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1984

Canada

Panel Reports

1. Nuclear Power Station at Point Lepreau. New Brunswick, (May 1975)
2. Hydro Electric Power Project, Wreck Cove, Cape Breton Island. Nova Scotia, (August, 1976)
3. Alaska Highway Gas Pipeline Project, Yukon Territory. (Interim report, August, 1977)
4. Eldorado Uranium Refinery Proposal, Port Granby, Ontario. (May 1978)
5. Shawkwak Highway Project. Yukon Territory-British Columbia. (June, 1978)
6. Eastern Arctic Offshore Drilling-South Davis Strait Project. N.W.T. (November, 1978)
7. Lancaster Sound Offshore Drilling Project. N. W.T. (February, 1979)
8. Eldorado Uranium Hexafluoride Refinery. Ontario. (February, 1979)
9. Roberts Bank Port Expansion. British Columbia. (March, 1979)
10. Alaska Highway Gas Pipeline, Yukon Hearings. (August, 1979)
11. Banff Highway Project (east gate to km 13). Alberta. (October, 1979)
12. Boundary Bay Airport Reactivation. British Columbia. (November, 1979)
13. Eldorado Uranium Refinery, R.M. of Corman Park. Saskatchewan. (July, 1980)
14. Arctic Pilot Project (Northern Component). N. W.T. (October, 1980)
15. Lower Churchill Hydroelectric Project. (December, 1980)
16. Norman Wells Oilfield Development and Pipeline Project. N. W.T. (January, 1981)
17. Alaska Highway Gas Pipeline, Yukon Territory. (July 1981) (Routing Alternatives Whitehorse/Ibex Region)
18. Banff Highway Project (km 13 to km 27). Alberta. (April, 1982)
19. Beaufort Sea Hydrocarbon Production Proposal. (Interim Report) (April, 1982)
20. CP Rail Rogers Pass Development, Alberta. (Preliminary Report) (April, 1982)
21. Alaska Highway Gas Pipeline, Yukon Territory. (Final Report) (October, 1982)
22. CP Rail Rogers Pass Development, Alberta. (Final Report) (August, 1983)
23. CN Rail Twin Tracking Program, British Columbia. (Interim Report) (September, 1983)
24. Venture Development Project, Nova Scotia. (December, 1983)
25. Beaufort Sea Hydrocarbon Production and Transportation. (Final Report) (July, 1984)

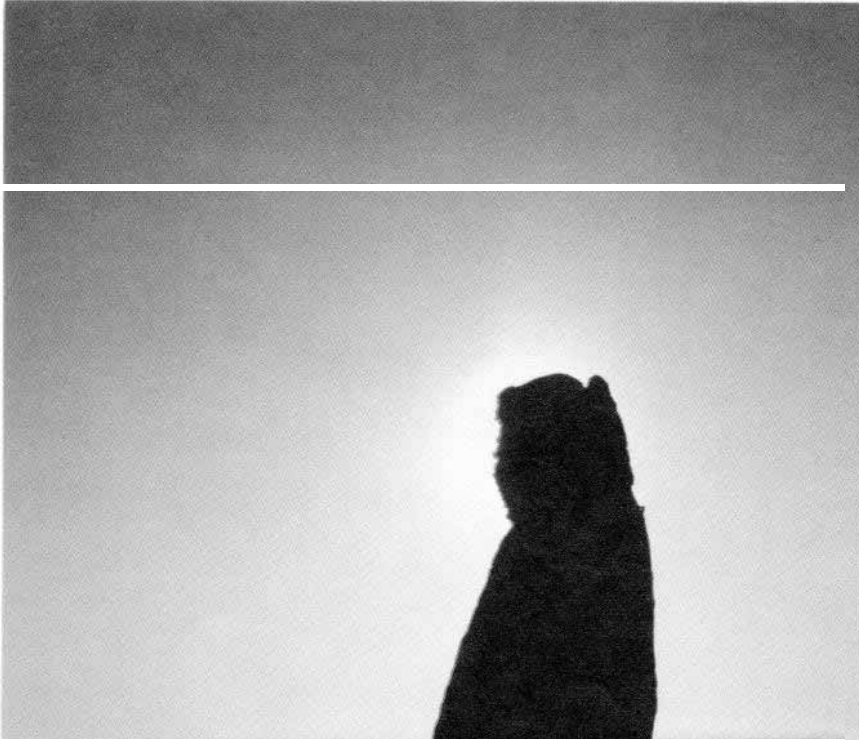
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Beaufort Sea Hydrocarbon Production and Transportation Proposal

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Summary
of the Final Report
of the Environmental
Assessment Panel

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July, 1984 ᐅᐅᐅ, 1984

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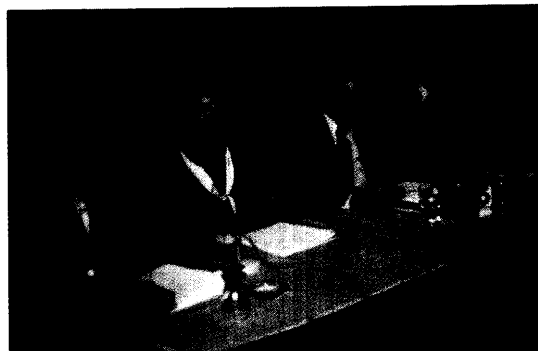
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Human Environment

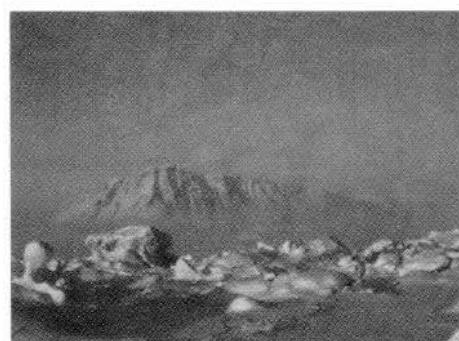
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Physical Environment

