

# **Environmental Assessment Track Report**

## **Orca Sand and Gravel Project Port McNeil, British Columbia**

**Submitted to: Minister of the Environment**

**Submitted by: Transport Canada  
Fisheries and Oceans Canada**

**Submission date: November 19, 2004**

## Table of Contents

	<b>Page</b>
<b>Introduction</b>	.....3
<b>Scope of the Project</b>	.....4
<b>Factors to be considered in the assessment and the scope of those factors</b>	.....4
<b>Public concerns in relation to the project</b>	.....4
<b>Public Participation during the conduct of the Comprehensive Study</b>	.....6
<b>Potential of the Project to cause adverse environmental effects</b>	.....7
<b>Ability of the Comprehensive Study to Address Project Issues</b>	.....8

## Appendices

<b>Appendix 1</b>	<b>Orca Sand and Gravel Project Comprehensive Study Scoping Document</b>
<b>Appendix 2</b>	<b>Notice for Public Comment and Availability of Participant Funding</b>

## **Introduction**

Orca Sand and Gravel Ltd., (the Proponent), a subsidiary of Polaris Minerals Corporation, proposes to construct and operate a sand and gravel pit (the Project) near Port McNeil, Vancouver Island, British Columbia. The proposed Project includes: an open pit, that would be contained within the Project's 350 hectare terrestrial footprint; a processing plant, with a production capacity of 4-6 millions tonnes per annum; a marine terminal, capable of handling vessels 75,000 tonnes and larger; conveyor systems associated with the terminal and processing plant; and, other works and activities that are associated with the Project.

The project is expected to operate for approximately twenty-five years.

The proposed Project lies within the asserted territories of the Kwakiutl and Namgis First Nations.

Transport Canada has determined that an approval under section 5(1) of the *Navigable Waters Protection Act* and Fisheries and Oceans Canada has determined that an authorization under section 35(2) of the *Fisheries Act* is required before the project can proceed. As these regulatory duties are listed on the *Law List Regulations*, an environmental assessment of the project, pursuant to the *Canadian Environmental Assessment Act* (CEA Act), is required. Transport Canada and DFO are the responsible authorities for the Project. The Project exceeds the thresholds set out in sections 18(i) and 28(c) of the *Comprehensive Study List Regulations* and requires review as either a comprehensive study or review panel.

Following the requirements of the *Regulations Respecting the Coordination by Federal Authorities of Environmental Assessment Procedures and Requirements*, Transport Canada distributed the project description to other federal authorities to determine their role in the assessment, if any. Environment Canada indicated that they possess specialist knowledge and information which should be considered in the assessment of the proposed undertaking. Also, in accordance with section 12.4 of the CEA Act, the Canadian Environmental Assessment Agency (the Agency) is the Federal Environmental Assessment Coordinator for the project.

The Project is also subject to review under the British Columbia *Environmental Assessment Act* (the BCEA Act), pursuant to Part 3 of the *Reviewable Projects Regulation* (B.C. Reg. 370/02). The Agency and the British Columbia Environmental Assessment Office are coordinating the federal - provincial review process in accordance with the *Canada-British Columbia Agreement on Environmental Assessment Cooperation*. A Project Work Plan has been established between the BC Environmental Assessment Office, the Agency, and Transport Canada and DFO, the two responsible authorities. Each level of

government will share and use the information generated through the cooperative environmental assessment process, to the extent possible, and each will make project-related decisions on matters within their respective legislative authorities.

### **Scope of the Project**

The Scoping Document for the Project was prepared by the responsible authorities, in consultation with the Agency and the provincial Environmental Assessment Office. The scoping document, presented in **Appendix 1**, provides a description of the scope of the project as presented to the public.

Following public consultation, Transport Canada revised its scope of assessment to include Mills (Bear) Creek.

Within the overall scope of project and assessment, DFO will restrict its assessment to project components that require DFO regulatory approvals.

### **Factors to be considered in the assessment and the scope of those factors**

The factors that must be considered in a comprehensive study of a project are described in section 16 of the CEA Act. The scope of those factors to be taken into consideration pursuant to 16(1) and (2) is determined by the responsible authority(ies). The scoping document describes the factors to be considered, and the scope of those factors that Transport Canada and DFO, as the responsible authorities, have decided upon in relation to the Project.

### **Public concerns in relation to the project**

The Comprehensive Study process requires that the public be given an opportunity to participate in the review of the environmental assessment, as follows:

- during the preparation of the scope of the environmental assessment;
- during the comprehensive study; and,
- during the comment period administered by the Agency on the comprehensive study report.

As part of the requirements under section 21 of the CEA Act, the public was consulted regarding the scope of the project, the factors to be considered, and the scope of those factors.

Information on the Project environmental assessment is available for the public in the Canadian Environmental Assessment Registry (CEAR). The Project CEAR reference number is **04-03-5332**. The Project CEAR includes the notice of commencement of the Project environmental assessment, the notice for public

consultation on the scoping document, and the notice on the availability of participant funding.

