

# **Appendix 4-5**

## Round 5 APEP Questions and Comments

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## Round 5 (May 2015) – EIA: Valued Components, Effects and Mitigation

The purpose of Round 5 meetings was to communicate what was heard in previous community engagement sessions, present and receive input on potential effects and proposed mitigation for the Project and to obtain further feedback and input on the EIA process and VC selection.

### Dates of meetings:

- May 21, 2015 (Berens River First Nation and NAC);
- May 25, 2015 (Poplar River First Nation); and
- May 28, 2015 (Winnipeg Public Open House).

Meeting materials are presented in **Annex A**. A summary of comments and questions from Round 5 is presented in **Tables 4-5.1 to 4-5**.

**Table 4-5.1: Round 5 Summary of Comments – Berens River First Nation and NAC**

Topic	Comments
<b>Overall Project</b>	<ul style="list-style-type: none"> <li>▪ Increased access to areas and natural resources by non-First Nations community members has potential effects to the livelihood of members;</li> <li>▪ Having design criteria for culverts at watercourse crossings is important;</li> <li>▪ There is the potential for positive economic benefits for members associated with an increase in tourism to the area;</li> <li>▪ There should be more people brush clearing and burning instead of machines working; and</li> <li>▪ Jobs should be more equally disbursed among the communities.</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>▪ The road will result in increased access to harvest areas for plants, berries, and medicines which could be a benefit to the community.</li> </ul>
<b>Wildlife</b>	<ul style="list-style-type: none"> <li>▪ There is important habitat in bogs for species such as muskrat;</li> <li>▪ Wetlands and other feeding areas are where furbearers are seen and trapped in winter;</li> <li>▪ Moose are not scared of blasting or drilling;</li> <li>▪ River travel is used to access moose habitat for hunting; and</li> <li>▪ Before the winter road to Bloodvein was built, there were lots of moose tracks observed, now there are much less (typically only two sets of tracks observed at once).</li> </ul>
<b>Aquatic Environment</b>	<ul style="list-style-type: none"> <li>▪ Increased access will require increased enforcement as well as possible regulation changes in order to allow for the continued viability of the fisheries and livelihood of local residents.</li> </ul>
<b>Heritage, Culture, and Tradition</b>	<ul style="list-style-type: none"> <li>▪ No comments</li> </ul>

**Table 4-5.2: Round 5 Summary of Comments – Poplar River First Nation**

Topic	Comments
<b>Overall Project</b>	<ul style="list-style-type: none"> <li>▪ Radio and social media were identified as the preferred means of future communication;</li> <li>▪ Prohibit equipment outside of construction areas and staging areas; and</li> <li>▪ Consider leaving access roads open after construction.</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>▪ Mushroom picking is common in the area, for medicinal uses rather than food.</li> </ul>
<b>Wildlife</b>	<ul style="list-style-type: none"> <li>▪ No comments.</li> </ul>
<b>Aquatic Environment</b>	<ul style="list-style-type: none"> <li>▪ Consider building more bridges rather than culverts;</li> <li>▪ Design culverts for passage and natural flow;</li> <li>▪ Protect water quality through proper equipment maintenance and fuel storage;</li> <li>▪ Prohibit the use of herbicides near watercourses;</li> <li>▪ Consider quads/ATVs river crossings for use solely by community members not outsiders; and</li> <li>▪ Consider constructing boat launches for use solely by community members not outsiders.</li> </ul>
<b>Heritage, Culture, and Tradition</b>	<ul style="list-style-type: none"> <li>▪ Before skidoos, people would walk in the winter.</li> </ul>

**Table 4-5.3: Summary of Comments – Winnipeg Public Open House (May 2015)**

Topic	Comments
<b>Overall Project</b>	<ul style="list-style-type: none"> <li>▪ Questions were brought forward relating to summer ferry access to Princess Harbour on the west shore of Lake Winnipeg. With the ASR connecting the communities of Berens River, Hollow Water and Bloodvein, rumours were heard that summer ferry access may be lost to east side communities and they are not hearing anything official from the Province or ESRA with respect to constructing an all-season road spur to Princess Harbour;</li> <li>▪ Need for monitoring pre-construction, during construction, and post-construction;</li> <li>▪ Questions over resources, and budget cuts to MCWS;</li> <li>▪ Comment over the notice period for the Winnipeg Public Open House – not enough time and notice especially for mailed invitations to stakeholder groups;</li> <li>▪ Desire expressed for more personal invites to get more people out to attend the public open houses;</li> <li>▪ Questions over hunting restrictions and conservation areas in general – these should be implemented early enough in the Project to avoid impacts of access on moose population numbers;</li> <li>▪ Idea suggested of having a specific meeting on wildlife with wildlife groups and consultants; and</li> <li>▪ Noted that a moose conference is being held in Manitoba in 2016.</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>▪ No comments.</li> </ul>

Topic	Comments
<b>Wildlife</b>	<ul style="list-style-type: none"> <li>▪ Identification of caribou and particularly moose as being important to the communities and stakeholder; and</li> <li>▪ Opinion that moose and caribou numbers in the southeast side area have been declining significantly in recent years in some areas south of the Project. With the P1 ASR construction increased access could accelerate the decline in moose numbers to low levels at which point the population is no longer viable.</li> </ul>
<b>Aquatic Environment</b>	<ul style="list-style-type: none"> <li>▪ No comments.</li> </ul>
<b>Heritage, Culture, and Tradition</b>	<ul style="list-style-type: none"> <li>▪ No comments.</li> </ul>