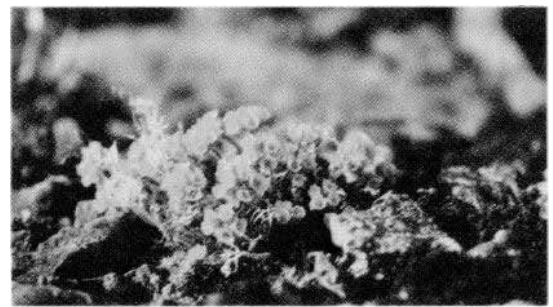
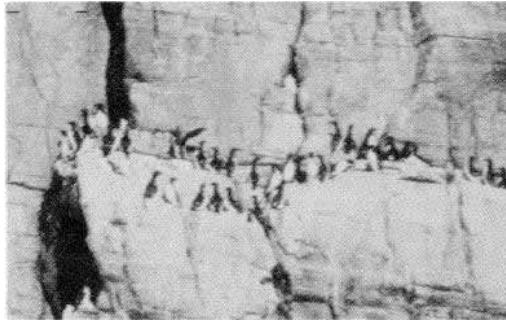
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Biological Environment

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development, these changes and adverse effects can be managed; with large-scale development, they cannot be effectively managed.

Although northerners generally expressed support for Beaufort Sea oil and gas production and transportation, they recognized that development could bring problems. They welcomed the employment and business opportunities which could result. Many northern intervenors spoke in favour of some form of continued oil and gas development in the North, although the Dene Nation and the Baffin Region Inuit Association, in particular, called for a settlement of land claims prior to development.

Most northerners emphasized, however, that development would not be beneficial unless it were properly controlled and managed.

The earliest possible date for commercial shipments of oil from the **Beaufort** region would probably be 1988. The interval between now and then should allow government and the Proponents sufficient time to take steps to permit orderly, safe production and transportation of hydrocarbons in the North. During that time, however, government agencies must implement a management control system to include northern communities, and must establish effective, comprehensive programs to obtain baseline data on aspects of oil production and transportation relevant to potential **Beaufort** Sea region developments.

Shipping of oil and gas by Arctic Class 10 tankers or by pipeline up the Mackenzie Valley or by both means was proposed by the Proponents. The number of tankers and the diameter of a pipeline would be determined by the rate of production achieved in the **Beaufort** Sea-Mackenzie Delta region, the extent of anticipated adverse effects and the ability of northerners to deal with these effects.

Small-Diameter Pipelines

The Panel concludes that a small-diameter, buried pipeline (e.g. 400 mm) would be the most acceptable alternative for transporting oil from the **Beaufort** Sea region because the drilling and production activities which support such a pipeline would provide benefits to the North and would have minimal negative impacts. There is also a broad consensus among federal and territorial government departments that a small-diameter pipeline could be built in an environmentally acceptable manner, given appropriate regulations, regulatory enforcement and monitoring procedures.

Tankers

Although the Panel prefers that the phased approach begin with a small-diameter pipeline, it is aware that certain factors may make a phased approach beginning with tanker transportation the favoured mode of oil transport. The Panel believes

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that oil-carrying tankers could be allowed initially on a demonstration scale (two tankers only), subject to a careful, **step-by-step** testing of the tankers and their operations.

Since the Proponents did not provide specific information on the effects of an Alaskan tanker route at the public sessions, this option was not addressed by the Panel.

Large-Diameter Pipeline

Although the transportation of oil through a large-diameter pipeline (e.g. 1,000 mm) was presented as an option at the public sessions, there was little discussion of the environmental effects of such a pipeline by either the Proponents or intervenors. The Panel, in studying the potential adverse socio-economic effects of a large-diameter oil pipeline, concludes that those effects arising from the much larger population associated with that required to operate a production facility to fill such a pipeline (as contrasted to a small-diameter pipeline) would be much more severe. The Panel therefore concludes that, if a large-diameter oil pipeline is proposed in the near future, the detailed routing and potential socioeconomic effects must be subject to a comprehensive public review process, unless the lessons learned from the construction of several small-diameter pipelines in the Mackenzie Valley have removed the concerns of the local communities, the Government of the Northwest Territories (GNWT) and the Government of Canada. In the event that a gas pipeline is proposed as the initial phase, it should be of such capacity that the adverse socio-economic impacts resulting from the production of gas and the operation of the line will not be greater than those arising from a 15,000 m³/day oil production facility, unless a similar comprehensive public review is held.

Oil Spills

While the risks of an oil spill may appear small, the costs would be borne by local wildlife populations, some of which could be devastated, and by the people who depend upon them. In some situations, a major oil spill cannot be cleaned up, given present technology.

The development of standards for oil-spill clean-up capabilities in all-weather and seasonal conditions is recommended by the Panel as one aspect of preparation for future regulatory controls. These standards should be determined by the Minister of the Environment and the Government Leaders of the Northwest Territories and the Yukon in consultation with the regulatory agencies and local people, and be revised as necessary from time to time.

Government Management and Regulatory Control

In order to facilitate phased **Beaufort** Sea oil and gas production and transportation, the Panel recommends that a **Beaufort**

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- the Government of Canada, the Government of the Northwest Territories and the Government of the Yukon put in place the Panel's recommended social and economic infrastructures and programs prior to the commencement of construction of hydrocarbon production and transportation facilities, to minimize adverse social effects on, and to maximize lasting benefits to, northern people;
- northern residents have an effective voice in monitoring and managing problems that may come with changes to their way of life;
- the collective risks to northern residents from various project components be offset by increased benefits;
- the development of yet-to-be-proven approaches to producing and transporting oil be by phased development, with intensive research and careful monitoring;
- the standards for environmental protection and risk prevention be at least equal to the standards proposed by the Proponents **in their EIS**, in their other documents and in their statements at public sessions before the Panel;
- the commitments by the Proponents regarding socioeconomic mitigative measures be met on a continuing and responsible basis;
- oil-spill response and clean-up capability be in place well in advance of oil production, and that the Proponents be capable of controlling spilled oil effectively;
- the Proponents share, where possible, facilities such as pipeline systems, shore bases and other required infrastructure;
- compensatory programs be in place to address real damages caused by the Proponents or others; and
- the Government of Canada, as the main approval authority, sufficiently develop its administrative, legislative, operational, and research capability to ensure a full and effective review of proposed component projects, and to carry out the necessary licensing and regulation of their development and operation.