Transport Canada advertised in community newspapers, during the weeks of September 27 through October 11, 2004, a notice of the Public Consultation period on the scoping document and the availability of Participant Funding for public participation in the comprehensive study process and review of the comprehensive study report. The notice appeared in the **North Island Gazette**, Victoria Times Columnist, and L'Express du Pacifique. A copy of the newspaper notice is provided in **Appendix 2**. The Project CEAR includes a notice for the public to contact Transport Canada for a copy of the scoping document. Copies of the Scoping Document were made available at an Open House held on September 23, the proponent's project office, the Namgis and Kwakiutl First Nations' band offices, the Town of Port McNeil and the local Fisheries and Oceans Canada's office. The public was provided with a 21-day review period to provide written comment on the draft scoping document, concluding on October 20, 2004.

All public comments that Transport Canada received on the scoping document were shared with DFO and the Agency.

The public submitted three sets of written comments on the scope of the environmental assessment of the project. The responsible authorities have considered all comments, and the following table summarizes the comments and the responsibility authorities' responses to them.

<b>Written Public Comments (summary)</b>	<b>Response from the Responsible Authorities</b>
Recommendation for editorial changes within the scoping document expanding the explanation of the comprehensive study process	Comment noted for development of future scoping documents.
Comment on application of the Comprehensive Study List Regulations	Comment noted for development of future scoping documents.
Suggestion for inclusion of a process flow chart	Comment noted for development of future scoping documents.

Suggestion for inclusion of the methodology for determining sustainable development, using sustainability criteria.	The capacity of renewable resources that are likely to be significantly affected by the project to meet present and future needs will be addressed in the comprehensive study.
Support for a comprehensive study and that the project not proceed to a panel review panel	Comment noted
Clarification on issues to consider with respect to Mills (Bear) Creek	Issues associated with Mills (Bear) Creek will be included in Transport Canada's scope of assessment

After considering all comments on the Scoping Document submitted by the public, Transport Canada has agreed that potential effects of the project on Mills (Bear) Creek will be added to the scope of the assessment considered during the conduct of the comprehensive study.

**Public Participation during the conduct of the Comprehensive Study**

If the decision of the Minister is to refer the project to the responsible authorities, under paragraph 21.1(1)(a) of the CEA Act, the responsible authorities will ensure that the public is provided with an opportunity, in addition to those provided under subsection 21(1) and section 22, to participate in the comprehensive study.

As this environmental assessment is part of a joint review with the Province of British Columbia, the Environmental Assessment Office and Transport Canada will jointly advertise, in community newspapers, the public consultation periods for the environmental assessment report. It is planned that the consultation will include a period of up to **60 days** for the public to submit written comments to Transport Canada on the Proponent's environmental assessment report.

All public comments received by Transport Canada on the environmental assessment report will be distributed to DFO, the expert federal authorities and the Agency. The Comprehensive Study Report, prepared by Transport Canada and DFO, will demonstrate how such comments were considered, and note any changes made as a result of that consideration.

The Comprehensive Study Report will then be submitted to the Minister of the Environment for release to the public for a comment period of up to 45 days, to be determined by the Agency, to examine the findings of the responsible

authorities and their determination on the significance of any adverse environmental effects of the Project, after mitigation measures are applied.

**Potential of the project to cause adverse environmental effects**

The potential of the project to cause adverse environmental effects has been considered as summarized in the table below. It is anticipated that technically and economically feasible mitigation measures can be applied to reduce and minimize these potential adverse effects to an acceptable level.

<b>Valued Ecosystem Component (VEC)</b>	<b>Impact</b>
Hydrology and water resources	No adverse effects predicted
Fish and fish habitat	Effects of the construction and operation of the marine terminal on fish and fish habitat, marine mammals (toothed whales), and migratory birds
Wildlife and wildlife habitat	Effects of pit construction on terrestrial habitats, including wetlands and marine foreshore
Air quality	Effects of airborne pollutants into the local environment
Socio-economics	Effects of construction and operation on the Klickseewy campground Effects of visual impacts of the marine terminal on the community of Sointula
Noise	Effects of construction and operation on the Klickseewy campground
Current use of lands and resources for traditional purposes by Aboriginal persons	Effects of construction and operation on traditional activities
Land and resource use	Effects of construction and operation on lands and resources in the vicinity of the gravel pit and marine foreshore
Public health	Effects of construction and operation on the Klickseewy campground and local community
Navigation	Effects of construction and operation of the marine terminal on marine traffic
Heritage and historical cultural resources	No effects predicted
Paleontological resources	No effects predicted

**Ability of the Comprehensive Study to Address Issues Relating to the Project**

The scoping document lists the anticipated environmental and socio-economic issues in relation to the Project.

It is the opinion of the responsible authorities, in consultation with the expert federal authorities, that the Comprehensive Study will fully address issues related to the project. This affords the best opportunity to participate in a joint review with the Province of British Columbia through the Canada-British Columbia Agreement for Environmental Assessment Cooperation.



