Bathurst Inlet Port & Road (BIPR) Project

NWT Community Consultation

Yellowknife
May 28th 2013
Objectives of this presentation and of the Open House

• To present you an overview of the Bathurst Inlet Port and Road (BIPR) project

• To obtain your feedback on the BIPR project
Agenda

- Who is presenting
- Objectives of the Meeting
- Where is BIPR located?
- About BIPR Company
- Historical and Current Background on BIPR
- Project Description Update
  - Port
  - Road
- Overview of Environmental Baseline Studies
  - Caribou maps
- Concluding comments
Who is the BIPR Company?

- The BIPR Company is a joint venture currently composed of GlencoreXstrata and Sabina Gold and Silver Corporation formed for the purpose of being the Bathurst Inlet Port and Road project proponent.

- The joint venture structure was created to allow for possible new partners in the future.

- GlencoreXstrata is the operator of the BIPR Company.
Bathurst Inlet Port and Road
Community Consultation May 28th 2013

Brad Ryder
GlencoreXstrata, Corporate Affairs Manager

Robert Prairie
GlencoreXstrata, Environment Director

Benoît Chassé
GlencoreXstrata, Human Resources Director

Julia Pigalak - Lacroix
Hackett River, Human Resources

François Landry
ERM-Rescan, BIPR Project Manager

Justine Townsend
ERM-Rescan, Community Relations
Location of BIPR Project

- Project located in the Kitikmeot region of Nunavut
- About 250 km southeast of Kugluktuk
- About 40 km south of Bathurst Inlet Hamlet
Phase 1 – upon approvals
Port, Camp Facilities, Airstrip, Fuel Tank Farm and 85km road to serve Hackett River and Back River mining projects

Phase 2 – pending future users
132km road and camp at Contwyoto Lake
Project components

**Port Facilities**

- Wharf to serve vessels of up to 50,000 tons one at a time, with capability to handle barges serving the Kitikmeot communities
- 150 person camp
- 220 million L diesel fuel tank farm
- 1,200 m airstrip and heliport
- Truck and trailer maintenance shop
- Explosives storage and mixing plant
- Sewage treatment plant
- Cargo laydown area
- Diesel power plant

**Road**

- All-Weather Road
- 10 metre wide
- 217 km of road in total – 85 km during Phase 1 and 132 km during Phase 2 if approved
- 41 quarries identified for road construction
Port Site Plan
Airstrip

- 1,200 meters long
- Designed for Twin Otter, Dash-7, Buffalo, ATR-42
- Serve passenger/cargo from YK
- 6,400 Pax Round-Trips expected during 4-year construction
## History of BIPR Review Process

### Previous BIPR Project Proponent

<table>
<thead>
<tr>
<th>Steps</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Submission of Initial Project Description</td>
<td>May 2003</td>
</tr>
<tr>
<td>Nunavut Impact Review Board (NIRB) issues Project Guidelines</td>
<td>Dec 2004</td>
</tr>
<tr>
<td>Submission of Draft Environmental Impact Statement (DEIS)</td>
<td>Jan 2008</td>
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<tr>
<td>Responses to Information Requests by intervenors</td>
<td>June 2008</td>
</tr>
<tr>
<td>Proponent informs NIRB that project is suspended</td>
<td>Aug 2008</td>
</tr>
<tr>
<td>NIRB compiled Technical Review Comments</td>
<td>Nov 2008</td>
</tr>
<tr>
<td>NIRB suspends Technical Review</td>
<td>Nov 2008</td>
</tr>
<tr>
<td>Proponent informs NIRB of its intent NOT to continue with the Environmental Impact Statement (EIS) review process</td>
<td>July 2011</td>
</tr>
</tbody>
</table>
## History of BIPR Review Process
### Current BIPR Project Proponent

<table>
<thead>
<tr>
<th>Steps</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proponent notifies NIRB of its intent to re-engage the EIS review process</td>
<td>March 2012</td>
</tr>
<tr>
<td>Proponent confirms to NIRB its re-engagement of the EIS review process with some changes to the project</td>
<td>Dec 2012</td>
</tr>
<tr>
<td>After consultation, NIRB determines that overall scope of project is the same but requested an updated BIPR Project Description</td>
<td>Feb 2013</td>
</tr>
<tr>
<td>Proponent submits updated BIPR Project Description</td>
<td>March 2013</td>
</tr>
<tr>
<td>NIRB issues amendments to EIS Guidelines</td>
<td>May 2013</td>
</tr>
<tr>
<td>Proponent intends to submit <em>New</em> Draft EIS</td>
<td>Planned for Summer 2013</td>
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</tbody>
</table>
Development and Operation Timelines*

