

FEDERAL ENVIRONMENTAL ASSESSMENT AND REVIEW PROCESS

REGISTER OF PANEL PROJECTS
AND BULLETIN

OFFICE OF THE EXECUTIVE CHAIRMAN
FEDERAL ENVIRONMENTAL ASSESSMENT REVIEW OFFICE
ENVIRONMENT CANADA
OTTAWA, ONTARIO
JUNE, 1978



Environment Canada
Office of the Executive
Chairman
Federal Environmental
Assessment Review Office

Environnement Canada
Bureau du Président
exécutif
Bureau **fédéral** d'examen des
évaluations environnementales

Minister of Supply and Services Canada 1978

Cat. No.: EN103 - 5/1978-4

ISBN : 0 - 662 - 01998 - 9

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I-INTRODUCTION

The Register and bulletin provide public and private agencies, interest groups, and members of the general public with information on the Environmental Assessment and Review Process.

The contents are arranged as follows:

1. The Federal Environmental Assessment and Review Process:
Brief Summary

2. Information on Panel Projects

Projects submitted to the Federal Environmental Assessment Review Office for a formal, in-depth environmental assessment and review.

This section is subdivided as follows:

- project title
- project location
- identification of proponent and/or initiator
- project description
- possible environmental impacts
- present status under the Environmental Assessment and Review Process
- Panel members
- future Panel events or conclusions

3. List of Reviewed Projects

This section lists those projects that have been reviewed under the Federal Environmental Assessment and Review Process and on which an Environmental Assessment Panel has submitted its report to the Minister of the Environment.

4. General Information on the Federal Environmental Assessment Review Office

This section provides information on the staff of the Federal Environmental Assessment Review Office, and general information on contacts, publications, etc.

FEDERAL ENVIRONMENTAL ASSESSMENT AND REVIEW PROCESS: BRIEF SUMMARY

The decision to institute a federal Environmental Assessment Review Process for federal projects, programs and activities was made by Cabinet on December 20, 1973 and further amended on February 15, 1977.

By the 1973 Decision, the Minister of the Environment was directed to establish, in cooperation with other ministers, a process to ensure that federal departments and agencies:

take environmental matters into account throughout the planning and implementation of new projects, programs and activities;

carry out an environmental assessment for all projects which may have adverse effect on the environment before commitments or irrevocable decisions are made; projects which may have significant effects have to be submitted to the Federal Environmental Assessment Review Office for formal review;

use the results of these assessments in planning, decision-making and implementation.

The Process established by the Minister of the Environment, through the Interdepartmental Committee on the Environment, is based essentially on the self-assessment approach. Departments and agencies are responsible for assessing the environmental consequences of their own projects and activities or those for which they assume the role of initiator, and deciding on the environmental significance of the anticipated effects.

As early in the planning phase as possible, the initiating department screens all projects for potential adverse environmental effects. One of the following four decisions is possible from this procedure:

- a) No adverse environmental effects, no action needed;
- b) Environmental effects are known and are not considered significant. Effects identified can be mitigated through environmental design and conformance to legislation/regulations. The initiator is responsible for taking the appropriate action but no further reference to the procedures of the Environmental Assessment and Review Process is required.
- c) The nature and scope of potential adverse environmental effects are not fully known. A more detailed assessment is required to identify environmental consequences and to assess their significance. The initiator therefore prepares or procures an Initial Environmental Evaluation (IEE). A review of the IEE will indicate to the Initiator whether alternative (b) above or (3) below should be followed.

- d) The initiator recognizes that significant environmental effects are involved and requests the Executive Chairman, Federal Environmental Assessment Review Office, to establish a Panel to review the project.

If the Initiator decides to submit a project for Panel review, that project may not proceed until this review is completed and recommendations are made to the Minister of the Environment.

The Panel established by the Executive Chairman, Federal Environmental Assessment Review Office, issues guidelines for the preparation of an Environmental Impact Statement (EIS), by the Initiator or associated proponent, reviews the EIS, obtains the public response to the EIS and acquires additional information deemed necessary. It then advises the Minister of the Environment on the acceptability (or otherwise) of the residual environmental effects identified.

The Minister of the Environment and the Minister of the initiating department decide on the action to be taken on the report submitted by the Panel. These are implemented by the appropriate Ministers and associated proponents.

A detailed description of process procedures and Panel responsibilities, including the definitions of terms used can be found in the "Guide to the Federal Environmental Assessment and Review Process" which may be obtained from Information Services Directorate, Environment Canada, Ottawa, Ontario K1A 0H3.

ALASKA HIGHWAY GAS PIPELINE PROJECT

Location

Southern sector of the Yukon Territory.

Proponent

Foothills Pipelines (Yukon) Ltd.

Contact: 1600 - 205, 5th Avenue, S.W., Box 9083, Calgary, Alberta.
T2P 2W4

Initiator

Department of Indian and Northern Affairs.

Contact: Dr. M Ruel, DINA, Les Terrasses de la Chaudiere, Ottawa, Ontario
K1A 0H4

Description

Construction and operation of a 48 inch diameter buried gas transmission line to initially transport Alaska gas to U.S. markets in the lower 48 states. The proposed Yukon section of the line runs from Beaver Lake in the western corner of the Yukon, along the existing Alaska Highway for 512 miles to Watson Lake in the southeast Yukon. At its northern end the pipeline is proposed to connect to 732 miles of pipeline in Alaska, and at its southern end to 1500 miles of proposed line in British Columbia, Alberta and Saskatchewan. The system will tie in at the 49th parallel with the U.S. system. The Panel is also examining future possible lateral lines to the Mackenzie Delta reserves via the Dempster Highway route. This linkage would transport Canadian gas to Canadian Markets. The projected cost of the Beaver Lake to Watson Lake line is \$1.24 billion (1976 \$) and construction is projected to start in 1979.

Possible Environmental Impacts

1. Degradation of permafrost subsidence and possible rupture of pipeline.
2. Siltation of streams, interruption of migratory fish runs, destruction of spawning and rearing areas.
3. Displacement of wildlife species such as Dall sheep from their traditional range.
4. Specific adverse effects on Porcupine Caribou herd, e.g. Dempster Highway lateral.
5. Scarring of landscape in National Park areas.

Present Status Under EARP

The project was referred for formal Panel review in March 1977, and the Panel was formed in May, 1977. Panel members are:

F.G. Hirtubise
Executive Chairman
Federal Environmental Assessment
Review Office
Environment Canada, Ottawa
(Chairman)

O. Hughes
Geological Survey of Canada
Dept. of Energy, Mines and Resources
Calgary, Alberta

C. Wykes
District Manager
Environmental Protection Service
Environment Canada
Whitehorse, Yukon

B.J. Trevor
Director of Operations
Dept. of Indian & Northern Affairs
200 Range Road
Whitehorse, Yukon

D.S. Lacate
Director, Pacific Region
Lands Directorate
Environment Canada
Vancouver, B.C.

Executive Secretary to the Panel: Dr. P.J.B. Duffy

The normal procedure for environmental impact assessment is the establishment of an Assessment Panel which issues formal guidelines for the preparation of an environmental impact statement, conducts technical and public reviews of the statement and makes recommendations to the Minister of Fisheries and the Environment concerning project implementation. In this case, however, the federal government faced major decisions on competing pipeline proposals in the fall of 1977. The short lead time available to the Panel made a full environmental assessment and review of the project impossible at the time. Instead, the Minister instructed the Panel to review existing data, seek public and professional opinion and prepare an interim report by August 1, 1977 on the understanding that, if the project was a contender after decisions on competing proposals had been made, the normal panel procedure involving a full and complete review of the project would apply. Submission of an interim report by August 1 enabled the government to consider environmental factors associated with this project in its decision-making process. The report outlined the major environmental issues known at the time and identified the major data deficiencies.

The Panel held a preliminary meeting in May in Whitehorse to inform the public of the project and to obtain public feedback on the procedures for the substantive hearings. The first part of the hearings were held June 13 to 17 in Whitehorse and dealt with the identification of environmental concerns. Community meetings along the proposed pipeline route were also held in May and June. The Panel conducted the second phase of the hearings, commencing July 5 in Whitehorse. This phase concentrated on obtaining further information from the public and from technical experts assigned to assist the Panel on the concerns raised in the June meetings.