## Appendix 1

### **Orca Sand and Gravel Project Comprehensive Study Scoping Document**

## **CANADIAN ENVIRONMENTAL ASSESSMENT ACT**

### **Comprehensive Study Scoping Document**

#### **Orca Sand & Gravel Project**

#### **1.0 INTRODUCTION**

Polaris Minerals Corporation (the Proponent) proposes to construct and operate a gravel and sand extraction operation and an associated marine terminal, Orca Sand and Gravel Project (the Project), on Vancouver Island.

The Project includes the construction and operation of a 15,000 to 22,000 tonnes per day processing plant (4 to 6 million tonnes per annum) and an associated marine terminal designed to handle vessels larger than 25,000 tonnes deadweight (DWT). The extraction site and marine terminal are located immediately alongside Highway 19, the Island Highway, 3.8 kilometres west of Port McNeill (see Figure 1). The proposed Project lies within the asserted territories of the Kwakwaka'wakw and 'Namgis First Nations.

Transport Canada has initiated the federal environmental assessment process pursuant to the *Canadian Environmental Assessment Act* (the CEA Act) in relation to the Project. The likely CEA Act triggers and the associated responsible authorities include a subsection 5(1) approval pursuant to the *Navigable Waters Protection Act* from Transport Canada and a subsection 35(2) authorization pursuant to the *Fisheries Act* from Fisheries and Oceans Canada (DFO). To assist in the environmental assessment process, Environment Canada will provide expert advice in relation to the Project. The proposed Project is also subject to review under the B.C. Environmental Assessment Act.

#### **1.1 Purpose of the Scoping Document**

Under subsection 21(1) of the CEA Act, where a project is described in the comprehensive study list, the responsible authorities must ensure public consultation on the proposed scope of the project for the environmental assessment, the proposed factors to be considered in the environmental assessment, the proposed scope of those factors and the ability of the comprehensive study to address issues relating to the project. This document describes the environmental assessment process, the opportunities for public participation, the proposed scope of the Project for the purposes of the environmental assessment, the factors proposed to be considered in the environmental assessment and the proposed scope of those factors. This