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List of Recommendations

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28. the Proponents' contingency plans for responding to spills and other accidents involving hazardous or toxic chemicals be subjected to regulatory review and approval;
29. the Department of Fisheries and Oceans and the Department of the Environment design a program to determine the fate of hydrocarbons, trace metals and hazardous substances in the Beaufort Sea originating from industry activities.

With respect to ice and icebreaking, the Panel recommends that:

30. further research be carried out by the Proponents, the Department of the Environment and the Department of Fisheries and Oceans to determine the influence of artificial islands on the growth and break-up of **landfast ice**;
31. the effects of icebreaking on ice regimes be further studied by the Proponents and the Government of Canada and that these studies include field research and monitoring during the Two Tanker Stage;
32. in order to assess the effects of icebreaking on human travel and safety:
 - a) the Government of Canada and the Proponents, in consultation with the communities in the affected areas, gather information on the frequency and extent of human activity on the ice in relevant locations along the proposed tanker route;
 - b) in areas of concern, the Government of Canada and the Proponents carry out experiments to evaluate the potential hazard created by vessel tracks;
 - c) the Proponents, in areas where ship track crossing may be a potential problem, establish with local communities an effective notification system about the approach of ship traffic;
33. necessary navigation and communication systems, and weather, ice and hazard detection systems be operational before transportation of oil by any tanker is permitted;
34. hydrographic charting for the proposed tanker route be completed before transportation of oil by any tanker is permitted.

On the matter of wildlife, birds and fish, the Panel recommends that:

35. the Government of Canada provide adequate funding to the Government of the Northwest Territories to resume an effective monitoring program on polar bears of the **Beaufort Sea** and **Parry Channel** regions to enhance management and protection of this species;
36. the Department of Fisheries and Oceans conduct the research programs necessary to:
 - a) identify distribution of seals along the proposed tanker route; and
 - b) determine the effects of icebreaking on seal behaviour and mortality, including the loss of pups due to flooding of dens;

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The Panel has made a series of recommendations on the subject of research related to vessel sound. The Panel recommends **that**:

44. The Department of Fisheries and Oceans continue and expand the research activities necessary to understand the potential impacts of vessel traffic upon Arctic marine mammals by;
- a) identifying the characteristics of sounds propagated by icebreaking tankers to be used to carry Beaufort Sea oil to southern markets to confirm present predictions about the nature of those sounds,
 - b) obtaining baseline data on ambient sound before tanker traffic occurs, and
 - c) determining propagation paths and energy losses of sound from tankers for representative marine coastal habitats;
44. ᐃᓕᑦᓴᒥᐅᑕᑦᓴᓂᓄᑦᑦᓱᑦ ᖃᐅᓂᓄᑦᓴᓂᓄᑦᓴᓂᓄᑦ ᐅᑦᐅᓄᑦᓴᓂᓄᑦ ᐅᓯᑲᑕᑦᓴᓂᓄᑦ ᐅᓰᓴᓂᓄᑦ ᖃᓄᑦ ᐃᑦᐱᓂᓄᐅᑕᐅᓴᓴᓂᓄᑦᓴᓂᓄᑦ;
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 - C) ᓇᓇᐃᓴᓂᓄᑦᓴᓂᓄᑦ ᖃᓄᑦ ᓯᓄᐅᑕᐅᑕᑦᓴᓂᓄᑦᓴᓂᓄᑦ ᐅᑦᐅᓄᑦ ᓂᐱᓄᑦᓴᓂᓄᑦ ᐃᓕᓄᑦᓴᓂᓄᑦ.