The Panel delivered its report to the Minister in early August, 1977. The Governments of Canada and of the U.S.A. agreed in September to use the Alaska tiighway route for the southern transport of Alaska gas. Guidelines for a detailed environmental impact statement were recently issued to the proponent and the initiating department. Those guidelines are available to interested parties on request.

Future Panel Events

During 1978, an environmental impact statement will be prepared by the Proponent. The Panel will then arrange for public and technical review. Upon completion of the review phase, the Panel will report to the Minister of the Environment on the adequacy of environmental planning on the project.

ARCTIC PILOT PROJECT

Location

Melville Island and waters of Barrow Strait, Lancaster Sound and the Eastern Arctic.

Initiator

Department of Indian and Northern Affairs

Contact: M Ruel, DINA, Les Terrasses de la Chaudière, Ottawa, Ontario
K1A 0H4

Petro-Canada (for contact see Proponent)

Proponent

Petro-Canada

Contact: Menno Homan, P. O. Box 2844, Calgary, Alberta, T2P 2M7

Description

Involved in this project would be the construction of a small number of wells in the Drake Point area of Melville Island, a small gas plant, a pipeline to carry natural gas from the Drake Point area to Bridport Inlet on Southern Melville Island, a liquid natural gas plant to process 250 million cubic feet per day of gas, a harbor facility at Bridport capable of year around operation, and icebreaking LNG carriers designed to operate between Bridport Inlet and east coast markets on a year around basis.

Possible Environmental Impacts

In addition to possible environmental disruptions resulting from gas drilling and construction of gas gathering systems, other environmental problems could include effects on marine mammals and bird populations, in addition to effects on fish and fish food organisms.

Specific impacts are not known at this time.

Present Status Under EARP

The project was referred for Panel consideration by both Petro-Canada and the Department of Indian and Northern Affairs in November 1977. An Environmental Impact Statement is currently under preparation and is expected to be completed shortly.

Panel members are:

J. S. Klenavic
Director, Operations
Federal Environmental
Assessment Review Office
Ottawa, Ontario
(Chairman)

H. Blandford
Canadian Hydrographic Service
Ocean and Aquatic Service
Dept. of Fisheries and the
Environment
Ottawa, Ontario

D. G. 3. Brown
Canadian Wildlife Service
Dept. of Fisheries and the
Environment
Dartmouth, N.S.

M O. Berry
Arctic Hydrology Section
Atmospheric Environment Service
Dept. of Fisheries and the Environment
Ottawa, Ontario

D.W. Hornal
Regional Director
Northern Operations
Dept. of Indian and Northern
Affairs
Yellowknife, NW

Executive Secretary to the Panel: D. W. Marshall

Future Panel Events

Upon review of the EIS, the Panel will make its review and the EIS available for public comment. Upon receipt of such comment, the Panel will issue a statement of deficiency which will constitute guidelines for the completion of the assessment.

Public hearings are expected to take place in 1978.

BANFF NATIONAL PARK HIGHWAY PROPOSED IMPROVEMENTS

Location

Banff National Park, Transcanada Highway from Mile 0 at the Eastgate to Mile 16.5 at Healy Creek.

Proponent

Department of Public Works Canada

Possible Environmental Impacts

Specific impacts are not known at this time.

Present Status Under EARP

The project was referred to the Federal Environmental Assessment Review Office for Panel review in May 1973. Panel formation is in process.

BAY OF FUNDY TIDAL POWER GENERATION PROJECT

Location

**Chignecto Bay and Minas Basin sites, upper Bay of Fundy, New Brunswick/
Nova Scotia.**

Proponent

Bay of Fundy Tidal Power Review Board

**Contact: A.E. Collin, ADM Atmospheric Environment Service, Environment
Canada, Ottawa, Ontario. K1A 0H3**

Description

The project is at the feasibility planning stage (stage II of Phase I of the Board's program). At this stage, there are alternatives under study which propose the construction and operation of dams, generating plants and transmission lines at three locations in the Upper Bay of Fundy. The proposed construction costs and start of construction dates are not known at present.

Possible Environmental Impacts

Specific areas of impact are not yet known. Some general areas include:

- 1. Limitations or restrictions on resource use by man.**
- 2. Impacts on ecosystem stability in terrestrial and marine environments.**
- 3. Large borrow pit, quarrying and hauling operations.**

Present Status Under EARP

The project was referred for Panel review in April 1977. The Panel was formed October 1977. Panel members are:

**F.G. Hurtubise
Executive Chairman
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**Arthur Collin
Assistant Deputy Minister
Atmospheric Environment Service
Environment Canada
Ottawa, Ontario**

**Robert Bailey
Executive Secretary
Coastal Zone Management
N.S. Dept. of the Environment
P.O. Box 2107, Halifax, N.S.**

**Owen Washburn
Director
Environmental Services Branch
N.B. Dept. of the Environment
Box 6000, Fredericton, N.B.**

**Leo Brandon
Director General
Atlantic Region
Environmental Management Service
Environment Canada
P.O. Box 5111, Bedford, N.S.**

Executive Secretary to the Panel: P.J. Paradine

A working group from federal and provincial agencies is producing draft guidelines for the preparation of the Environmental Impact Statement.

Future Panel Events

A public information and participation program to enable the public to be informed of and become involved in the environmental impact assessment has been prepared and distributed. This includes discussion of the impact statement guidelines as well as public review of the impact statement.

In addition, a draft of the impact statement guidelines has been distributed to the public for comment at future public meetings. As a result of these meetings the guidelines will be finalized and forwarded to the initiator/proponent upon incorporation of public comment.

REACTIVATION OF BOUNDARY BAY AERODROME

Location

Delta, British Columbia. The site is located some 25 miles south of Vancouver, near Boundary Bay.

Initiator

Federal Department of Transport (Canadian Air Transportation Administration).

Contact: L. V. LeGros, A/Pacific Regional Manager, Transport Canada,
739 West Hastings Street, Vancouver, B.C.

Description

The project was proposed as a result of the Master Planning exercise conducted by the initiator for the Lower Mainland area of British Columbia. For the general aviation aircraft category, the Plan concluded that by 1980 all of the existing capacity of the region's airports would be required plus a new airport. Reactivation of Boundary Bay would serve this purpose and would also encourage the shift of light aircraft from Vancouver International. It is projected that only propeller driven planes would use Boundary Bay. Projected costs and start of construction dates are not yet known.

Possible Environmental Impacts

1. The site is a major congregation area for migratory birds on the Pacific flyway. Changes in use of the site such as a new airport could have international repercussions.
2. The site is near large areas of agricultural land that is a central feeding area for wintering waterfowl.

Present Status Under EARP

The project was referred to the Federal Environmental Assessment Review Office for Panel review in October 1976. The Panel was formed in March 1977. Panel members are:

F. G. Hurtubise,
Executive Chairman
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

P. F. Scott,
Federal Activities Abatement Group
Environmental Protection Service
Environment Canada
Vancouver, B.C.

V.C. Brink
Agronomist
Vancouver, B.C.

S. Veit
Social Science Researcher
Galiano Island, B.C.

L. Retfalvi, Head
Habitat & Ecological Assessment
Canadian Wildlife Service
Environment Canada
Vancouver, B.C.

A.A. Bach
Regional Administrator
C.A.T.A.
Transport Canada
Vancouver, B.C.

J.P. Secter, Head
Environmental Services Section
Environmental Studies Division
British Columbia Ministry of the Environment
Victoria, B.C.

Executive Secretary to the Panel: Mr. J.F. Herity, FEARO, West Pender
1870-1050, Vancouver, B.C. (606)
6662431.

Future Panel Events

The Panel's first tasks will be to authorize and issue guidelines for the preparation of an Environmental Impact Statement to the initiator and determine the nature of the public information and participation program. The impact statement guidelines will be made available to the public.

CN TELECOMMUNICATIONS SYSTEM - WOOD BUFFALO NATIONAL PARK

Location

Northern section of Wood Buffalo National Park, Alberta and Northwest Territories.