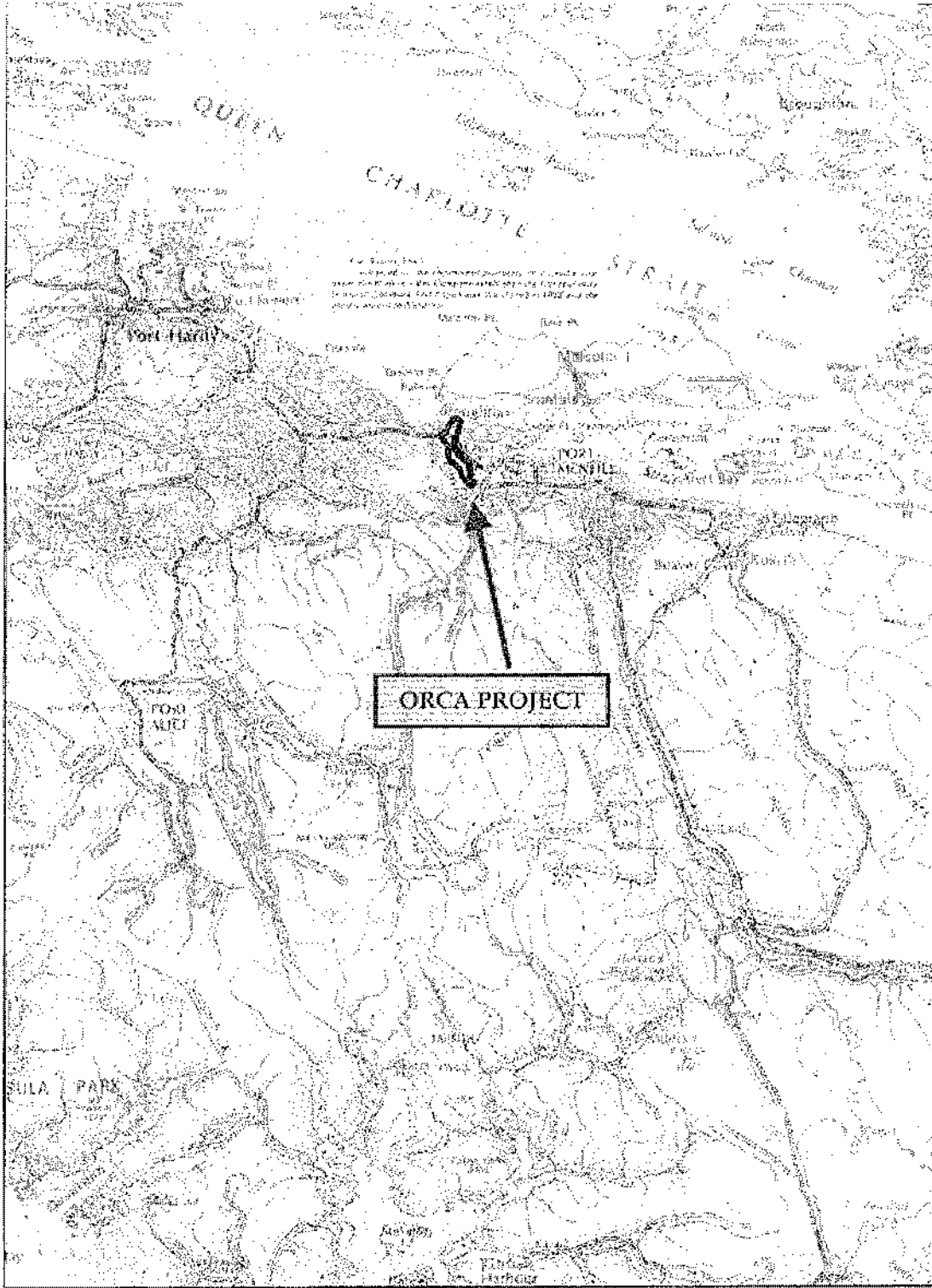


Figure 1. Project Location Map (Polaris Minerals Corporation 2004).

document is intended to provide information to assist the public in commenting on the ability of the comprehensive study to properly address issues related to the environmental assessment of this Project.

## **1.2 Environmental Assessment Process**

The CEA Act Comprehensive Study List Regulations contains two sections requiring a comprehensive study that are relevant to the proposed project:

1. Paragraph 28(c) - The proposed construction, decommissioning or abandonment of a marine terminal designed to handle vessels larger than 25 000 DWT unless the terminal is located on lands that are routinely and have been historically used as a marine terminal or that are designated for such use in a land-use plan that has been the subject of public consultation.
2. Paragraph 18(i) - The proposed construction, decommissioning or abandonment, or an expansion that would result in an increase in production capacity of more than 35%, of a stone quarry or gravel or sand pit with a production capacity of 1 000 000 t/a or more; and

Pursuant to subsection 21(2) of the CEA Act, following public consultation, Transport Canada and DFO must provide a report to the Minister of the Environment (the Minister) recommending whether the environmental assessment of the Project, as set out below, should continue by means of a comprehensive study, or should be referred to a mediator or review panel. This scoping document will form part of the report that will be submitted to the Minister.

The report from the responsible authorities to the Minister must include information on:

- the scope of the Project, the factors to be considered in the assessment and the scope of those factors;
- public concerns in relation to the Project;
- the Project's potential to cause adverse environmental effects; and
- the ability of the comprehensive study to address issues relating to the Project.

After considering the responsible authorities' report and recommendation, the Minister will determine whether to refer the Project back to the responsible authorities so that they may continue the comprehensive study process, or refer the Project to a mediator or review panel.

If the Minister determines that the environmental assessment may continue as a comprehensive study, the responsible authorities will facilitate the public's continued participation in the comprehensive study process. The responsible

authorities will submit a comprehensive study report to the Minister of the Environment and to the Canadian Environmental Assessment Agency (the Agency). The Agency will seek public comments on the comprehensive study report. If the Minister decides to refer the Project to a mediator or a review panel in accordance with section 29 of the CEA Act, the Project will no longer be subject to the comprehensive study provisions under the CEA Act. The Minister, after consulting the responsible authorities and other appropriate parties, will set the terms of reference for the public review, and appoint the mediator or review panel chairperson and members.

The Project is also subject to review under the British Columbia *Environmental Assessment Act*. Therefore, the terms of the Canada-British Columbia Agreement on Environmental Assessment Cooperation apply. Under the Agreement, projects that require an environmental assessment by both the Government of Canada and the Government of British Columbia will undergo a single assessment, where possible, administered cooperatively by both governments. The Agency, in its role as Federal Environmental Assessment Coordinator, facilitates the harmonization of the federal review process with the provincial review process. Both governments will use the information generated through the cooperative environmental assessment as the basis for their respective decisions on the Project. The Agreement does not provide for delegation of authority. Therefore, each government will retain its ability to make Project-related decisions on matters within its own legislative authority. Transport Canada and DFO, as the responsible authorities, will make Project-related decisions on matters within their own legislative authority. The Province will make a decision on whether to issue a certificate for the entire Project. To the extent possible, both processes will be synchronized with respect to information and consultation requirements and timelines, and in development of final reports and recommendations.

### **1.3 Project Overview**

#### Gravel/Sand Deposit Development

The proponent expects that the gravel/sand deposit will have a production capacity of 4,000,000 to 6,000,000 tonnes per annum (the proponent has inferred the resource totals at 127,400,000 tonnes). All materials would be processed on site at the proposed processing plant. The processing plant is expected to operate 16 hours a day with work stoppage during nights, with volumes of 15,000 to 22,000 tonnes per day being processed. The Project is expected to operate seven days per week during the summer (May to October), and to operate on weekdays through the winter (November to April).

Once the material is processed it will be stockpiled on site and then transported via a specialized conveyor system to the marine terminal for loading onto ships. The ship loading facility will have the capacity to handle vessels up to or larger than 75,000 DWT. It is expected that at maximum production rates the

operation will load two vessels per week with loading occurring on a 24-hour basis.

