 T 1 A 8	Telephone No. — N° de téléphone (807) 737-3858																
Contact — Personne ressource Norm Lawrence, P.Eng.	Telephone No. — N° de téléphone (807) 737-3858																
Nearest city / town to proposed facility — Ville la plus proche de la structure proposée Cocherour	Geographic coordinates of structure — Coordonnées géographiques de la structure N Latitude 51° 4' 12.18" N W Longitude 93° 46' 6.42" W																
<table><tr><td>TOWERS / ANTENNAS TOURS / ANTENNES</td><td>BUILDING OR OTHER STRUCTURE BÂTIMENT OU AUTRE STRUCTURE</td><td>Feet — Pieds</td><td>Meters — Mètres</td></tr><tr><td></td><td></td><td>A Height above ground Hauteur au-dessus du sol 75</td><td>22.86</td></tr><tr><td></td><td></td><td>B Building height Hauteur du bâtiment Not Applicable</td><td>Not Applicable</td></tr><tr><td></td><td></td><td>C Ground elevation above sea level Hauteur du sol au-dessus du niveau de la mer apprx. 1255</td><td>apprx. 382.6</td></tr></table>		TOWERS / ANTENNAS TOURS / ANTENNES	BUILDING OR OTHER STRUCTURE BÂTIMENT OU AUTRE STRUCTURE	Feet — Pieds	Meters — Mètres			A Height above ground Hauteur au-dessus du sol 75	22.86			B Building height Hauteur du bâtiment Not Applicable	Not Applicable			C Ground elevation above sea level Hauteur du sol au-dessus du niveau de la mer apprx. 1255	apprx. 382.6
TOWERS / ANTENNAS TOURS / ANTENNES	BUILDING OR OTHER STRUCTURE BÂTIMENT OU AUTRE STRUCTURE	Feet — Pieds	Meters — Mètres														
		A Height above ground Hauteur au-dessus du sol 75	22.86														
		B Building height Hauteur du bâtiment Not Applicable	Not Applicable														
		C Ground elevation above sea level Hauteur du sol au-dessus du niveau de la mer apprx. 1255	apprx. 382.6														
List any tall adjacent buildings and structures which may overshadow the proposed structure (Attach sketch) Faire une liste indiquant les structures et bâtiments avoisinants plus haut que le bâtiment projeté (inclure un diagramme)																	
New struc. — Nouv. struc. <input checked="" type="checkbox"/> Yes Oui	Add. to exist. struc. incl. total hgt — Ajout à un bât. exist. incl. hauteur total Not Applicable - New Structure																
Proposed Construction — Date — de construction proposée November 2008																	
TYPE OF STRUCTURE (narrative description and function) — GENRE DE STRUCTURE (description narrative et fonction) The proposed structure is a power line which will connect Pikangikum First Nation to the provincial grid. This powerline follows the Nungesser Road north for approximately 80 km before leaving the road and angling northwest towards Pikangikum. The proposed hydro poles will be closest to the Red Lake airport where the Nungesser Road intersects the Red Lake Airport Maintenance Road. The shortest distance from the end of the runway centre line to the nearest pole is 1.325 km (see attached drawings). The poles are designed to carry a 44 kv line and have a maximum height of 75'.																	
Signature (of applicant) (du requérant)	Date (Y-A-M-D-J) 2008-07-11																

TRANSPORT CANADA USE ONLY — À L'USAGE DE TRANSPORTS CANADA

REGIONAL MANAGER TECHNICAL SERVICES (as required) — GESTIONNAIRE RÉGIONAL — SERVICES TECHNIQUES (si nécessaire) Comments — Commentaires	
(Y-A-M-D-J)	
Signature	
Date	
AERONAUTICAL ASSESSMENT — ÉVALUATION	
Site acceptable — Emplacement acceptable <input checked="" type="checkbox"/> Yes Oui	
Lighting as per TP382 required — Balisage lumineux tel que demandé au TP382 <input checked="" type="checkbox"/> Yes Oui	
Painting as per TP382 required — Balisage peint tel que demandé au TP382 <input checked="" type="checkbox"/> Yes Oui	
Temporary lighting required — Nécessité d'un balisage lumineux temporaire <input checked="" type="checkbox"/> Yes Oui	
Advise Transport Canada in writing 90 days before construction Avertir Transports Canada par écrit 90 jours avant la construction	when construction starts au commencement de la construction
and on completion et à la fin des travaux	Valid to Valable jusqu'au
Regional Supt. Standards and Procedures: Surintendant régional — Normes et procédures:	Signature Date (Y-A-M-D-J) 2008.07.21



SUBMARINE CABLES

(Under the Navigable Waters Protection Act)



This brochure outlines the specific standards and criteria under which Transport Canada considers submarine cables (hydro and communication) as a "minor work" and does not require an application under the *Navigable Waters Protection Act* (NWPA).