Proponent

Canadian National Telecommunications

**Contact: A.J. Kuhr, President, C.N. Telecommunication,
151 Front Street, Toronto, Ontario. M6J 1G1**

Initiator

Parks Canada, Department of Indian and Northern Affairs

**Contact: S.F. Kun, Director, National Parks Canada, Parks Canada,
Indian and Northern Affairs, Ottawa, Ontario. K1A 0H4**

Description

The proposed system consists of the construction of two 500 foot microwave towers and support systems in the northern section of Wood Buffalo National Park. The purpose of this system is to improve communications between Hay River (NW), Fort Smith (NW), and Fort Chipewyan (Alberta). The estimated cost is \$0.75 to \$1.25 million and the start of construction is proposed for 1978.

Possible Environmental Impacts

- 1. Disruption of the breeding grounds of the Whooping Crane.**
- 2. Obstruction and interference to Whooping Cranes moving around their breeding grounds, and to the cranes migration routes.**
- 3. Landscape aesthetics of the National Park.**

Present Status Under EARP

The project was referred for Panel review in April, 1977. The Panel is currently in the process of being formed.

Executive Secretary to the Panel: M. Warder

Future Panel Events

The Panel review has been suspended pending further clarification of the project.

DEMPSTER PIPELINE PROJECT

Location

Mackenzie Delta, Northwest Territories, to a point at or near Whitehorse, Yukon Territory.

Proponent

Foothills Pipelines

Contact: 1600 - 205, 5th Avenue, S.W., Box 9083, Calgary, Alberta.
T2P 2W4

Initiator

Department of Indian and Northern Affairs.

Contact: M.Ruel, DINA, Les Terrasses de la Chaudière, Ottawa, Ontario
K1A 0H4

Description

Construction and operation of a gas pipeline for transmission of Mackenzie Delta Gas in the Northwest Territories to a point at or near Whitehorse in the Yukon Territory to link up with the projected Alaska Highway Gas Pipeline.

The route will follow closely the Dempster Highway and the Klondike Highway.

Possible Environmental Impacts

- 1. Degradation of permafrost-rich terrain**
- 2. Siltation effects, disturbance of fish habitats and fish migration**
- 3. Displacement of wildlife species**
- 4. Specific adverse effects on Porcupine Caribou herd**
- 5. Aesthetic effects**

Present Status Under EARP

The project was referred to the Federal Environmental Assessment Review Office in January, 1978 and Panel members are:

**J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office
Ottawa, Ontario
(Chairman)**

**B.J. Trevor
Director of Operations
Dept. of Indian and Northern
Affairs
200 Range Road
Whitehorse, Yukon**

**J.P. Kelsall
Canadian Wildlife Service
Environment Canada
5421 Robertson Road
Delta, B.C.**

**C. Wykes
District Manager
Environmental Protection Service
Environment Canada
Whitehorse, Yukon**

**J.A. Heginbottom
Geological Survey of Canada
Energy, Mines and Resources
Ottawa, Ontario**

Executive Secretary to the Panel: P.J.B. Duffy

Future Panel Events

It is expected that the normal procedure for environmental assessment will apply and the Panel will:

- 1. issue formal guidelines for the preparation of an environmental impact statement;**
- 2. conduct technical and public review of the environmental impact statement;**
- 3. make recommendations to the Minister of the Environment concerning the implementation of the project.**

EASTERN ARCTIC OFFSHORE DRILLING PROJECT

Location

Waters of the eastern coast of Baffin Island and the eastern part of Hudson Strait including Ungava Bay

Initiator

Department of Indian and Northern Affairs

**Contact: M Ruel, DINA, Les Terrasses de la Chaudiere, Ottawa, Ontario
K1A 0H4**

Description

Exploratory drilling for hydrocarbon in the waters of the Eastern Arctic.

Possible Environmental Impacts

Environmental impacts of offshore drilling may be manifested in several ways, but the most severe situation would likely occur in the case of an uncontrolled wellhead blowout causing the release of oil.

The waters along the east coast of Baffin Island are characterized by some of the most adverse physical conditions for offshore drilling in Canada's coastal region, thereby increasing the concern for the environment. The eastern Arctic is rich in biological resources, many thousands of marine mammals and millions of seabirds reproduce in, and migrate through, the area each year.

Present Status Under EARP

The project was referred for Panel review in July, 1977. A task force has developed guidelines for the preparation of an Environmental Impact Statement and reviewed by the Panel. Because of the scope of the project, two EIS are expected to be submitted - one for the area south of Cape Dyer and one for the area north of Cape Dyer.

Panel members are:

**J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**E.J. Sandeman
Fisheries & Marine Service
Newfoundland Biological Station
Water Street East
St. John's, Newfoundland**

J.R. MacDonald
Environmental Protection Service
5151 George Street
Halifax, N.S.
B3J 3E4

I. Stirling
Canadian Wildlife Service
10025 Jasper Avenue
Edmonton, Alberta
T5J 1S6

K.B. Yeun
Chief, Ocean Sciences Affairs
Environment Canada
7th Floor, 580 Booth Street
Ottawa, Ont. K1A 0E6

Observers at the Panel:

A. Kooneeliusie
Chairman
EAMES Advisory Board
Broughton Island, NWT

S. klainga
Vice-Chairman
EAMES Advisory Board
Broughton 'Island, NWT

M.L. Zariwni
North West Territories
Government Representative

Executive Secretary to the Panel: D.W. Marshall

Future Panel Events

Public hearings are currently scheduled for early fall and are to be held in Baffin Island.

ELDORADO NUCLEAR LIMITED - EXPANSION OF URANIUM REFINING CAPACITY

Location

The potential sites for the proposed refineries are in the provinces of Ontario and Saskatchewan (one refinery per province). The decision to proceed and the exact locations will depend upon environmental and other approvals, engineering and market feasibility studies.

Initiator

Eldorado Nuclear Ltd.

Contact: R. Dakers, Vice-President, Eldorado Nuclear Ltd., 255 Albert Street, Suite 400, Ottawa, Ontario. K1P 6A9

Description

- a) Ontario: the proposed project is to construct a uranium refinery with a capacity of 9,000 metric tons natural uranium in the form of uranium hexafluoride (UF₆). The refinery will process ore concentrates (yellowcake) primarily from mines located in Ontario to produce uranium hexafluoride for United States and overseas market. Uranium hexafluoride is the feedstock for uranium enrichment plants which do not currently exist in Canada since the Candu reactor does not require enriched uranium
- b) Saskatchewan: the proposed refinery would process yellow cake primarily from Saskatchewan mines to produce: 5,000 tons of uranium oxide by 1981; 5,000 tons of uranium hexafluoride by 1985; and 10,000 tons of the latter by 1990. The only other difference between (a) and (b) is that the uranium oxide produced in (b) would be used for conversion to uranium hexafluoride at the Port Hope refinery.

The total estimated cost of both refineries is \$150 million (1975 \$) and the projected production start-up date is 1980-81.

Environmental Impacts

For the Ontario project, these are detailed in the 3 volume Environmental Impact Statement, produced by James McLaren for Eldorado Nuclear Ltd. These documents were released to the public in July 1977. Copies may be obtained by writing to the Federal Environmental Assessment Review Office.

Present Status Under EARP

Members of the Panel are:

J. S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

P. M. Bird
Director-General, Liaison &
Coordination Directorate
Planning and Finance Service
Environment Canada, Ottawa

C. Cheng
Canada Centre for Inland Waters
Environment Canada
Burlington, Ontario

R. S. Lang
Associate Professor, York University
Faculty of Environmental Studies
Downsview, Ontario

D. P. Scott
Freshwater Institute Coordination
Fisheries and Marine Service
Environment Canada
Winnipeg, Manitoba

K. Shikaze
Chief, Environmental Control
Division
Environmental Protection Service
Environment Canada
Toronto, Ontario

Ellan Derow
Instructor, McMaster University
Department of Sociology
Hamilton, Ontario

Executive Secretary to the Panel: M. Warder

A federal-provincial working group was formed by the Panel in September 1975 to produce draft guidelines for the preparation of the impact statement. The finalized guidelines were issued by the Panel to the proponent in June 1976 and are available to the public.