**Table 4-5.4: Round 5 Summary of Questions and Responses**

Question	Response from ESRA
<b>Berens River First Nation and NAC</b>	
It was noted that with increased access, outsiders may come in and fish on the rivers, taking profits and livelihood away from existing local fishers. How can this be prevented and/or mitigated?	<p>ESRA discussed the following mitigation measures:</p> <ul style="list-style-type: none"> <li>▪ Avoiding the construction of boat launch sites.</li> <li>▪ Enforcement. This mitigation measure is outside of ESRA’s authority or ability to implement.</li> <li>▪ Quotas large enough to be viable and with no individual holding more than one quota. This mitigation measure is outside of ESRA’s authority or ability to implement.</li> </ul>
Hydro-controlled lake levels were noted, and all culverts should be designed for 100-year flood levels.	ESRA indicated that culverts are designed for 100-year flood levels, and it was noted that lake levels are not within ESRA’s authority, or part of this Project.
With increased tourism potential from ASR construction, Berens River First Nation members building cabins (or other accommodations) is positive as the First Nation benefits. Benefits should stream to the community rather than outsiders.	ESRA indicated that socio-economic impacts, as a result of biophysical effects, of the proposed all-season road would be examined as part of the EIA. A restriction on who can build cabins is beyond ESRA’s authority.
When is ESRA going to start the Project?	ESRA indicated that they need to complete the EIA. Construction will then start after government approvals are received, expected to be December 2016.
Is this consultation?	No, this is considered engagement on the Project.
Has the Boreal UNESCO Site been granted?	The Pimachiowin Aki and communities are still working on it. ESRA indicated that up to date information can be found on their website <a href="http://www.pimachiowinaki.org/about-us">http://www.pimachiowinaki.org/about-us</a> .
When will construction for P4 be complete?	ESRA indicated that it hinges on government budgets. Contracts will likely be 10 km in length with both communities working toward each other. Anticipate that it will take approximately 3 years to finish.
Where is the P4-ASR going to connect?	ESRA indicated that it will connect at English Rapids Road.

Question	Response from ESRA
Who builds the road?	Community owned and privately owned construction firms will build the road. It will hire additional, local people.
Is there any thought of compensation to the subcontractor of the winter road system when the winter road is no longer needed?	ESRA indicated that the skills used to construct the winter road are transferrable to the maintenance of the P4-ASR.
Who has contracts on P1?	In Berens River First Nation’s traditional territory, Pigeon River Contracting (PRC) currently has the contract to construct portions of the road from Berens River to PR 304. ESRA explained the differences between PRC and Mimiweesipi (both owned by Berens River First Nation). PRC is the Berens River First Nation construction company that ESRA is working with on Community Benefit Agreement (CBA) contracts.
Why does ESRA have a Winnipeg Meeting?	ESRA indicated that the purpose of the Winnipeg Public Open House is to allow off-reserve Band Members, and other stakeholders (MMF, Eastern Region Caribou etc.) to provide input into the Project.
<b>Poplar River First Nation</b>	
Some zebra mussels have been found in the south basin of Lake Winnipeg. Have any been found around Poplar River yet?	No, not at this time.
How long do culverts last?	They can last between 30-50 years, dependent on coating (aluminized or galvanized) and the pH levels of water. ESRA uses aluminized coating which is longer lasting.
Do culverts impede fish passage?	No. Culverts are designed for 1:100 year flood and embedded when installed to provide fish passage.
How can ESRA include Elders in this process?	ESRA indicated that the Elders will be able to review the proposed road alignment ahead of time as part of the construction activities.
How is TK information used?	ESRA to provide an overview of what TK information will be used in the EIA and what will not be included. ESRA indicated that some information (e.g. summary of questions asked) can be used in the document. Other information related to local land use data is sensitive and should not be included in the EIA as it is a public document.  ESRA also noted that in the public open house in Winnipeg there will be an explanation of how TK information is used.
<b>Winnipeg Public Open House</b>	
Will ferry access to Princess Harbour be maintained upon completion of the all-season road?	ESRA indicated that it was outside of the scope of the Project and falls under P1 Project area. They would follow up in regards to that issue.
Will there be monitoring of wildlife and other resources during the construction process?	ESRA indicated that there would be monitoring occurring throughout the construction process.  Baseline wildlife studies and the Trapper Program are occurring to inform the EIA and project design.  There will be a meeting specifically with the wildlife groups.

Question	Response from ESRA
Will there be hunting restrictions?	<p>ESRA indicated that restrictions on hunting have been made for construction workers on other projects, and the concept of a wildlife refuge on either side of the road is being discussed between First Nations and MCWS. Further engagement with the community about these potential mitigation measures would occur as the project progressed.</p> <p>ESRA is aware of discussions between the communities and the Province about conservation areas along the road alignment.</p> <p>ESRA noted that there will be hunting restrictions around construction sites to protect workers.</p>
Will there be a wildlife-specific meeting with stakeholder groups (perhaps in conjunction with the moose conference in Manitoba in 2016)?	<p>ESRA indicated that they are open to that and would coordinate a meeting with the wildlife group and the wildlife consultants (Joro Consultants).</p>