### Land Use

The proposed gravel/sand extraction site lies adjacent to the Cluxewe River, extending approximately 3 km in the lower watershed. It would be located within fee simple private lands owned by Western Forest Products Limited. As described by the proponent, the site and the surrounding area is already well established as a mineral resource with several small sand and gravel extraction operations active within, or immediately adjacent to, the proposed boundaries. To the south is a sand and gravel pit operated by the B.C Ministry of Transportation and to the west, across the Cluxewe River is an asphalt plant and a sand and gravel pit operated by OK Paving. The proposed marine terminal is located 2.0 km east of an existing campground operated by the Kwakwiltl First Nation.

## **2.0 ANTICIPATED ISSUES**

The following key issues have been identified by the responsible authorities and will require consideration during the environmental assessment:

- Potential effects of gravel removal on fish habitat in the Cluxewe River, and/or its tributaries and side channels in the Project area. The Cluxewe River supports pink, coho, chinook, and chum salmon, steelhead, Dolly Varden and rainbow trout, as well as a small run of sea-run cutthroat.
- Potential effects to hydrology with altered flow regimes in the Cluxewe River
- Effects of the construction and operation of the marine terminal and conveyor system on the intertidal and subtidal environment, including fish and fish habitat
- Potential effects on marine mammals
- Potential effects on wildlife, including migratory birds
- Loss of and reclamation of land based/wetland and foreshore vegetation (both as a sustainable resource and as wildlife/bird habitat)
- Potential effects on any Species at Risk listed on Schedule I of the Species at Risk Act (SARA) that occur in the Project area
- Potential effects on navigation
- Potential effects on air quality
- Implications for First Nations.

Besides the anticipated issues stated above, the following issues and concerns were brought forward through public consultation conducted by the proponent to date:

- Groundwater regime and potential for effects on the Cluxewe River
- Foreshore environment, intertidal and sub-tidal habitat effects
- Potential effects on salmon migration and whale movement
- Potential for disturbance to the Klickseewy campground

### **3.0 ENVIRONMENTAL ASSESSMENT SCHEDULE AND PUBLIC PARTICIPATION**

The following schedule provides details for the assessment of the Project as a comprehensive study. If the Project is referred to a mediator or review panel, the schedule will no longer be applicable.

Pursuant to Section 17 (1) of the CEA Act, the responsible authorities will delegate the conduct of the comprehensive study to the Proponent. The Proponent is required to prepare an Application for an Environmental Approval Certificate (the Application) pursuant to the British Columbia *Environmental Assessment Act*. The application will include all the necessary information to meet the requirements of the CEA Act and will be submitted to the responsible authorities. Following the review of the information provided by the Proponent, the responsible authorities, in consultation with the Agency and Environment Canada, will prepare the comprehensive study report, which will be submitted to the Minister.

The public will have ~~21 days~~ to provide written comment to Transport Canada on the draft scoping document, up to 60 days to submit written comments to Transport Canada on the Application provided by the Proponent, and a period, to be determined by the Agency, to examine the comprehensive study report, while it is being reviewed by the Minister. This final public review period is typically about 30 days.

Transport Canada will receive all public comments on the scoping document and the Application and distribute them to DFO, Environment Canada, and the Agency.

The comprehensive study report must demonstrate how such comments were considered, and note any changes made as a result of that consideration.

## **4.0 SCOPE**

### **4.1 Scope of the Project**

Transport Canada's regulatory trigger under the Law List Regulation of the CEA Act for the Project includes the need for a subsection 5(1) approval under the *Navigable Waters Protection Act* for construction of the marine terminal and conveyor system.

DFO's anticipated regulatory triggers under the Law List Regulation of the CEA Act include:

- i) the need for a subsection 35(2) authorization under the *Fisheries Act* to

address the Harmful Alteration, Disruption or Destruction (HADD) of fish habitat in the intertidal and subtidal marine environment that will result from construction of the Marine Terminal and Conveyor system, and

- ii) the possibility for a subsection 35(2) authorization to address the HADD of fish habitat in the Cluxewe River and its tributaries and side-channels in the Project area.

Additional information is required with respect to both fish habitat and the Project, to determine whether or not a HADD is likely to occur in the freshwater environment. The gravel extraction area will be included in the Scope of Project and Scope of Assessment, and a HADD determination will be made when further technical information is available.

Transport Canada has evaluated information provided on the proposed marine terminal and determined that this facility is in accordance with conditions specified in paragraph 28(c) of the *Comprehensive Study List Regulations*, therefore a comprehensive study assessment track is required for this Project.