With regard to the Ontario site, as noted previously, the 3 volume Environmental Impact Statement was submitted to the Panel in July 1977. The three volumes were titled as follows:

- 1. Appendix I - Evaluation of potential sites for a new uranium refinery in Ontario**
- 2. Appendix II - Comparison of 4 potential sites for a new uranium refinery in Ontario**
- 3. Environmental Impact Assessment - The Port Granby Project**

Immediately subsequent to this date the Impact Statement documentation was made available to both local and regional publics and notices were issued regarding their availability and upcoming public review. Phase I of the public review was held Sept. 27 - Oct. 5 in Bowmanville and Newcastle, Ontario.

As a result of the Phase I hearings, a list of deficiencies was prepared by the Panel and issued to the proponent and the public. The proponent's replies were received by the Panel late in December 1977 and forwarded to all interested parties for review. An issues list was also prepared by the Panel after the Phase I hearings. This list formed the basis of the Phase II detailed hearings held in Bowmanville which finished on February 10, 1978.

For the Saskatchewan site, after study of 14 potential locations, Warman, near Saskatoon, has been selected for detailed environmental assessment.

Future Panel Events (Saskatchewan Project)

The environmental studies for the Saskatchewan site commenced this spring. It is expected that the impact statement will be submitted to the Panel in 1978.

Conclusion (for Port Granby Project)

Major issues identified and discussed during the hearings included the industrial use of prime agricultural land, social and community impact, the management of refinery wastes, hydrogen fluoride emissions and possible monitoring systems for the plant. The Panel's report, which was submitted on May 12, 1978 to the Minister of the Environment, Len Marchand, stated that the refinery and plant process were environmentally acceptable if certain conditions could be met. While the refinery would provide a net economic benefit to Canada, however, the Panel could perceive little economic or social benefit to the local community. Of greatest importance to the Panel, however, was the unacceptable precedent of locating the facility on what is some of the best agricultural land in Ontario and in an area where the long-term character is essentially rural and based on an agricultural lifestyle. At the same time, the Panel found the waste management system as proposed by Eldorado to be unsuitable for the storage of refinery wastes. In its conclusion, the Panel recommended that the facility be located in an existing industrial area provided that the waste management problems could be solved.

The Minister of the Environment endorsed the recommendations made by the Panel.

FRASER RIVER TRAINING WORKS PROGRAM

(Deepening of Fraser River Shipping Channel)

Location

Fraser River Estuary, New Westminster to Georgia Strait, Vancouver, British Columbia,

Initiator

Federal Department of Public Works

**Contact: E. O. Isfeld, Marine and Civil Engineering, Public Works Canada,
1110 West Georgia Street, Vancouver, B.C.**

Description

Upgrading of the channel to a standard enabling safe passage on a year round basis for the current types of vessels in common usage. Proposed method of achieving this objective is by installation of training works to enable the river to become primarily self-scouring in specific areas of the main shipping channel to a depth sufficient to provide a maximum 40' draft.

Construction is projected over a 5 year period. Estimated cost (1976 dollars) is \$31 million.

Possible Environmental Impacts

- 1. Changes in water quality - sedimentation, salinity, effects of training walls.**
- 2. Changes in aquatic and marsh flora and also invertebrates including variation in area of productive habitat in backwaters and mudflats.**
- 3. Fish populations - fluctuations in area of available productive habitat, deterrents to migratory adult salmon, premature exposure of juvenile salmon to salt water.**
- 4. Alteration of some bar fishing areas.**
- 5. Effect of any increased velocity on commercial fishing vessels and on efficiency of gillnet fishing boats and other marine traffic. (Both positive and negative impacts will be assessed.)**

Present Status Under EARP

Panel formed July 1976. Members are:

**J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**E. D. Johnson
Environmental Co-Ordinator
Public Works Canada
Vancouver, B. C.**

**F.C. Boyd
k/Director
Habitat Protection Directorate
Fisheries & Marine Service
Environment Canada
Vancouver, B. C.**

**E.M. Clark
Regional Director
Pacific Region
Inland Waters Directorate
Environment Canada
Vancouver, B. C.**

**K. Kupka
Director,
Environmental Services Branch
Environmental Protection Service
Environment Canada
West Vancouver, B. C.**

**J.P. Selter, Head
Environmental Services Section
Environmental Studies Division
British Columbia Ministry of
the Environment
Victoria, B. C.**

**Executive Secretary to the Panel: Mr. J.F. Herity, FEARO
1870-1050 West Pender St.,
Vancouver, B. C. (604) 666-2431**

Guidelines for the preparation of the Environmental Impact Statement (EIS) have been issued by the Panel and are available to the public. Public Works Canada has engaged a consultant to prepare the EIS. The EIS is expected to be completed in early 1979.

Future Panel Events

The Panel will initiate a public review of the EIS as soon as it has been received from Public Works.

Panel Documents

**IEE
Guidelines**

GULL ISLAND HYDRO ELECTRIC GENERATION PROJECT

Location

Gull Island **site on the Lower Churchill River, 140 miles downstream from the Churchill Falls Power Development, Labrador.**

Proponent

Newfoundland and Labrador Hydro

**Contact: A.S. West, Newfoundland and Labrador Hydro, St. John's
Newfoundland, A1A 2X8**

Initiator

Federal Department of Energy, Mines and Resources

**Contact: E.M. Warnes, Electrical Energy, Generation and Transmission
Division, Energy, Mines and Resources, 580 Booth Street,
Ottawa, Ontario. K1A 0E4**

Description

The project will consist of a dam across the Churchill River, an artificial lake with an area of 77 square miles with a maximum depth of 300 feet near the dam intakes and penstocks, a powerhouse with six 300 MW generating units and a construction camp for 150 families. 1600 MW of Gull Island Power will be passed via a high tension DC transmission facility (Newfoundland/ Labrador Electric power transmission line and tunnel) to the 320 KV AC insular Newfoundland grid. The project will also provide an extra high tension AC intertie with the Churchill Falls power development on the Upper Churchill River. The total capital cost (hydro facilities only) is estimated at \$500 million (1974 \$). The proposed start of construction is not known at present.

Possible Environmental Impacts

- 1. The dam will create a reservoir which will impact on wildlife, fish and other resources.**
- 2. The construction camps and borrow areas will impact on areas of wilderness quality and on the wildlife and aquatic resources.**
- 3. Construction activities, including reservoir preparation, will have short-term and long-term effects on fish rearing areas and fish habitat.**

Present Status Under EARP

The project was under consideration before the Federal Environmental Assessment and Review Process became operational. The project was the subject of a preliminary environmental overview study in 1974. In 1977, it was agreed that a Panel be formed for the Gull Island Hydro Project and that a different Panel be appointed for the Newfoundland/Labrador Transmission Line. The Gull Island Environmental Assessment Panel members are:

J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

J.H.C. Pippy
Fisheries Biological Station
Fisheries and Environment Canada
St. John's, Nfld.

E.M. Warnes
Chief, Generation and Transmission
Energy, Mines & Resources Canada
Ottawa, Ontario

E.J. Norrena
District Manager
Environmental Protection Service
Environment Canada
St. John's, Nfld.

F.C. Pollett
Newfoundland Forest Research Center
Environmental Management Service
Environment Canada
St. John's, Nfld.

Irene M Baird
Director of Social Policy
Planning & Priorities Secretariat,
Executive Council
Confederation Building
St. John's, Nfld.

Executive Secretary to the Panel: P.J. Paradine

Guidelines for the environmental impact statement are in the process of being approved. Environmental studies are scheduled for 1977-78.

Future Panel Events

On completion of the environmental impact statement a review will be undertaken by the Panel. This will include a review by the public. Public meetings will be arranged to obtain briefs and comments from that sector.

HAMILTON AIRPORT EXPANSION PROJECT

Location

Hamilton (Munt Hope), Ontario

Initiator

Federal Department of Transport (Canadian Air Transportation Administration).

**Contact: S.W. Livingston, Regional Manager, Airports and Property,
Transport Canada, 4900 Yonge Street North, Suite 300,
Willowdale, Ontario, M2N 6A5**

Description

The selection, from among several options, of an airport expansion plan for the future development of air transportation facilities and services for the Hamilton area. Options include different configurations of an expansion of the existing airport. Projected cost and development schedule details are dependent upon the configuration selected.