- **Up to 2011**: Baseline Conceptual engineering
- **2012-2013**: Pre-Feasibility
- **2014-2016**: Engineering Development / Construction
- **2016**: Operation of the Road

* Providing commitment from identified customers
Bathurst Inlet Port and Road Environmental and Socio-Economic Baseline Studies
Bathurst Inlet Port and Road
Baseline studies began in 2001

- Fish and Fish Habitat – lake and streams
- Aquatic Ecology – lake and streams
- Marine Environment – Port Site
- Wildlife
- Bedrock Geology
- Terrain
- Vegetation
- Atmospheric
- Metal Leaching/ARD
- Surficial Geology and Soils
- Traditional knowledge
- Community Consultation
- Economic
Bathurst Inlet Port and Road
Baseline studies continued in 2007

• Aquatic Ecology – stream water and sediment
• Marine Environment – marine mammals and habitat
• Marine Environment – water, invertebrates, sediment, algae
• Vegetation – plant tissue
• Wildlife – birds, caribou
• Atmospheric
• Metal Leaching/ARD
• Community Consultation
Bathurst Inlet Port and Road
Baseline studies continued in 2010

- Freshwater Aquatic Resources
- Freshwater Fish and Fish Habitat
- Marine Aquatic Resources
- Marine Fish and Fish Habitat
- Noise and Meteorology
- Marine Birds
- Hydrology
- Terrain and Soils
- Wetlands
- Ecosystem Mapping
- Human Health
Bathurst Inlet Port and Road
Baseline studies completed in 2012

- Noise and Meteorology
- Hydrology
- Upland Breeding Birds
- Rare Plants
- Marine Shellfish
- Ocean Currents
Wildlife
Motion-triggered Photos

Caribou using esker

Caribou using esker
Wildlife


- Record mammals and birds in the study area;
- Map wildlife habitat for important species;
- Conduct birds surveys – seabirds, ducks, raptors and upland birds;
- Map how caribou and muskox use the area; and
- Map and monitor dens – wolves, foxes and grizzlies.
Environment and Wildlife
Examples of Mitigation Measures

• Adapting road crossings to address caribou migration patterns
• Designing infrastructure to minimize impact on streams and lakes
• Designing environmentally-safe infrastructure by testing construction materials prior to use
• Designing for minimal impact upon closure
• Creating fish habitat to compensate for habitat impacts
CARIBOU ASSESSMENT
Caribou Herds in the area
Bathurst Caribou Herd Distribution During Spring Migration
Bathurst Caribou Herd Distribution During Calving
Bathurst Caribou Herd Distribution During Post-Calving
Bathurst Caribou Herd Distribution During Winter
Bathurst Caribou Herd Distribution During Post-Calving 2008-2012 Data
### Caribou Herds in the area

<table>
<thead>
<tr>
<th>Bathurst Herd Cycle Stage</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring Migration</td>
<td>April 15</td>
<td>June 4</td>
</tr>
<tr>
<td>Calving</td>
<td>June 5</td>
<td>June 15</td>
</tr>
<tr>
<td>Post-calving</td>
<td>June 16</td>
<td>July 20</td>
</tr>
<tr>
<td>Summer</td>
<td>July 21</td>
<td>August 31</td>
</tr>
<tr>
<td>Fall Migration</td>
<td>September 1</td>
<td>October 31</td>
</tr>
<tr>
<td>Winter</td>
<td>November 1</td>
<td>April 14</td>
</tr>
</tbody>
</table>

Heavy traffic will be closed during periods when caribou are crossing the road (approximate dates: May 15 to May 30 and June 15 to July 20).
Ahiak Caribou Herd Distribution Winter
Caribou Mitigations Measures on Road

- Caribou crossings figure
Closing Comments

Thank you for taking the time to meet with us tonight

We welcome your comments and feedback

Send us your comments in writing by end of June 2013:

B Ryder @xstratazinc.ca