In accordance with subsection 15 of the CEA Act, the responsible authorities have determined that the scope of the proposed Project will be the following physical activities not associated with physical works, and the construction, operation, maintenance / modification and decommissioning of the following physical works:

- *Ship Loading Facility and Associated Conveyor:* The conveyor will carry product from a land-based storage area, across the intertidal and subtidal area to the ship berth, which will have the capacity to handle vessels up to or larger than 75 000 DWT. At maximum production rates the operation is expected to load two vessels per week, each being at the berth for up to 24 hours..
- *Gravel/Sand Deposit Extraction:* 200 hectares of second growth forest and organic overburden layers will be removed in phases for sand and gravel extraction.
- *Processing Plant:* A processing plant will be constructed for washing and sizing of extracted gravel, and limited crushing of oversized gravel.
- *Land-based Conveyor System:* A land-based conveyor system will be used to transport washed and sized products from the processing plant to the stockpile area; another system will be used to transport products from the stockpiles to the ship loader.
- All other works associated with the construction, operation, and decommissioning of the Project (i.e. settling ponds, stockpile area, water supply, site access, power supply and any off-site or on-site compensation and mitigation works as required, and any other physical works or activities which form an integral part of the Project).



## **4.2 Scope of Assessment**

### **4.2.1 Factors to be Considered**

As defined under the CEA Act, “environmental effect” means, in respect of a project:

- a) *any change that the project may cause in the environment, including any change it may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the Species at Risk Act*
- b) *any effect of any change referred to in paragraph (a) on*
  - i) *health and socio-economic conditions*
  - ii) *physical and cultural heritage*
  - iii) *the current use of lands and resources for traditional purposes by aboriginal persons, or*
  - iv) *any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, or*
- c) *any change to the project that may be caused by the environment*

The factors proposed to be considered in the environmental assessment, pursuant to section 16 of the CEA Act, are the following:

- *the environmental effects of the Project, including the environmental effects of malfunctions or accidents that may occur in connection with the Project and any cumulative environmental effects that are likely to result from the Project in combination with other projects or activities that have been or will be carried out;*
- *the significance of the environmental effects referred to above;*
- *comments from the public that are received in accordance with this Act and the regulations;*
- *measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the Project;*
- *the purpose of the Project;*
- *alternative means of carrying out the Project that are technically and economically feasible and the environmental effects of any such alternative means;*
- *the need for, and the requirements of, any follow-up program in respect of the Project; and,*
- *the capacity of renewable resources that is likely to be significantly affected by the Project to meet the needs of the present and those of the future.*

### **4.2.2 Scope of Factors to be Considered**

The following provides an outline of the proposed scope of the factors to be considered in the environmental assessment.

- hydrology and water resources;

- geology;
- soils;
- vegetation;
- species listed on Schedule 1 of SARA;
- fish and fish habitat;
- wildlife and wildlife habitat;
- waste management;
- noise;
- air quality.
- current use of lands and resources for traditional purposes by Aboriginal persons;
- land and resource use;
- local communities;
- worker health and safety;
- public health and safety;
- navigation;
- heritage and historical cultural resources
- paleontological resources.

#### **Malfunctions and Accidents**

The probability of possible malfunctions or accidents associated with the Project, and the potential adverse environmental effects of these events will be identified and described. The description will include, where applicable:

- accidental spills;
- contingency measures for responding to emergencies;
- risks of facility malfunctions.

#### **Any change to the Project that may be caused by the environment**

The environmental hazards that may affect the Project will be described and the predicted effects of these environmental hazards will be documented. The following are examples of issues that should be addressed in the environmental assessment and the design of the Project:

- seismic activity;
- icing and winter operations;
- erosion, fire, flooding;
- slope stability.

#### **Cumulative Environmental Effects**

The cumulative environmental effects that are likely to result from the Project in combination with other projects or activities that have been or will be carried out will be identified and assessed.

#### **Sustainability of the Resource**

The environmental assessment shall consider the capacity of renewable resources that are likely to be significantly affected by the Project to meet the needs of the present and those of the future.

## **Spatial and Temporal Boundaries**

### *Spatial boundaries:*

The main Project site will be bounded to the west by the Cluxewe River, to the east by the Island Highway, to the north by Broughton Strait, and to the south by the southern extent of fee simple lands under the administration Western Forest Products Limited. The environmental assessment will encompass the ecological footprint of the Project.

### *Temporal boundaries:*

The temporal boundaries will encompass the lifespan of the Project (expected to be approximately 25 years). The environmental assessment will examine effects of the Project beginning with the construction phase and throughout the operations phase (including any maintenance and/or modifications) and through to the completion of the decommissioning phase.

## **Follow-up Program**

The purpose of a follow-up program is to verify the accuracy of the environmental assessment of the Project and determine the effectiveness of the mitigation measures. The environmental assessment will include a discussion of the need for and the requirements of a follow-up program.

## **5.0 PUBLIC PARTICIPATION**

The public is invited to provide its views at this scoping stage of the environmental assessment of the Project on the following areas:

- the proposed scope of the Project;
- the factors proposed to be considered in the assessment and the proposed scope of those factors; and
- the ability of the comprehensive study to address issues relating to the Project.

Persons wishing to submit comments may do so in writing to Transport Canada. Comments must be received by close of business October 20, 2004. Comments may be sent to:

Transport Canada  
Environmental Services  
620 – 800 Burrard St.  
Vancouver, BC V6Z 2J8  
FAX: (604) 666-2961 E-mail: [hallk@tc.gc.ca](mailto:hallk@tc.gc.ca)

Please be as detailed as possible and clearly reference the **Orca Sand and Gravel Project** and the Registry File number **04-03-5332** on your submission.