Possible Environmental Impacts

The environmental effects will vary according to the configuration being considered. Some of the possible environmental effects determined from initial studies conducted are:

- 1. Limited withdrawal of agricultural land.**
- 2. Increased runoff to feeder streams causing increased susceptibility to erosion, reduced rates of ground water recharge and stream siltation_**
- 3. Increased ground traffic and its associated noise.**
- 4. A certain segment of the population would be affected by increased aircraft noise.**
- 5. Stream siltation and effects on fish spawning due to construction activity.**

Present Status Under EARP

The project was officially referred for Panel review, July 1976. The Panel was formed October 1976. Panel members are:

J. S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

R. Moffatt
Transport Canada
4900 Yonge Street
Toronto, Ontario

R. C. Ellis
Director, Ontario Region
Environmental Management Service
Environment Canada
Burlington, Ontario

J.E. Piercey
Acoustics Laboratory
Division of Physics
National Research Council
Ottawa, Ontario

Executive Secretary to the Panel: P.J.B. Duffy

Future Panel Events

The Panel's next actions will be: to define the scope of the project for the purposes of the preparation and review of the impact statement, finalize guidelines for issue to the initiator for preparation of the impact statement, and to determine the nature of the public information and participation program for the project. The guidelines will be made available to the public.

LABRADOR/NEWFOUNDLAND ELECTRIC POWER TRANSMISSION LINE & TUNNEL

Location

Lower Churchill River (Labrador), Strait of Belle Isle and Island of Newfoundland

Proponent

Newfoundland and Labrador Hydro

Contact: A.S. West, Newfoundland and Labrador Hydro, St. John's, Newfoundland, A1A 2X8

Initiator

Federal Department of Energy, Mines and Resources

Contact: E.M. Warnes, Electrical Energy, Generation and Transmission Division, Energy, Mines and Resources, 580 Booth Street, Ottawa, Ontario. K1A 0E4

Description

Construction of two 400 kv. transmission lines to supply power from the Churchill Falls site in Labrador via a tunnel under the Strait of Belle Isle to St. John's on the Island of Newfoundland. The proposed start of construction is unknown at present. The estimated cost is \$700 million (1976 dollars).

Possible Environmental Impacts

- 1. The transmission line will impact on moose, caribou and arctic hare populations.**
- 2. The line will impact on areas of wilderness quality.**
- 3. The construction of the line is potentially dangerous to certain fish species such as Atlantic salmon, brook trout, i.e. in the crossing of some 15 river systems significant for the production of these fish species.**
- 4. Construction of the proposed Belle Isle Strait tunnel could have an effect on both fish and marine animals, i.e. blasting could disrupt migration patterns of cod, Atlantic salmon and harp seal.**
- 5. Construction of the line could affect sensitive land types such as organic areas and unstable river crossings.**

Present Status Under EARP

This project was under consideration before the federal Environmental Assessment and Review Process became operational. In December 1974, a preliminary environmental impact statement was produced under a federal-provincial cost-shared agreement. This agreement made provision for a Panel review. Consequently, a Panel was formed January 1975. Recently the Panel was reconstituted and Panel members now include:

J.S. Klenavic
Director, Operations
Federal Environmental
Review Office, Ottawa
(Chairman)

F.C. Pollett
Newfoundland Forest
Research Centre
Environment Canada
St. John's, Newfoundland

J.H.C. Pippy
Fisheries and Marine Service
Newfoundland Biological Station
Water Street, East
St. John's, Newfoundland

G.E. Beanlands
Director, Inland Waters Directorate
P.O. Box 365
Halifax, N.S.
B3J 2P8

E.M. Warnes
Chief, Generation and Transmission
Energy, Mines & Resources Canada
Ottawa, Ontario

Irene M. Baird
Director of Social Policy
Planning and Priorities Secretariat
Executive Council, Confederation Bldg.
St. John's, Newfoundland

Executive Secretary to the Panel: P.J. Paradine

As an Environmental Impact Statement was in existence, the Panel did not produce guidelines but issued a deficiency statement, which will be the focus for the completion of an Environmental Impact Statement in accordance with Panel procedure.

Future Panel Events

Following the resolution of relocation questions in Labrador and on the Northern Peninsula of Newfoundland the Environmental Impact Statement, will be completed and the Panel will commence its review. Included in this review will be public hearings.

LANCASTER SOUND OFFSHORE DRILLING PROJECT

Location

Lancaster Sound, Northwest Territories

Initiator

Department of Indian and Northern Affairs

**Contact: M Ruel, DINA, Les Terrasses de la Chaudière, Ottawa, Ontario,
K1A 0H4**

Description

Offshore drilling in the waters of Lancaster Sound

Possible Environmental Impacts

The major environmental concerns are those related to the effects of a possible blowout in the Lancaster Sound area. In the case of a blowout not only could vast areas of shoreline be contaminated but also, effects would be evidenced in the sea birds of the area, marine mammals and fish and fish food organism

Present Status under EARP

The project was referred for Panel consideration in July 1977 along with the Eastern Arctic Offshore Drilling Project. An Environmental Impact Statement is presently being prepared and is expected to be submitted shortly. Because of the state of readiness of this EIS, a separate Panel for this project has been established rather than including it in the Eastern Offshore Drilling Project.

Panel Members are:

**J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**C.A. Lewis
Environmental Assessment and
Design Division
Environmental Protection Service
Ottawa, Ontario. K1A 1C7**

**K.B. Yeun
Chief, Ocean Sciences Affairs
Fisheries and Environment Canada
7th Floor, 580 Booth Street
Ottawa, Ontario. K1A 0E6**

**I. Stirling
Canadian Wildlife Service
10025 Jasper Avenue
Edmonton, Alberta
T5J 1S6**

Observers at the Panel:

A. Kooneeliusie
Chairman
EAMES Advisory Board
Broughton Island, NWT

S. Alainga
V-ice-Chairman
EAMES Advisory Board
Broughton Island, NWT

M L. Zariwni
North West Territories
Government Representative

Executive Secretary to the Panel: D.W Marshall

Future Panel Events

Upon receipt of the EIS, community hearings will be held. These hearings are expected to take place for early fall 1978 and will be held in Baffin Island.

MACKENZIE DELTA GAS GATHERING SYSTEM

Location

Mackenzie River Delta Region, Northwest Territories

Proponents

Imperial Oil, Gulf Oil and Shell Oil

Initiator

Department of Indian and Northern Affairs

Contact: M Ruel, DINA, Les Terrasses de la Chaudière, Ottawa, Ontario.
K1A 0H4

Description

Construction and operation of three gas processing plants and transportation facilities by the above oil companies to supply a Dempster pipeline moving gas south to market in southern Canada. In the summer of 1977 these three projects were suspended. However, an environmental impact statement for the Imperial Oil plant (Taglu) has been prepared for review. The estimated cost of the Taglu development (Imperial Oil) is \$500 million (1975 dollars).

Possible Environmental Impacts

1. Removal and/or disturbance of vegetation during construction resulting in permafrost degradation and/or soil erosion.
2. Temporary disturbance or displacement of wildlife and harassment causing seasonal or permanent abandonment of habitats.
3. Reduction of productivity caused by disturbing nesting populations in adjacent migrating bird sanctuaries and at other nesting sites.
4. Permafrost degradation under and around pads and dykes used for site developments - thaw settlement could be extensive on ice rich soils and dyke failure could release toxic substances which could affect terrestrial and aquatic habitats.
5. Extraction of certain construction materials and timber could have an important bearing on terrain and vegetation disturbance, wildlife and aquatic resources.
6. Large volumes of fuels and chemicals stored at these sites and associated transfer operations present potentials for spills into adjacent river channels.

Present Status Under EARP

The official request for Panel review was received in January 1975, and the Panel was formed in the same month. Panel members are:

**J. S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**M. Ruel
Director General
Northern Environment
Dept. of Indian & Northern Affairs
Ottawa, Ontario**

**A. W. Mansfield
Director, Arctic Biological Station
Fisheries and Marine Service
Environment Canada
Ste-Anne de Bellevue, P.Q.**

**D. Surrendi, Chief
Migratory Bird Management Div.
Canadian Wildlife Service
Environment Canada
Edmonton, Alberta**

**R. Frith
Environmental Protection Service
Environment Canada
Edmonton, Alberta**

Executive Secretary to the Panel: Dr. P.J.B. Duffy

Guidelines for the production of the environmental impact statement were issued to the initiator May, 1975. They are available to the public. The Taglu environmental impact statement is now available.