The NWPA is a federal law designed to protect the public right of navigation. It ensures that works constructed in navigable waterways are reviewed and regulated to minimize the overall impact on navigation.

The Act includes provisions for the removal of unauthorized works or obstructions that render navigation difficult enough to be considered dangerous.

A Minor Work

Historically, many projects pose no threat to the ongoing safety of navigation if positioned and constructed in accordance with specific known standards and criteria. Such projects are considered by Transport Canada as a minor work and, as such, no application under the NWPA is required.

Failure to construct the work in accordance with the standards and criteria identified in this document may result in enforcement action.

When is a submarine cable (hydro and communication) not considered a minor work?

A submarine cable project meeting any of the following criteria and standards requires the submission of an application for review and approval under the NWPA:

1. The submarine cable is located on a charted waterway;
2. The submarine cable is located within 10m of any existing dock or boat launch; or
3. The cable is located across the entrance to, including but not limited to, any marina, yacht club or harbour.

When is a submarine cable (hydro and communication) considered a minor work?

A submarine cable project meeting the following criteria is considered a minor work under this policy and does not require an application under the NWPA and the project may proceed:

1. The cable will be laid on the bed of the waterway, resting on the natural contours of the bed between points of entry and exit.

NOTE

Strict adherence to this policy is mandatory. In addition, other situations may arise that prevent the application of this policy to a specific submarine cable project.

You should note that other laws and regulations may be applicable to your submarine cable project.

If you require further information or clarification, please contact the Navigable Waters Protection Program Office in your area or consult Transport Canada's website at:
<http://www.tc.gc.ca/marinesafety/oepp/nwpp/menu.htm>.

AERIAL CABLES — POWER AND COMMUNICATION

Class established

5. (1) Aerial cables that consist only of power lines and communication cables, and the associated structures and equipment, are established as a class of works for the purposes of subsection 5.1 (1) of the Act if

(a) the width of the navigable waters that the cables are over or across is less than 15 m when measured from the high-water mark on one side to the high-water mark on the other side of the waters;

(b) the works meet the design and construction requirements of *Overhead Systems*, CAN/CSA-C22.3 No. 1-06, as amended from time to time;

(c) the works are more than 1 000 m from any lake or tidal waters;

<http://www.gazette.gc.ca/rp-pr/p1/2009/2009-05-09/html/notice-avis-eng.html>

09/06/2009

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(d) the works are not over or across charted navigable waters;

(e) the works are not over or across a canal that is accessible to the public; and

(f) the works do not include towers or poles within the navigable waters, including within the area from the waters' edge to the high-water mark.

Terms and
conditions —
during
construction or
placement

(2) The following terms and conditions are imposed during the construction or placement of the works:

(a) if the works are over or across a river, a stream, a creek or similar navigable waters, signs stating "Warning — Construction Ahead" and "Attention — Travaux de construction" that are legible from at least 50 m shall be in place 50 m upstream and downstream from the work site;

(b) vessels shall be allowed safe access through the work site at all times, and shall be assisted as necessary;

(c) any cables intended to be part of the works, and any temporary cables, that do not meet the design and construction requirements of the standard referred to in paragraph (1)(b) shall not be left unattended or unsupervised; and

(d) any temporarily submerged cables that are not lying on the bed of the navigable waters shall not be left unattended or unsupervised.

Term and
condition —
maintenance and
operation

(3) A term and condition is that the works shall be maintained and operated in accordance with the requirements of the standard referred to in paragraph (1)(b).

SUBMARINE CABLES — POWER AND COMMUNICATION

Class established

6. Submarine cables that consist only of power lines and communication cables are established as a class of works for the purposes of subsection 5.1(1) of the Act if