Community Summaries

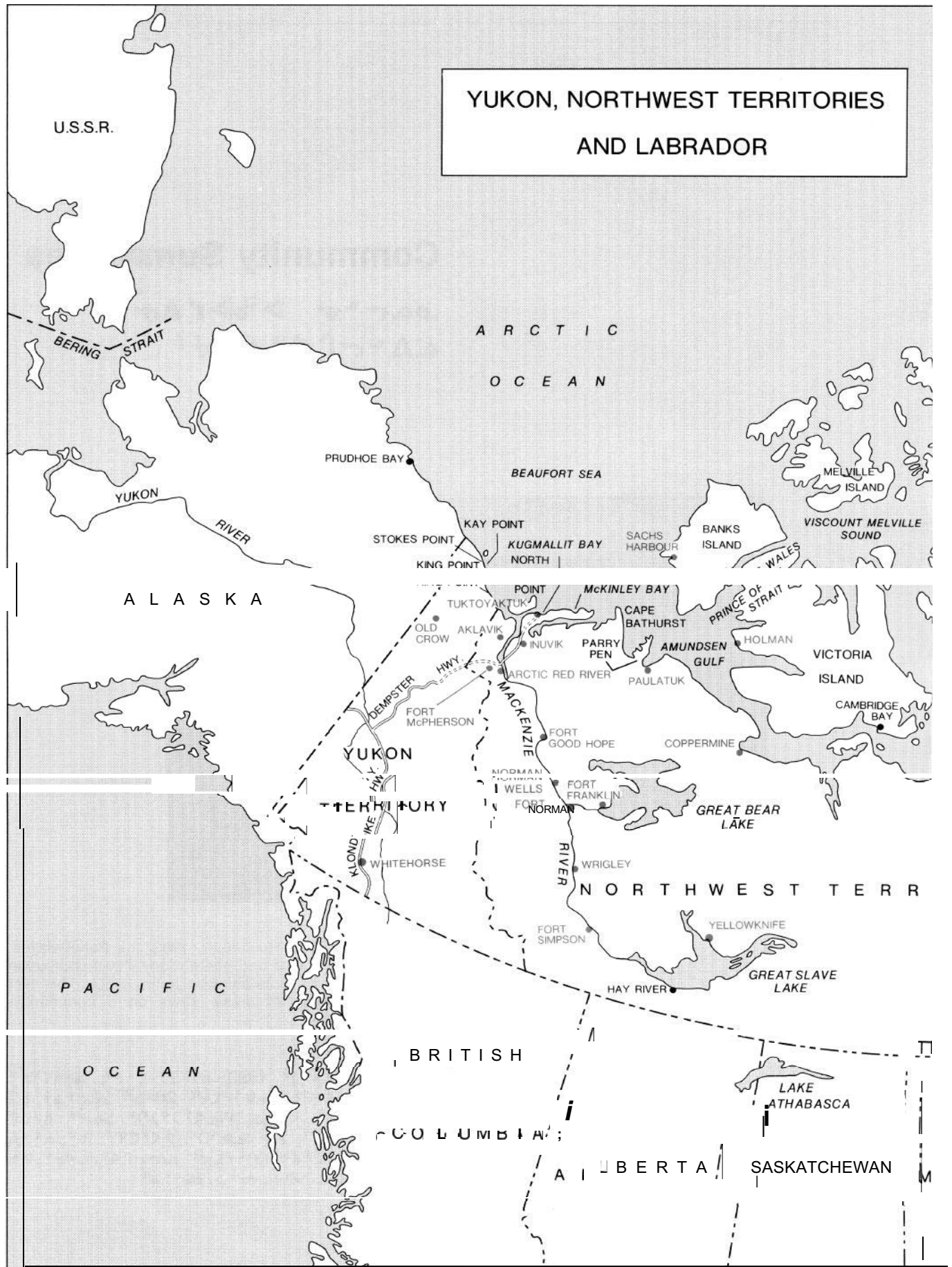
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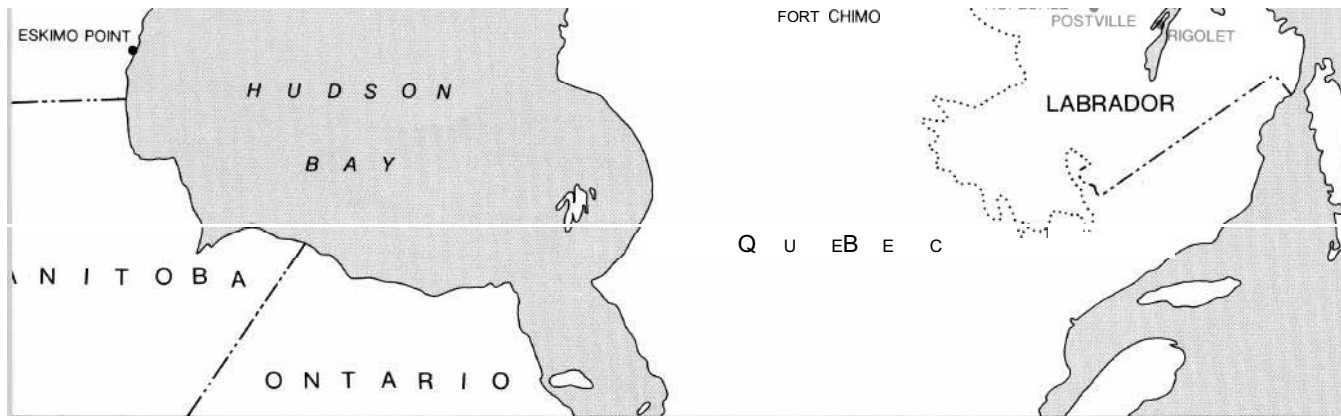
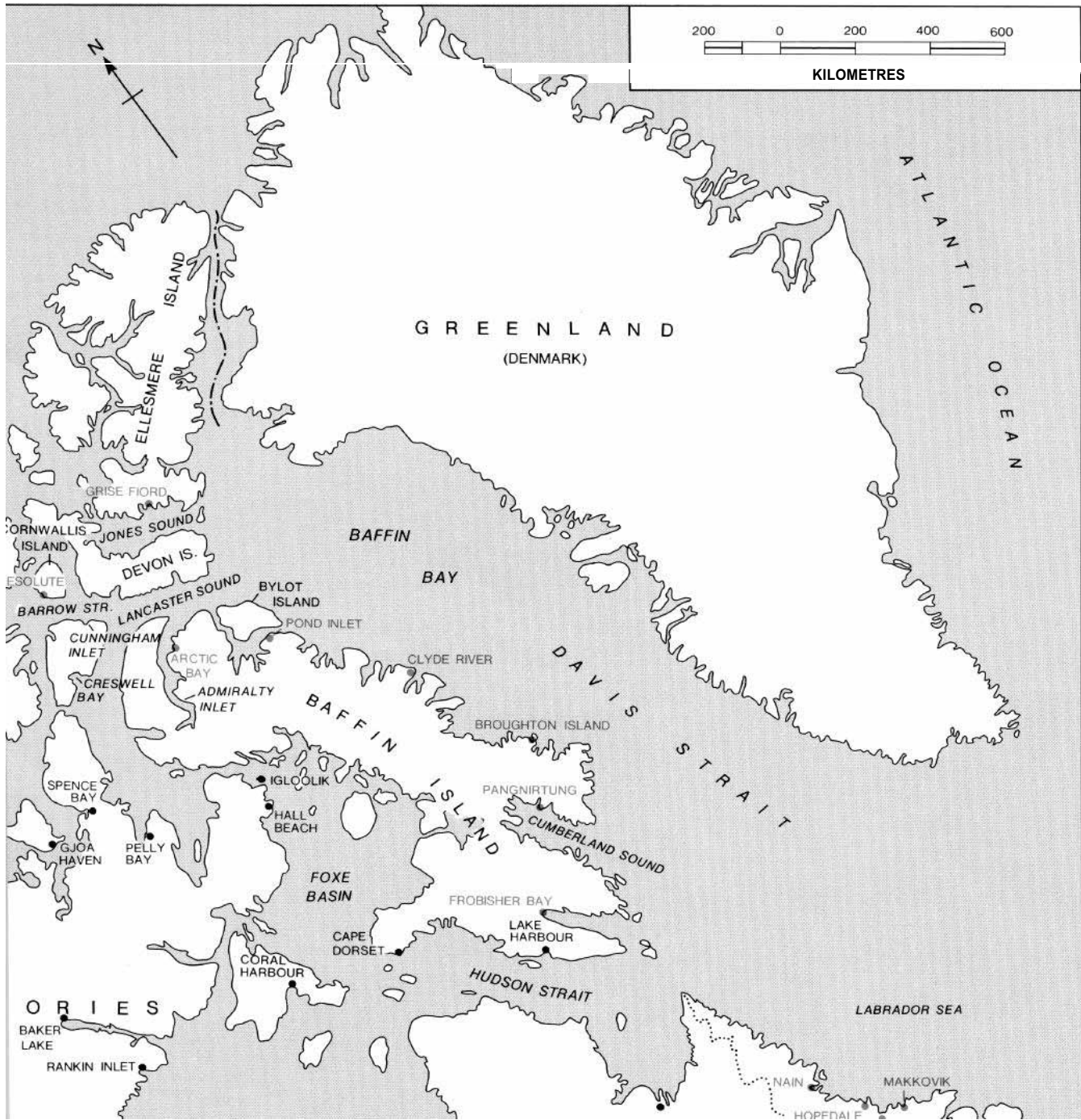