Future Panel Events

The Taglu environmental impact statement will be distributed in the near future for technical and public review. In connection with the Dempster Pipeline Project (described in this register) an overview impact statement will be submitted to consolidate the description and mitigation of gas processing plant and pipeline impacts. The Panel will make arrangements for public and technical review of the environmental impact statement after which a report to the Minister will be prepared.

MACKENZIE RIVER DREDGING PROGRAM

Location

Mackenzie River, between Hay River and the Mackenzie River Delta, N.W.T.

Initiator

Arctic Transportation Agency, Federal Department of Transport. (Project Agency, Federal Department of Public Works)

Contact: J.J. Séguin, Administrator, Arctic Transportation Agency,
Transport Canada, Ottawa, Ontario.

Description

Improvement of the navigation channel in the specified section of waterway, to provide for a minimum 8 foot grade depth and 350 foot width allowing 6 foot draft vessel loadings. This would include channel realignments at rapids areas to eliminate barge relay operations. This program could be undertaken either in support of construction logistics for a Mackenzie Valley natural gas pipeline or as a permanent piece of transportation infrastructure to meet long term traffic growth. For pipeline construction support, a three year program may be the most desirable; total estimated cost \$45 million (1975 \$). For long term traffic growth, a five year program would be more suitable; estimated cost \$40 million (1975 \$).

This project is presently in abeyance following the Federal Government decision to proceed with planning the Alaska Highway Gas Pipeline rather than the Mackenzie Valley Pipeline Project.

Possible Environmental Impacts

1. Change in water levels and related environmental effects.
2. Effect of dredging on fisheries.
3. Disturbance of bird populations.
4. Change in river regime and effects on ecology of banks - fauna, flora, and other effects, i.e. changes to historical, archaeological sites.

Present Status Under EARP

Request for Panel made in April 1976. Panel formed May 1976. Panel members are:

J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

K. Davies
Water Survey of Canada
Environment Canada
Calgary, Alberta

J.J. Séguin
Administrator
Arctic Transportation Agency
Transport Canada
Ottawa, Ontario

R.J. Paterson
Director, Environmental Secretariat
Fisheries and Marine Service
Environment Canada
Winnipeg, Manitoba

V.D. Hawley
Canadian Wildlife Service
Environment Canada
Edmonton, Alberta

Executive Secretary to the Panel: Dr. P.J.B. Duffy

Guidelines for the production of the Environmental Impact Statement were issued by the Panel to the initiator, July 1976. These are available to the public.

Because of a change in demand for large scale dredging activity on the Mackenzie River, planning for this Project has been suspended. An Environmental Impact Statement has been prepared by the initiating department and is the subject of technical review by Federal Government agencies at the present time. If and when large scale dredging is further contemplated by the initiating department, the Environmental Impact Statement will be updated and given public distribution. Following this distribution, the Environmental Assessment Panel will arrange for public meetings to receive comments from agencies, organizations, and individuals outside of government as to the adequacy of environmental planning on this Project.

Until the Project is reactivated by the initiator, there will be no further Project descriptions in the Environmental Assessment Panel Project Registry.

POLAR GAS PROJECT

Location

High Arctic Islands via Northwest Territories to markets in southern Canada,

Proponents

Polar gas Consortium and Panarctic Gas Ltd.

**Contact: J. Riddick, Polar Gas Project, P.O. Box 90,
Commerce Court West, Toronto, Ontario. M5L 1H3**

Co-Initiators

Department of Indian and Northern Affairs (for Northwest Territories portion).

**Contact: M. Ruel, DINA, Les Terrasses de la Chaudière, Ottawa, Ontario.
K1A 0H4**

Department of Energy, Mines and Resources (for area south of 60th parallel).

**Contact: R.G. Skinner, Science and Technology, EMR, 580 Booth St.,
Ottawa, Ontario. K1A 0E4**

Description

Extraction and purification of gas from fields in the High Arctic, and construction of a large diameter pipeline for natural gas transmission through the Northwest Territories and one or more provinces to a junction with an existing pipeline in southern Canada. The projected total cost for the pipeline component, south from Spence Bay ranges from \$4.5 billion to \$6.2 billion, the variation being a function of the route taken. The proposed start of pipeline construction is 1979-80.

Possible Environmental Impacts

Specific impacts not known prior to basic EIS studies. General impact could be similar to related Arctic pipeline projects in Canada and the U.S.

Present Status Under EARP

Official request for Panel received November 1975. Federal government Task Force set up February 1975 to produce draft EIS guidelines for Panel. Panel formed March 1976. Members are:

J. S. Klenavic
Director, Operations
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)

G. H. Lawler
Director General
Fisheries and Marine Service
501 University Crescent
Winnipeg, Manitoba

F. A. Doe
Chief, Environmental Assessment
& Review Support
Manitoba Department of Mines,
Resources and Environmental Management
Winnipeg, Manitoba

J. A. Heginbottom
Geological Survey of Canada
Energy, Mines and Resources
Ottawa, Ontario

Allan H. Jones
Indian and Northern Affairs
Les Terrasses de la Chaudière
Ottawa, Ontario

A. R. Milne
Institute of Ocean Sciences
Environment Canada
Sidney, B.C.

Executive Secretary to the Panel: D.W. Marshall

The guidelines for the preparation of an environmental impact statement have been finalized by the Panel and issued to the initiators for distribution to the proponents.

Future Panel Events

The submission of the Environmental Impact Statement to the Panel is expected in the near future. Upon receipt of this statement, a public participation and information program will be initiated in order to ensure public involvement in the review of the impact study.

ROBERTS BANK BULK LOADING FACILITY EXPANSION

Location

Roberts Bank, British Columbia. The port is located close to the U.S./Canada border, some 20 miles south of Vancouver.

Initiator

National Harbours Board, Department of Transport.

**Contact: B.A. Ekstrom Assistant General Manager, Port of Vancouver,
200 Granville Street, Vancouver, B.C.**

Description

Proposed expansion of the existing Roberts Bank bulk loading facility into the offshore estuary area. The proposed (second phase) of construction - expansion would add approximately 200 acres to the existing facility which is used to export coal. This would include four new integrated, receiving, storing and automatic ship loading bays capable of handling coal, and other bulk commodities. The proposed facility would cost \$24 million (1975\$).

Possible Environmental Impacts

- 1. Removal of land from existing and potential uses.**
- 2. Conflict with commercial and recreational use of adjacent waters.**
- 3. Impairment of marine and intertidal environments.**
- 4. Effects on vegetation, benthic and littoral organisms including utilization of areas by fish species.**
- 5. Impairment of the atmospheric environment by airborne pollution resulting from the storage and handling of non-containerized bulk commodities.**

Present Status Under EARP

The project was submitted to the Federal Environmental Assessment Review Office for a Panel review, May 1975. The Panel was formed at the same time. Panel members are:

**J.S. Klenavic
Director, Operations
Federal Environmental Assessment
Review, Office, Ottawa
(Chairman)**

D. S. Lacate
Regional Director
Lands Directorate
Pacific Region
Vancouver, B. C.

M. Waldichuk
Program Head
Pacific Environment Institute
Environment Canada
West Vancouver, B. C.

J.P. Selter, Head
Environmental Services Section
Environmental Studies Division
British Columbia Ministry of the Environment
Victoria, B. C.

Executive Secretary to the Panel: Mr. J.F. Herity, FEARO,
1870-1050 West Pender St.,
Vancouver, B. C. (604) 6662431

The completed Environmental Impact Statement was received by the Panel from the National Harbours Board on November 18, 1977. It is now under review by the Panel, the public and federal, provincial, regional and municipal government agencies.

The first stage of the Panel review resulted in a list of deficiencies in the EIS being presented to the National Harbours Board in February, 1978. These are available to the public, as is a 200 page document containing all written comment received so far by the Panel.

Future Panel Events

The second stage of review will involve public hearings and will take place after the deficiencies have been addressed. Announcements of the details of the second stage review will be made by the Panel after it receives the responses to the deficiencies, possibly in May 1978.