As stated above, should the Minister determine that a comprehensive study will be conducted for the Project, the public will be provided with further opportunities to participate in the comprehensive study process. Once the comprehensive study report has been prepared, the report will be submitted to the Agency, who will provide the public with an opportunity to review the report and provide comments prior to the Minister issuing an environmental assessment decision statement.

The public will also have opportunities to participate in the assessment should the Project be referred to a mediator or a review panel.

Following the Minister's decision on the type of environmental assessment that is to be conducted (comprehensive study, mediation, or panel review), funding will be made available from the Agency for members of the public to participate in the environmental assessment.

Further information on the environmental assessment of this Project can be obtained through the Canadian Environmental Assessment Registry. The paper-based component of this Registry is located in Vancouver and documents can be obtained or viewed by contacting: Karen Hall, Environmental Officer, Transport Canada, 620-800 Burrard Street, Vancouver, British Columbia V6Z 2J8, Tel: 604-666-5368 or Email: [hallk@tc.gc.ca](mailto:hallk@tc.gc.ca). As well, the internet component of the Registry contains further Project-related information and can be accessed at the following address: [http://www.ceaa.gc.ca/050/index\\_e.cfm](http://www.ceaa.gc.ca/050/index_e.cfm)

#### **REFERENCES**

The Orca Sand & Gravel Project, Port McNeill, B.C. Prepared by Polaris Minerals Corporation. Submitted to British Columbia Environmental Assessment Office, October 2003, 12p.

## Appendix 2

### **Notice for Public Comment and Availability of Participant Funding**



Government  
of Canada

Gouvernement  
du Canada

## **Canadian Environmental Assessment Act**

### **Environmental Assessment of the Proposed Orca Sand and Gravel Project**

#### **Public Consultation on Scoping Document and Availability of Participant Funding**

Polaris Minerals Corporation proposes to construct and operate a gravel and sand extraction operation and marine terminal, Orca Sand and Gravel Project, west of Port McNeill on the northeast coast of Vancouver Island.

The project includes the construction of a processing plant that will produce between 15,000 and 22,000 tonnes per day of sand and gravel and a marine terminal designed to handle vessels larger than 25,000 tonnes. The extraction site and marine terminal lie immediately alongside Highway 19, just west of Port McNeill.

The project is subject to a comprehensive study assessment under the *Canadian Environmental Assessment Act*. Pursuant to subsection 21(1) of the Act, Transport Canada and Fisheries and Oceans Canada, as the federal responsible authorities for the project assessment, now invite the public to comment on the proposed project.

**Comments must be received no later than October 20, 2004.**

**Transport Canada  
Environmental Services  
620-800 Burrard St.  
Vancouver, BC V6Z 2J8  
Fax: (604) 666-2961 or E-mail: [halik@tc.gc.ca](mailto:halik@tc.gc.ca)**

NOTE: All documents and/or responses received regarding this project are considered public and will become part of the public registry for the project. Please quote the project title and the CEAR# 04-03-5332 on all correspondence.

For further information on the project, contact Transport Canada at the address above or visit [www.tc.gc.ca](http://www.tc.gc.ca) or [www.ceaa-acee.gc.ca](http://www.ceaa-acee.gc.ca). More information is also available at the following locations.

**Kwakiwlt Band Office** PO Box 1440, Port Hardy, BC  
**Namgis First Nation Office** P.O. Box 210, Alert Bay, BC  
**Town of Port McNeill** 1775 Grenville Place, PO Box 728, Port McNeill, BC  
**Fisheries and Oceans Canada** Box 10, 8565 Wolfson Road, Port Hardy, BC

#### **Availability of Participant Funding**

The Government of Canada, through the Canadian Environmental Assessment Agency (Agency), is providing participant funding up to a value of \$15,000 to assist groups and individuals to take part in the assessment of the environmental effects of the proposed Orca Sand and Gravel Project.

To receive funding, successful applicants must participate in the development of the comprehensive study and in the review of the completed comprehensive study report. They must also sign a contribution agreement with the Agency.

**Funding applications must be received at the Canadian Environmental Assessment Agency no later than October 20, 2004.**

Should the Minister of the Environment determine, at the conclusion of the review of the scoping document and upon the recommendation of the responsible authority, that the proposed project be assessed instead under an independent environmental assessment review panel, the comprehensive study participant funding will be withdrawn. A new fund will be established and the public will be invited to re-apply.

Information on the program, including the Participant Funding Program Guide, the application form and the contribution agreement are available on the Agency's website [www.ceaa-acee.gc.ca](http://www.ceaa-acee.gc.ca).