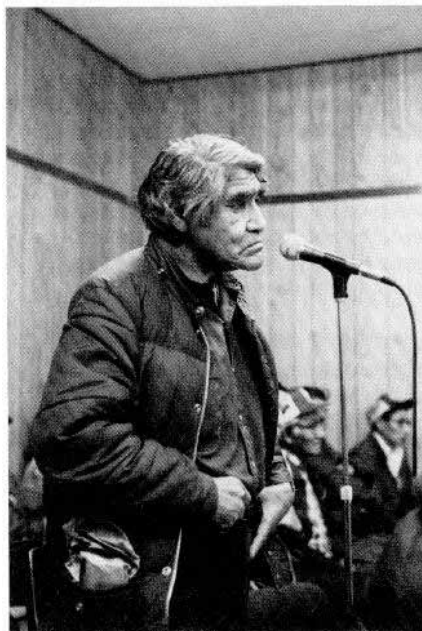
From September to November, 1983, the Panel visited 20 northern communities and heard many views and concerns from the residents of 29 different communities. This section summarizes many of these views on a community-by-community basis.

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በሰላሊፍ ልማት ርዕሰ ጉዞዎች 20-ዓመት በሰላ-
ሰላሊፍ ልማት ርዕሰ ጉዞዎች ልማት ልማት ልማት
ሆኑት፣ በሰላሊፍ 29-ጋራ ርዕሰ ጉዞዎች ልማት ልማት
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YUKON, NORTHWEST TERRITORIES
AND LABRADOR







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TUKTOYAKTUK, N.W.T.

September 14, 1983

The Tuktoyaktuk Community Session began with a presentation by the **Beaufort** Hunters and Trappers Association which expressed concerns related to the importance of the environment to their subsistence and way of life. Specific concerns mentioned included the potential impacts of tankers on bearded and ringed seals, the effects of underwater noise on sea mammals, the possible abandonment of seal pups by adult seals and the disruption of hunting patterns resulting from development activities. The group presented suggestions for a harbour authority for the Tuktoyaktuk Harbour, for cross-cultural orientation for southerners, for ways to improve work motivation, for the need for community infrastructure and for measuring the changing social values in the **Beaufort** communities.

The Hamlet Council also supported the idea of a harbour authority with local representation to control and monitor ship traffic and harbour development and expansion.

The local Tuktoyaktuk Hunters and Trappers Association and the Hamlet Council commented on problems caused by the airport which is experiencing increased traffic. Concern was voiced that the airport blocks access to important hunting areas, that air traffic has impacts on wildlife and that increased airport activity results in increasing dust and noise.

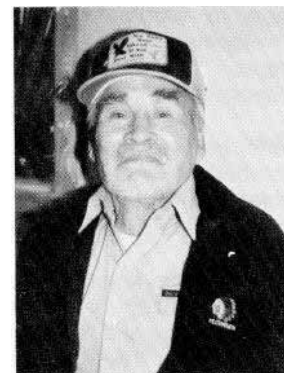
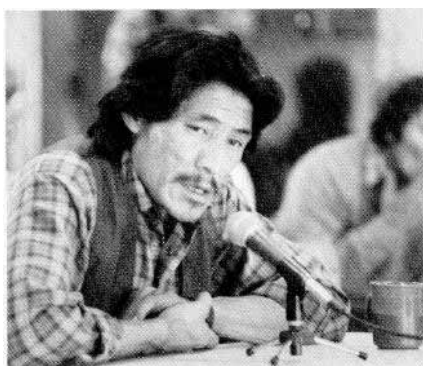
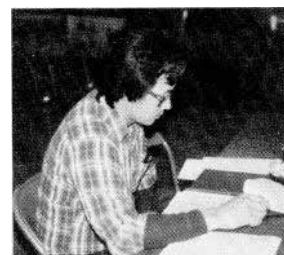
Environmental concerns included requests for further research on the effects of noise on marine mammals, on the effects of abandoned artificial islands, on the impact of artificial islands in prolonging ice break-up, and requests for additional oil-spill experiments under real-life conditions. This latter subject was further discussed at the Inuvik General Session by Tuktoyaktuk Mayor **Vince Steen**.

Social issues included a local petroleum industry training centre proposal; ongoing, long-term training and employment of Inuvialuit to raise skill levels; union concerns; northern contracting opportunities; special impact funding; abandonment; compensation for loss or damage to subsistence income from the land; the loss of traditional skills and culture; and the need for a land claims settlement. The Social Services Advisory Committee of Tuktoyaktuk brought further concerns to the Panel's attention in Inuvik. The problem areas identified were alcohol and drug problems, juvenile delinquency, spouse and child abuse and the need for improved social service facilities in Tuktoyaktuk.

פֿאַרשטאַנדיק, אַלעמאָל

7042 14, 1983

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Housing shortages, the high cost of living, alcohol problems, unemployment and poor social and economic conditions among the native community were noted. Dissatisfaction with employment, training and contract opportunities was expressed, as was **skepticism** about project studies carried out and the motives of government and industry.

NORMAN WELLS, N.W.T.

September 26, 1983

The focus of the Norman Wells Community Session was on the Norman Wells Expansion Project and impacts related to it. Project impacts on the community infrastructure included soaring operating and maintenance costs and general administration expenses, inadequate water delivery service, lack of recreation facilities, housing shortages, lack of residential planning, and the loss of autonomy for the hamlet.

Unionized jobs, definition of a northerner in terms of NWT residency requirements, lack of community cohesiveness because of rotational schedules, the timing of work training programs and lack of government assistance were issues raised by others.