Panel Documents

Guidelines

EIS

Written comments on Phase I review

Deficiency statement

Response to deficiencies (expected in May 1978)

SHAKWAK PROJECT (HAINES ROAD/ALASKA HIGHWAY)

Location

Northwestern British Columbia and the Yukon

Proponent

U.S. Highways Administration

Initiator

Canadian Federal Department of Public Works

**Contact: G.P. Luke, Shakwak Project Manager, Public Works Canada,
1145 Robson Street, Vancouver, B.C.**

Description

Reconstruction and paving of the portion of the Alaska Highway from the Alaska/Yukon border to Haines Junction in Canada, and the Haines cut-off road from Haines Junction to the B.C./Alaska border. Existing alignments will be used for the major portion of the project. The proposed start of the project is 1978 and the estimated cost may exceed \$150 million (1975 U.S. dollars). The capital financing will be supplied by the U.S.

Possible Environmental Impacts

- 1. Removal of vegetative cover and its effect on plant communities, wildlife habitat and areas underlain with perma-frost.**
- 2. Interference with traditional wildlife movement routes.**
- 3. Impairment of fish habitats through sedimentation of spawning beds or actual removal of stream bed gravels.**
- 4. Further reduction of wilderness values due to induced recreational use of the road and region.**
- 5. Reduction of game populations and fish stocks by increased hunting and fishing.**

Present Status Under EARP

The request for a Panel was received July 1974 and the Panel was formed March 1975. Members are:

**F.G. Hurtubise
Executive Chairman
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**G.D. Tench
Manager, Design of Construction
Pacific Region
Department of Public Works
Vancouver, B.C.**

**J.P. Secter, Head
Environmental Services Section
Environmental Studies Division
British Columbia Ministry of
the Environment
Victoria, B.C.**

**H. Beaubier
Regional Manager, Land Resources
Department of Indian and
Northern Affairs
Whitehorse, Y.T.**

**D.S. Lacate
Regional Director
Lands Directorate
Pacific Region
Environment Canada
Vancouver, B.C.**

**C.E. Wykes
Director, Yukon Branch
Environmental Protection Service
Environment Canada
Whitehorse, Y.T.**

**W.A. Bilawich
Special Projects Coordinator
Government of Yukon
Whitehorse, Y.T.**

**Executive Secretary to the Panel: Mr. J.F. Herity, FEARO,
1870-1050 West Pender St.,
Vancouver, B.C. (604) 666-2431**

Guidelines for the preparation of the environmental impact statement were finalized and approved May, 1976, after discussions with the U.S., Province of British Columbia and the federal Department of Indian and Northern Affairs: an environmental impact statement was completed and submitted by Public Works Canada to the Panel January 3, 1978. The document has been widely distributed by the Panel for public and government review in Canada. It was also reviewed at the same time in the United States.

Public hearings were held by the Panel in Whitehorse and communities along the project corridor in March, 1978. Transcripts of the hearings are available as well as a book containing all written submissions to the Panel. The Panel's report, containing its recommendations on the project is expected to be submitted to Environment Minister Len Marchand in June, 1978.

Panel Documents

Guidelines

EIS

Compendium of written input

Transcripts of hearings

EXPANSION OF AIR TRAFFIC CAPACITY OF VANCOUVER INTERNATIONAL AIRPORT

Location

Vancouver International Airport, Richmond, British Columbia.

Initiator

Federal Department of Transport (Canadian Air Transportation Administration)

Contact: L. V. LeGros, A/Pacific Regional Manager, Airport Branch, Transport Canada, 739 West Hastings Street, Vancouver, B. C.

Description

Improvement to the aircraft handling capability of Vancouver International Airport, Sea Island, south of Vancouver, to provide for the demand projected by the initiator. The initiator's preferred alternative is the proposed construction of a parallel runway and related facilities inside the dyke at Vancouver International.

Possible Environmental Impacts

- 1. Removal of land from agricultural use.**
- 2. Reduction in the availability of the Sea Island area as habitat for migrating birds, resident birds and other wildlife.**
- 3. Increase in aircraft noise and the resultant effect on wildlife and the surrounding residential areas of Vancouver and Richmond.**

Present Status Under EARP

Project submitted to the Federal Environmental Assessment Review Office in August 1976. Panel formed November 1976. Members are:

**F.G. Hurtubise
Executive Chairman
Federal Environmental Assessment
Review Office, Ottawa
(Chairman)**

**A.A. Bach
Regional Administrator
C.A.T.A., Airports, Transport Canada
Vancouver, B. C.**

**R.W. Stewart
Director General
Ocean and Aquatic Sciences
Environment Canada
Sidney, B. C.**

**B. A. Heskin
Regional Director General
Environmental Protection Service
Environment Canada
West Vancouver, B. C.**

J.P. Secter, Head
Environmental Services Section
Environmental Studies Div., British
Columbia Ministry of the Environment
Victoria, B.C.

V.C. Brink
Agronomist
Vancouver, B.C.

S. Veit
Social Science Researcher
Galiano Island, B.C.

Executive Secretary to the Panel: Mr. J.F. Herity, FEARO,
1870-1050 West Pender St.,
Vancouver, B.C. (604) 666-2431

Public hearings were held by the Panel in September 1977 to receive comments on draft Environmental Impact statement Guidelines.

Dr. V.C. Brink and Ms. Suzanne Veit were appointed by Minister Len Marchand to the Panel. These appointments are from outside government..

Future Panel Events

The Panel expects to finalize the Guidelines soon. They will then be issued to Transport Canada by the Panel. Transport Canada will prepare an Environmental Impact Statement, based on the Guidelines and will submit that to the Panel for public review.

Panel Documents

Draft guidelines for the preparation of an Environmental Impact Statement.

SOUTH YUKON TRANSPORTATION STUDY

Location

The study includes consideration of alternatives within the Yukon Territory principally between Whitehorse and Ross River with possible links to British Columbia, Alaska or the Northwest Territories,

Initiator

Federal Department of Transport

contact: D.J. Schmirler, Western Coordinator, Railway Transportation Directorate, Transport Canada, 2760-200 Granville Street, Vancouver, B. C.

Description

Improvement of transportation systems in the Yukon involving the study of several alternate railway and one road development strategies. The ultimate purpose of the project is to aid in the development of the natural resource potential of the Yukon. The alternates range in capital costs from \$35 million to \$370 million (1974 \$).

Possible Areas of Environmental Impact

Not known at present

Present Status Under EARP

The project was referred for Panel review in October 1976. The Panel was formed in December 1976. Panel members are:

F.G. Hurtubise
Executive Chairman
Federal Environmental Assessment
Review Process, Ottawa
(Chairman)

G. A. E. Jones
Manager, Northern B. C.
and Yukon Branch
Fisheries Management
Environment Canada
Vancouver, B. C.

C. E. Wykes
Director, Yukon Branch
Environmental Protection Service
Environment Canada
Whitehorse, Y. T.

M. Dennington
Wildlife Advisor
Canadian Wildlife Service
Yukon Territory
Environment Canada
Whitehorse, Y. T.

J. Hawryszko
Senior Policy and Economic Advisor
Arctic Transportation Agency
Transport Canada, Ottawa

W.A. Bilawich
Special Projects Coordinator
Government of Yukon
Box 2703, Whitehorse, Yukon

**Executive Secretary to the Panel: Mr. J.F. Herity, FEARO,
1870-1050 West Pender St.,
Vancouver, B.C. (604) 666-2431**

Guidelines to assist in the environmental' analysis of alternatives have been prepared by the Panel and forwarded to Transport Canada. These are available to the public.

Future Panel Events

When Transport Canada has completed the evaluation of alternatives and is ready to concentrate study on a specific proposal, the Panel will decide what further environmental investigation may be necessary. This first phase of study by Transport Canada is expected to last a number of years.