For additional information on the funding program, please contact:

**Peter Bedrossian  
Participant Funding Program - Canadian Environmental Assessment Agency  
160 Elgin Street, 22nd Floor, Ottawa, ON K1A 0H3  
Tel: (613) 957-0254 e-mail: [peter.bedrossian@ceaa-acee.gc.ca](mailto:peter.bedrossian@ceaa-acee.gc.ca)**

For more information on this project and others in your area, please consult the Canadian Environmental Assessment Registry at [www.ceaa-acee.gc.ca](http://www.ceaa-acee.gc.ca). Follow the direct link on the home page of the Agency's website.

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**Loi canadienne sur l'évaluation environnementale**  
**Évaluation environnementale du Projet de sable et de gravier d'Orca**  
**Consultation du public et disponibilité des fonds**

Polaris Minerals Corporation propose de construire et d'exploiter une installation d'extraction de sable et de gravier ainsi qu'un terminal maritime - le Projet de sable et de gravier d'Orca - à l'ouest de Port McNeill sur la côte nord-est de l'île de Vancouver.

Le projet comprend la construction d'une usine de traitement d'une capacité de 15 000 à 22 000 tonnes de sable et de gravier par jour et d'un terminal maritime capable de desservir des navires d'une jauge brute supérieure à 25 000 tonnes. Le site d'extraction et le terminal maritime se trouvent à proximité de la route 19, à l'ouest de Port McNeill.

Le projet est assujéti à une étude approfondie en vertu de la *Loi canadienne sur l'évaluation environnementale*. Conformément au paragraphe 22(1) de la Loi, Transports Canada et Pêches et Océans Canada, en leur qualité d'autorités fédérales responsables de l'évaluation du projet, invitent le public à émettre des commentaires sur le projet.

**Les commentaires doivent être reçus au plus tard le 20 octobre 2004 à l'adresse suivante :**

Transports Canada, Services environnementaux  
520-800, rue Burrard  
Vancouver (C.-B.) V6Z 2J6  
Fax : (604) 666-2961 ou courriel : [haillk@tc.gc.ca](mailto:haillk@tc.gc.ca)

**NOTA** Tous les documents et/ou commentaires reçus concernant le projet feront partie du domaine public et seront versés au registre public de ce projet. N'oubliez pas de mentionner le titre du projet et le numéro de référence du Registre 04-03-5232 dans toutes vos correspondances.

Pour plus de renseignements sur le projet, veuillez communiquer avec Transports Canada à l'adresse ci-dessus ou visitez [www.tc.gc.ca](http://www.tc.gc.ca) ou [www.acee-ceaa.gc.ca](http://www.acee-ceaa.gc.ca). Des renseignements sont aussi disponibles aux endroits suivants :

Bureau de la Bande Kwakiutl 99, chemin Tsakis, C.P. 1440, Port Hardy (C.-B.)  
Bureau de la Première nation Nangis 49, rue Aili, C.P. 210, Alert Bay (C.-B.)  
Ville de Port McNeill 1775, place Grenville, C.P. 728, Port McNeill (C.-B.)  
Pêches et Océans Canada 8585, chemin Wolloson, C.P. 10, Port Hardy (C.-B.)

**Disponibilité des fonds**

Le gouvernement du Canada, par l'entremise de l'Agence canadienne d'évaluation environnementale, fournira jusqu'à 15 000 \$ afin de faciliter la participation des groupes et des particuliers intéressés à l'évaluation des effets environnementaux du Projet de sable et de gravier d'Orca.

L'attribution du financement est conditionnelle à la participation des candidats retenus à l'élaboration d'une étude approfondie et à l'examen du rapport de cette étude, une fois celle-ci terminée, ils devront également signer un accord de contribution avec l'Agence.

**Les demandes d'aide financière doivent être reçues au plus tard le 20 octobre 2004 à l'Agence canadienne d'évaluation environnementale.**

Si le ministre de l'Environnement décide, à la suite de l'examen du rapport relatif à la portée et aux recommandations de l'autorité responsable, que l'évaluation environnementale du projet doit être plutôt menée par une commission d'examen indépendante, l'aide financière aux participants sera retirée. Un nouveau programme d'aide financière sera alors mis en place et le public sera invité à faire une nouvelle demande.

On trouvera des renseignements sur le programme, dont le Guide du programme de financement à l'intention des participants, le formulaire de demande et l'accord de contribution sur le site Web de l'Agence à : [www.acee-ceaa.gc.ca](http://www.acee-ceaa.gc.ca).

Pour plus de renseignements sur le Programme d'aide financière, veuillez communiquer avec :

Peter Bedrossian - Programme d'aide financière aux participants  
Agence canadienne d'évaluation environnementale  
160, rue Elgin, 22<sup>e</sup> étage, Ottawa ON K1A 0H3  
Tél. : (613) 957-0254 Courriel : [peter.bedrossian@acee-ceaa.gc.ca](mailto:peter.bedrossian@acee-ceaa.gc.ca)

Pour obtenir des renseignements sur ce projet ou sur ceux qui sont en cours dans votre région, veuillez consulter le Registre canadien d'évaluation environnementale. Suivez le lien au Registre à partir de la page d'accueil du site Web de l'Agence : [www.acee-ceaa.gc.ca](http://www.acee-ceaa.gc.ca)

**Canada**