One of the biggest disappointments associated with the Norman Wells Expansion Project was the inadequacy of impact funding and the failure to establish a Development Impact Zone group. While many “do not disagree with resource development . . . we do not wish to become a victim of circumstance.” Further to this issue it was recommended that governments and proponents of **mega-projects** in the North should establish special capital expenditure funding for resource towns and agencies before future projects are implemented. Governments were inadequately prepared for the Norman Wells Expansion Project.

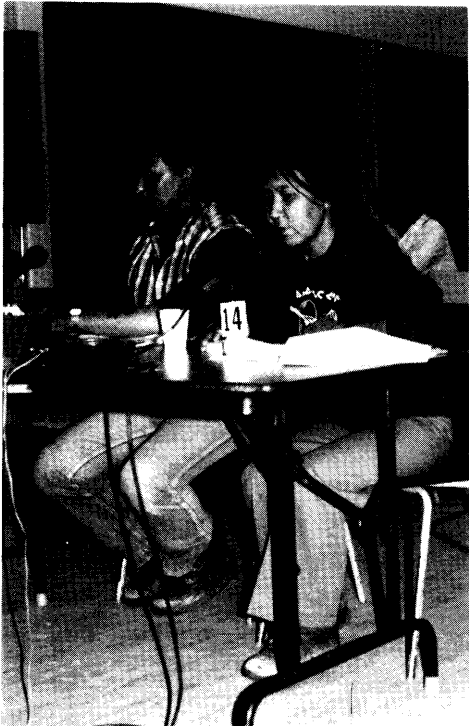
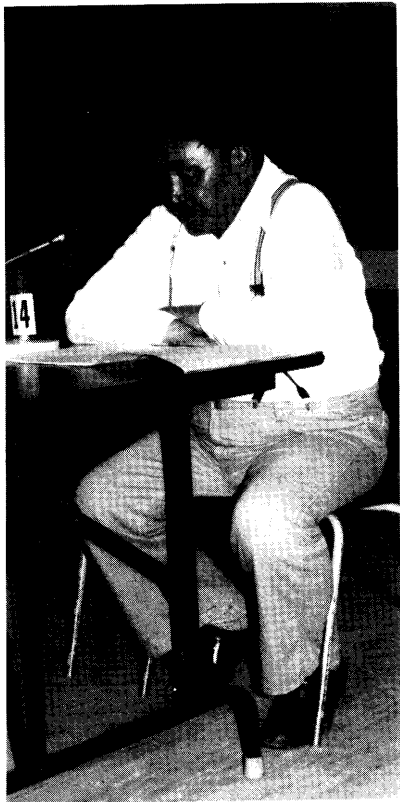
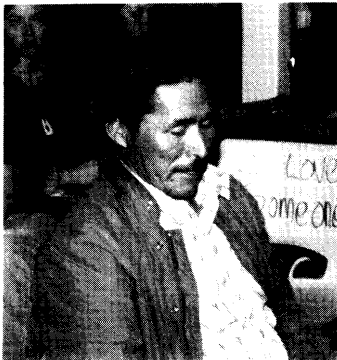
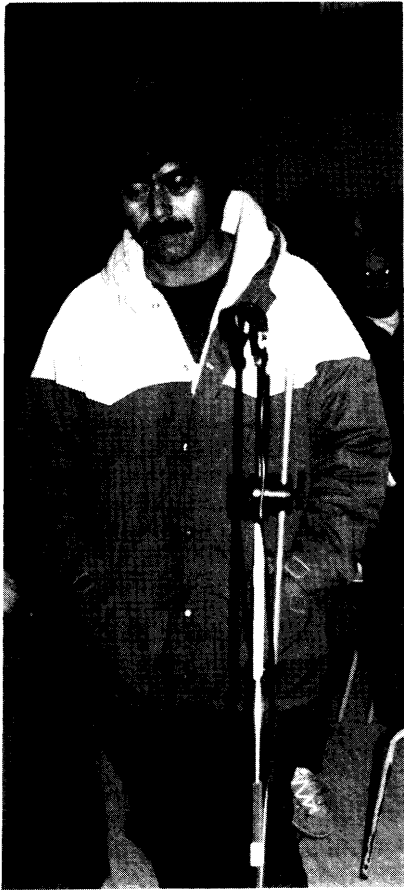
The **Metis** Association had concerns about wildlife and the lack of protection from transient hunters, the lack of communication between companies and native organizations, the lack of statistics on native employment, housing that is inaccessible to northerners while southern workers are taken care of, and the inability of northern contractors to compete with large southern companies. Other concerns related to environmental issues such as oil-spill response capability at critical times in terms of weather and ice, construction impact on the land and the effect of winter road access to wildlife.

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FROBISHER BAY, N.W.T.

October 23, 1983

Environmental issues discussed at the Frobisher Bay Community Session were mainly related to wildlife concerns. Questions were asked about disturbances of narwhal and beluga along the shipping route. Another concern related to polar bear research and how Inuit hunters might contribute.

A question was raised about the validity and quality of research being carried out since it was being conducted by the same companies that want to drill.

There was some discussion about education and training which would allow Inuit to participate in development. It was suggested that education should come before development. The Proponents' reactions to the question of land claims and job training were also sought.

The meeting concluded with a discussion by **BRIA** representatives of the potential for Inuit people to participate in Arctic environmental studies. The Proponents were asked whether or not they had tried or if they intended to try, to access systematically the body of environmental knowledge which the Inuit people inherently possess.

NAIN, LABRADOR

October 27, 1983

The Nain Community Session was attended by representatives of the Labrador communities of Makkovik, Hopedale, Postville and Rigolet. Each community made a presentation to the Panel, and in general each was opposed to tankers travelling through the Labrador Sea.

Specific tanker concerns related to the testing of the ships, oil spills, seaworthiness in freezing spray, contingency and clean-up plans, and the impact of noise and traffic on wildlife. The success of clean-up techniques in the Labrador Sea was questioned where high winds, waves, currents and tides could impair their effectiveness.