LISTE DES PROJETS DONT L'EXAMEN, DANS LE CADRE
DU PROCESSUS, EST TERMINE

Point-Lepreau, Nouveau-Brunswick,
Centrale Nucléaire
Rapport au Ministre en mai 1975
(voir conclusion page 52)

Weck Cove, Ile du Cap Breton, Nouvelle-Ecosse
Projet d'énergie hydro-électrique
Rapport au Ministre en août, 1976
(Registre no. 1, juillet, 1977)
(voir conclusion page 53)

Gazoduc de la Route de l'Alaska, Territoire du Yukon
Rapport intérimaire au Ministre
le 1er août 1977 (Registre No. 2, Déc. 1977)

Eldorado Nucléaire Ltée, Raffinerie d'uranium à Port Granby, Ontario
Rapport au Ministre le 12 mai 1973
(Registre No 4, juin 1978 page 25)

POINT LEPREAU NB NUCLEAR GENERATING STATION

Conclusion

This project was referred to an Environmental Assessment Panel in June 1974 by the department of Energy, Mines and Resources.

Considerable planning on this project had been carried out before the Environmental Assessment and Review Process was established. In order to meet previously announced deadlines, the Panel received a preliminary Environmental Impact Statement and, in cooperation with New Brunswick officials, held public hearings in St. John, New Brunswick on the project during which over fifty briefs were received.

The Panel made its Report to the Minister of the Environment in May 1975. It concluded that the proposed nuclear generating station could be built at Point Lepreau without significant adverse environmental effects, provided a number of recommendations were followed. These included completion of a final EIS, to include aquatic data to be used in design of water inlet and outlet structures and data on the impact from the proposed freshwater supply facilities.

The Panel also recommended that a long term monitoring program be initiated and that a research program on short and long term effects of radioactive emissions be undertaken. It also recommended that a national policy for storage, disposal and reprocessing of radioactive waste be developed as soon as possible.

The final EIS was received in May 1977 and considered satisfactory following technical review.

The recommendations of the Panel were accepted by the Minister of the Environment and the Minister of Energy, Mines and Resources.

WRECK COVE HYDRO ELECTRIC POWER PROJECT

Conclusion

The hydroelectric power generating project involved the diversion of the head waters of seven rivers to the generating station at Weck Cove on the east coast of the Island. The project area is located on the southern boundary of Cape Breton Highlands National Park. It was proposed to use part of the former Park lands in the Cheticamp Lake area, which were federal crown lands. Although parts of the project were already under construction, work in the Cheticamp section, where the major federal interest lay was projected to start in 1977.

As a result of an agreement between the federal and provincial Environment Ministers, the project became a Panel candidate in March 1975. Given that the construction of the project had been approved by the Nova Scotia Government subject to a phased environmental assessment, the agreement specified that the focus of the EIS was to be on a phased study related to the project's proposed construction phases. The EIS study was to concentrate primarily on consideration of alternatives for the Cheticamp area and their environmental impacts, in addition to an overall assessment of the project stages already well advanced, where the emphasis would be on the design of adequate mitigation measures.

The Environmental Impact Statement guidelines produced by a federal-provincial Task Force were approved and issued by the Panel to Nova Scotia Power Corporation, September 1975. An interim statement was received by the Panel in May 1976. A public meeting to review the statement and for presentation of briefs was held at Baddeck, Cape Breton Island, in July 1976. This was co-chaired by the federal Panel and the provincial Department of the Environment. Minutes and answers to questions raised by the public at the Baddeck meeting have been made publicly available by the Nova Scotia Department of the Environment.

A Panel Interim Report was presented to the Minister in August 1976. It concluded that the interim EIS had major deficiencies and recommended that construction affecting the Cheticamp area not proceed until more information was provided.

The final impact statement was distributed in May, 1977. After review by the public and the Panel in May-June, 1977, the Panel reported to the federal Minister of the Environment in July, 1977. It concluded that the Cheticamp portion of the project might be constructed and operated with acceptable environmental impact provided that a number of recommendations in the report were implemented.

The Report was accepted by the Minister of the Environment and the Minister of Indian Affairs and Northern Development.

GENERAL INFORMATION ON THE FEDERAL ENVIRONMENTAL ASSESSMENT REVIEW OFFICE

Administration and Staff

Process procedures, particularly the operation of Panels are administered by a permanent Executive Chairman appointed by the Minister of the Environment. The present Executive Chairman is Mr. F.G. Hurtubise. He (or his delegate) chairs all Panels established to review projects and he reports to the Minister of Environment on recommendations made by Panels. The office administered by the permanent chairman was previously known as the Environmental Assessment Panel Office. This title has since been changed to Federal Environmental Assessment Review Office and the title of the permanent chairman to Executive Chairman. This adjustment in designation does not in any way change the responsibilities of the permanent chairman (or his office) under the Process, but is designed to clarify the difference between the separate Environmental Assessment Panels established to review each project, and the permanent chairman's administrative obligations for the Federal Environmental Assessment and Review Process as a whole.

The staff of the Federal Environmental Assessment Review Office in Ottawa are listed below:

<u>NAME & TITLE</u>	<u>GENERAL DUTIES</u>
Mr. J.S. Klenavic Director, Operations	Chairman of Panels and Director of Operations
Dr. Patrick J.B. Duffy	Baseline information program development and Executive Secretary to Panels
Mr. D.W. Marshall	Executive Secretary to Panels
Mr. P.J. Paradine	Executive Secretary to Panels
Mr. Michael Warder	Manager, Public participation systems, FEARO and Executive Secretary to Panels
Mr. Jean Thomas	Manager, Publications and Executive Secretary to Panels
Mr. W.S. Tait Director Policy, Coordination & Evaluation	Policy formulation and development Process evaluation Liaison and coordination with federal departments and agencies General office administration
Mr. Paul G. Wolf	Policy, Process Analysis and Review; and; Liaison and coordination systems development Assistance in policy formulation and development
Mr. W.J. Couch	Special Projects Officer.

A Regional Office has been established in Vancouver. The Manager of the Office is Mr. John Herity. One of the principal functions of this office will be as point of contact with the public on panel projects.

For information concerning the Environmental Assessment and Review Process or specific Panel projects, contact:

**Office of the Executive Chairman
Federal Environmental Assessment Review Office
Department of Environment
Ottawa K1A 0H3 Telephone: (819) 997-1000**

**or: Mr. J.F. Herity
Manager, Pacific Region
Federal Environmental Assessment Review Office
1050 West Pender St., Room 1870
Vancouver, B.C. V6E 3S7 Telephone: (604) 666-2431**

Publications

The following publications are available from the following offices:

**Information Services Directorate
Environment Canada
Ottawa, Ontario.
K1A 0H3**

**Federal Environmental Assessment Review Office
13th Floor, Fontaine Building
200 Sacred Heart Boulevard
Hull, P.Q.
K1A 0H3**

**Federal Environmental Assessment Review Office
1870 - 1050 West Pender Street
Vancouver, B.C.
V6E 3S7**

1. **"A Guide to the Federal Environmental Assessment and Review Process"**
2. **"Register of Panel Projects and Bulletin."** (Quarterly. For placement on the mailing list for the Register please write to the Federal Environmental Assessment Review Office, Fontaine Building, 200 Sacred Heart Boulevard, Hull, P.Q. K1A 0H3)
3. **"Guidelines for preparing Initial Environmental Evaluations"**
4. **"A Guide for Environmental Screening"**
5. **Guidelines for the preparation of Environmental Impact Statements prepared by the Panels for the following panel projects:**

Eldorado Nuclear Ltd. - Expansion of Uranium Refinery Capacity.

Polar Gas Project

Mackenzie Delta Gas Gathering System

Mackenzie River Dredging Program

Shakwak Project (Haines Road/Alaska Highway)

Alaska Highway Gas Pipeline Project

Expansion of Air Traffic Capacity of Vancouver International Airport. (Draft)

Fraser River Training Works Program

Roberts Bank Bulk Loading Facility Expansion

South Yukon Transportation Study

Eastern Arctic Offshore Exploratory Drilling

6. Panel reports to the Minister of the Environment on the following Panel Projects:

- 1. **Nuclear Power Station at Point Lepreau, New Brunswick (May 1975)**
- 2. **Hydro Electric Power Project, Wreck Cove, Cape Breton Island, N.S., (August 1976)**
- 3. **Alaska Highway Gas Pipeline Project, Yukon Territory Interim Report. (August 1977).**
- 4. **Eldorado Uranium Refinery Proposal, Port Granby, Ontario. (May 1978)**