Δῆμος, μεῖνοντες

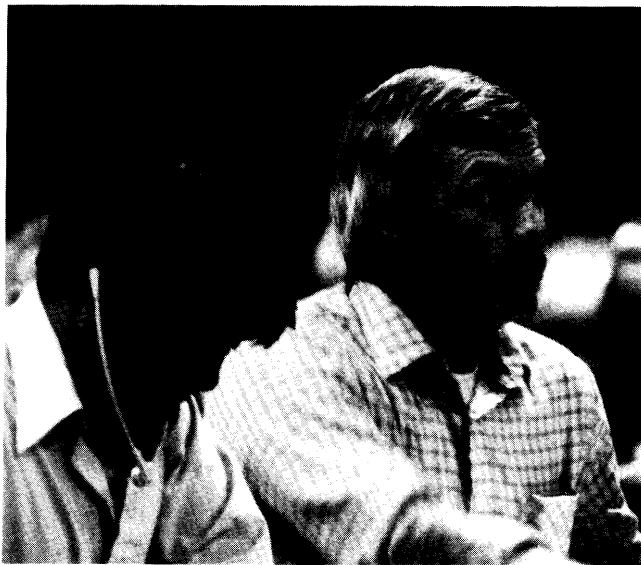
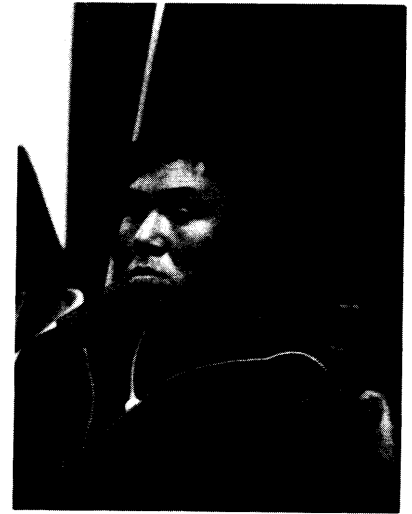
23, 1983

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27, 1983

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PARTICIPANTS AT COMMUNITY SESSIONS

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TUKTOYAKTUK, September 14, 1983

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ALLEN, Roger
BEZAIRE, George
CARPENTER, Ada
COCKNEY, Kennedy Jr.
DILLON, Eddie
FELIX, Emanuel
GOOSE, Roy
GRUBEN, Roger
HOOS, Rick
KIKOAK, Edward
KIKOAK, Lena
KIKOAK, Roy
LYONS, Mary
POKIAK, Calvin
WHITE, Agnes
WISWELL, Andrew
WOLKIE, Fred

AKLAVIK, September 15, 1983

ᓇᓐᓚᓐᓴᓐᓂᓐ, ᓂᑎᓚᓐ 15, 1983

BEZAIRE, George
CARROL, Martin
DIXON, Geoffrey
EDWARDS, George
FURLONG, Charles
GARDLUND, Sarah Ann
GREENLAND, Freddie
HOOS, Rick
KARNES, Rose Marie
MORRISON, Bob
NERYSOO, The Honourable Richard
OKPIK, Abe
SITTICHINLI, Jim Edward
SITTICHINLI, Lazarus
WISWELL, Andrew

SACHS HARBOUR, September 16, 1983

ᓇᓐᓴᓐᓂᓐ, ᓂᑎᓚᓐ 16, 1983

BEZAIRE, George
CARPENTER, Andy
CHURCHER, Archie
ESAU, Shirley
ESAU, Peter
GOOSE, Roy
HOAGAK, Charles
HOOS, Rick
KUPTANA, William
OKPIK, Abe
SIDNEY, Floyd
WHITE, Agnes

HOLMAN, September 17, 1983

ᓂᓐᓴᓐᑲᓐᑲᓐ, ᓂᑎᓚᓐ 17, 1983

ALEEKUK, Issaac
BEZAIRE, George
CHURCHER, Archie
ELIAS, Albert
HOOS, Rick
KATAOYAK, Simon
KUNEYUNA, Roy
KUPTANA, Robert
OKPIK, Abe
ROSE, John
SIMMS, Allen

COPPERMINE, September 19, 1983

ᓴᓐᓴᓐᑲᓐᑲᓐ, ᓂᑎᓚᓐ 19, 1983

ALGIAK, Alec
BERNHARDT, Ernie
BEZAIRE, George
GUTHRIE, Jim
HAVIOYAK, Donald
HOOS, Rick
KARNES, Rose Marie
PIGALAK, Tommy
WISWELL, Andrew

PAULATUK, September 20, 1983

ᑲᓐᓴᓐᑲᓐᑲᓐ, ᓂᑎᓚᓐ 20, 1983

BEZAIRE, George
HOOS, Rick
RUBEN, Edward
RUBEN, Garrett
RUBEN, Gilbert
THRASHER, Tom
WHITE, Agnes

FORT MCPHERSON, September 21, 1983

ᓂᓐᓴᓐ ᓚᓐᓴᓐᓴᓐᑲᓐᑲᓐ, ᓂᑎᓚᓐ 21, 1983

ANDRE, Hyacynth
BEZAIRE, George
CHARLIE, Johnny
FIRTH, Ernest
HOOS, Rick
KOE, Charles
MACDONALD, William
NORBERT, Nap
SIMPSON, Bob
SNOWSHOE, Charlie
WISWELL, Andrew

FORT FRANKLIN, September 23, 1983
ᓄᓇᓕᓐᓂᓕ ᓄᓇᓕᓐᓂᓕ, ᓂᑎᓚᓄᑦ 23, 1983

BARNABY, Charlie
 BATON, Paul
 BEZAIRE, George
 BLONDIN, George
 HOOS, Rick
 KODAKIN, George
 T'SELEIE, John
 WIDOW, Fred
 WRIGHT, Paul
 YALLEE, Alvin

NORMAN WELLS, September 26, 1983
ᓄᓇᓕᓐᓂᓕ ᓄᓇᓕᓐᓂᓕ, ᓂᑎᓚᓄᑦ 26, 1983

ARNETT, Mike
 BJORNSON, Kathy
 BYRNE, William
 CALDWELL, Ed
 DANIELSON, Liz
 DOOLITTLE, Violet
 HARBURN, Norm
 LINTON, Phyllis
 MYERS, Rick
 SCHMITKE, Warren
 STEVENS, Sandra
 WISWELL, Andrew

FORT GOOD HOPE, September 27, 1983
ᓄᓇᓕᓐᓂᓕ ᓄᓇᓕᓐᓂᓕ, ᓂᑎᓚᓄᑦ 27, 1983

ARNETT, Mike
 BARNABY, Charlie
 BENSON, Mel
 BEZAIRE, George
 CALDWELL, Ed
 DELANCY, Debbie
 GRANDJAMBE, Edward
 HOOS, Rick
 JACKSON, Lucy
 KOCHON, Charlie
 MCLAUGHLAN, Letha
 POPE, Frank
 SHAE, Dolphus
 T'SELEIE, Frank
 T'SELEIE, John
 WISWELL, Andrew

FORT NORMAN, September 28, 1983
ᓄᓇᓕᓐᓂᓕ ᓄᓇᓕᓐᓂᓕ, ᓂᑎᓚᓄᑦ 28, 1983

ANDREW, Fred
 ARNETT, Mike
 BENSON, Mel
 BLONDIN, John
 CLEMENT, Robert

ERHARDT, Phil
 HALEY, Susan
 MENACHO, Victor
 MENDO, Maurice
 NEYELLE, Jonas
 WIDOW, Fred
 WISWELL, Andrew
 WRIGHT, Paul
 YAKELEYA, Elizabeth
 YALLEE, Alvin

FORT SIMPSON, September 29, 1983
ᓄᓇᓕᓐᓂᓕ ᓂᑎᓚᓄᑦ, ᓂᑎᓚᓄᑦ 29, 1983

ANTOINE, Don
 ANTOINE, Jim
 ARNETT, Mike
 CALDWELL, Ed
 LAFFERTY, William
 MCARDY, John
 MENICOCHE, Betty
 MENICOCHE, Kevin
 PEARCE, Bill
 RODH, Mrs.
 SAKE, William
 VILLENEUVE, Jim
 WISWELL, Andrew

POND INLET, October 13, 1983
ᓂᑎᓚᓄᑦᑕᓄᑦᑕᓄᑦᑕ, ᓂᑎᓚᓄᑦ 13, 1983

ALLOOLOO, Margaret
 ATADJUAT, Joanasee
 AWA, Appia
 CATTANACH, Rory
 CHURCHER, Archie
 ERKLOO, Elijah
 HOOS, Rick
 IDLOUT, Paul
 JAMES, Bob
 KALYNIUK, Gerry
 KILLIKTEE, Nigeoo
 KOMANGAPIK, Dorothee
 KOONARK, Stephan
 KOONOO, Joseph
 MCDERMOTT, Noel
 NASHAK, James
 NUTARAK, Jobie
 NUTARAK, Jemiamia
 NUTARAK, Jesse
 OMIK, Sam
 PANIPAKOCHO, Elijah
 QITSUALAK, Rebecca
 SANGOYA, Paniloo
 UKALIANUK, Lucien
 WISWELL, Andrew

CHARLIE, Alfred
 CHARLIE, Ben
 CHARLIE, Carl
 CHARLIE, Effie
 CHARLIE, Lazarus
 DRAGGERMAN, Cathy
 FROST, Alice
 FROST, Steven
 HOOS, Rick
 KASSI, Mary
 KAY, Elizabeth
 KENDI, Randall
 LINKLATER, Effy
 LINKLATER, Irwin
 MITCHELL, Katherine
 NETRO, Hanna
 NETRO, Lorraine
 NJOOTLI, **Grafton**
 NJOOTLI, Stanley
 PETER, Abraham
 PETER, Mary
 SAX, Don
 TETLECHI, Randy
 THOMAS, Willie
 WISWELL, Andrew

INUUVIK, **November 22, 1983**
 ᐃᓄᓐᓴᓂᓐ, ᓄᓐᓴᓐᓂᓐ 22, 1983

ALLEN, Bertha
 BEAUDREAU, Vicki
 BILLINGSLEY, Doug
 BURLINGAME, Stamatia
 CARDINAL, Elaine
 COADY, Bill
CURRIE, Doreen
 CURTIS, Peggy
 HEINE, Dr.
 HICKS, Jack
 HILL, Cynthia
 HILL, Dick
 HOOS, Rick
 HUSKEY, Susie
 KISOUN, Delma
 LEE, Jim
 LOUIS, Ed
 MCEACHERN, John
 PLUIM, Al
 SCHNEIDER, Ken
 WARK, Lee
 WEIR, Bob
 WESTAWAY, Peter
 ZUBKO, Tom

Acknowledgements

ΔΓCη↳▷⁹δ↳ ˆ

ACKNOWLEDGEMENTS

The Panel wishes to extend its thanks to all those who helped the Panel become better informed. Those individuals include, in particular, all the participants at the public sessions as well as those who wrote briefs for the Panel's use.

The co-operation of the Proponents and their staff is gratefully acknowledged. Many members of the group worked long hours on behalf of the process. This effort was appreciated by the Panel.

The Panel received the support and co-operation of the Department of Indian Affairs and Northern Development, which initiated the review, as well as other federal departments who contributed to this review. The work of the territorial governments was particularly appreciated.

Communities gave unstintingly of their knowledge and hospitality. The Panel was welcomed in each of the communities it visited and learned much from these visits.

The Panel wishes to extend special thanks to its Executive Secretary, David Marshall, and his staff, for their contributions to the work of the Panel.

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David Marshall

Paul Scott, Robert Greyell, Elsie MacDonald, Larry Wolfe, **Stephan Fuller**, Robert **Hornal**, Ron Wallace.

Gwen Saund, Diana Wetzel, Roberta Lauer, Theresa
Salway, Evelynne Major, Charlotte Peters, Patricia
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Δωδύκην ΠΟΛΙΤΕΥΤΗΝ
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Mary Margaret Healy, Ginette Crîtes, Céline Parent.

ΔἰῆβῶΔἰῶΓῶ ΔἰῶἰῶΔἰῶἰῶ
Marilyn Jamernik, Gerri Bonnici, Max Jamernik.

Allan Geldart, Hamish MacDonald, Peter Geldart,
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Wayne Bryant, Environmental Protection Service,
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