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1.0 INTRODUCTION AND OVERVIEW

This document is the Environmental Impact Assessment (EIA) for Project 4 – All-Season Road Connecting Berens River and Poplar River First Nation to be located on the east side of Lake Winnipeg, Manitoba. The EIA is being submitted to the Canadian Environmental Assessment (CEA) Agency as an Environmental Impact Statement (EIS) pursuant to the *Canadian Environmental Assessment Act, 2012* and to Manitoba Conservation and Water Stewardship (MCWS) as an Environment Act Proposal (EAP) pursuant to requirements of *The Environment Act of Manitoba*.

1.1 The Proponent – Manitoba East Side Road Authority

The proponent of the proposed Berens River First Nation to Poplar River First Nation All-Season Road Project is the Manitoba East Side Road Authority (ESRA). Note that ESRA was formerly known as the Manitoba Floodway and East Side Road Authority (MFESRA) until the passage of Bill 3, The [Manitoba Floodway and East Side Road Authority Amendment Act](#), that was enacted by consent of the Legislative Assembly of Manitoba on June 30, 2015. Throughout this document, references to ESRA are synonymous with MFESRA.

The proponent of the Project is the Manitoba East Side Road Authority (ESRA) who will construct and maintain the Project.

1.1.1 Contact Information

For matters pertaining to the information contained within this EIS, the principal ESRA contact is:

Name/Title/Address	Contact information
Ms. Leanne Shewchuk Manager of Special Projects and Environmental Services Manitoba East Side Road Authority 200-155 Carlton Street Winnipeg, Manitoba R3C 3H8	Direct Phone: (204) 945-5174 Fax: (204) 948-2462 Email: Leanne.Shewchuk@gov.mb.ca

The Chief Executive Officer for ESRA is:

Name/Title/Address	Contact information
Mr. Ernie Gilroy Chief Executive Officer Manitoba East Side Road Authority 200-155 Carlton Street Winnipeg, Manitoba R3C 3H8	Toll Free Ph. (866) 356-6355 Fax: (204) 948-2462 Email: Ernie.Gilroy@gov.mb.ca

1.1.2 Corporate and Management Structures

ESRA is a provincial Crown Agency established by the Government of Manitoba to manage the East Side Transportation Initiative under [The Manitoba East Side Road Authority Act](#) (C.C.S.M. c. E2). ESRA will construct and maintain the Project 4 – All-Season Road Connecting Berens River and Poplar River First Nation (the Project). The Province of Manitoba is providing funding for the proposed Project.

The East Side Road Authority's mandate, mission statement, vision statement and values, as described in their [2014 Annual Report](#) (MFESRA 2014) and of relevance to the proposed Project, are:

Mandate

- Construct and maintain the east side road;
- Ensure the construction of the east side road is carried out in a manner that provides increased benefits; and
- Maximize the benefits the east side road will provide.

Mission Statement

- Provide excellence in project management by demonstrating sound financial management, achieving project guidelines, following an inclusive people management philosophy, encouraging innovation and maximizing economic benefits;
- Set a world class example of how large infrastructure projects can respect Aboriginal people and the environment that is worthy of UNESCO recognition; and
- Manage construction of the proposed all-weather road along the east side of Lake Winnipeg in a manner which maximizes the economic development potential for existing communities and their residents, generating sustainable, and recognizable improvements in their economic standard of living.

Vision Statement

- Be a global leader in engineering and project management through people, innovation, integrity and quality.

Values

- Trust, respect, ingenuity, integrity, and participation are the core values that will guide ESRA's corporate behaviour to achieve global leadership in engineering and project management.

ESRA will discharge its responsibilities to construct and maintain the Project in accordance with the provincially-regulated management structure of *The Manitoba East Side Road Authority Act*. Under the Act the ESRA Board of Directors is responsible for directing the business and affairs of the Authority. A management team reports to the Board and is responsible for the day-to-day delivery of ESRA's mandate and responsibilities.

ESRA has developed a series of corporate policies, plans and practices including many associated with environmental protection. ESRA's legislated mandate, mission, vision, and values, as well as milestones and achievements, are annually reported to the public.

1.1.3 Document Preparation

This EIS was prepared by Dillon Consulting Limited and M. Forster Enterprises Environmental Consulting on behalf of ESRA. Supporting technical studies were completed by the following ESRA contractors:

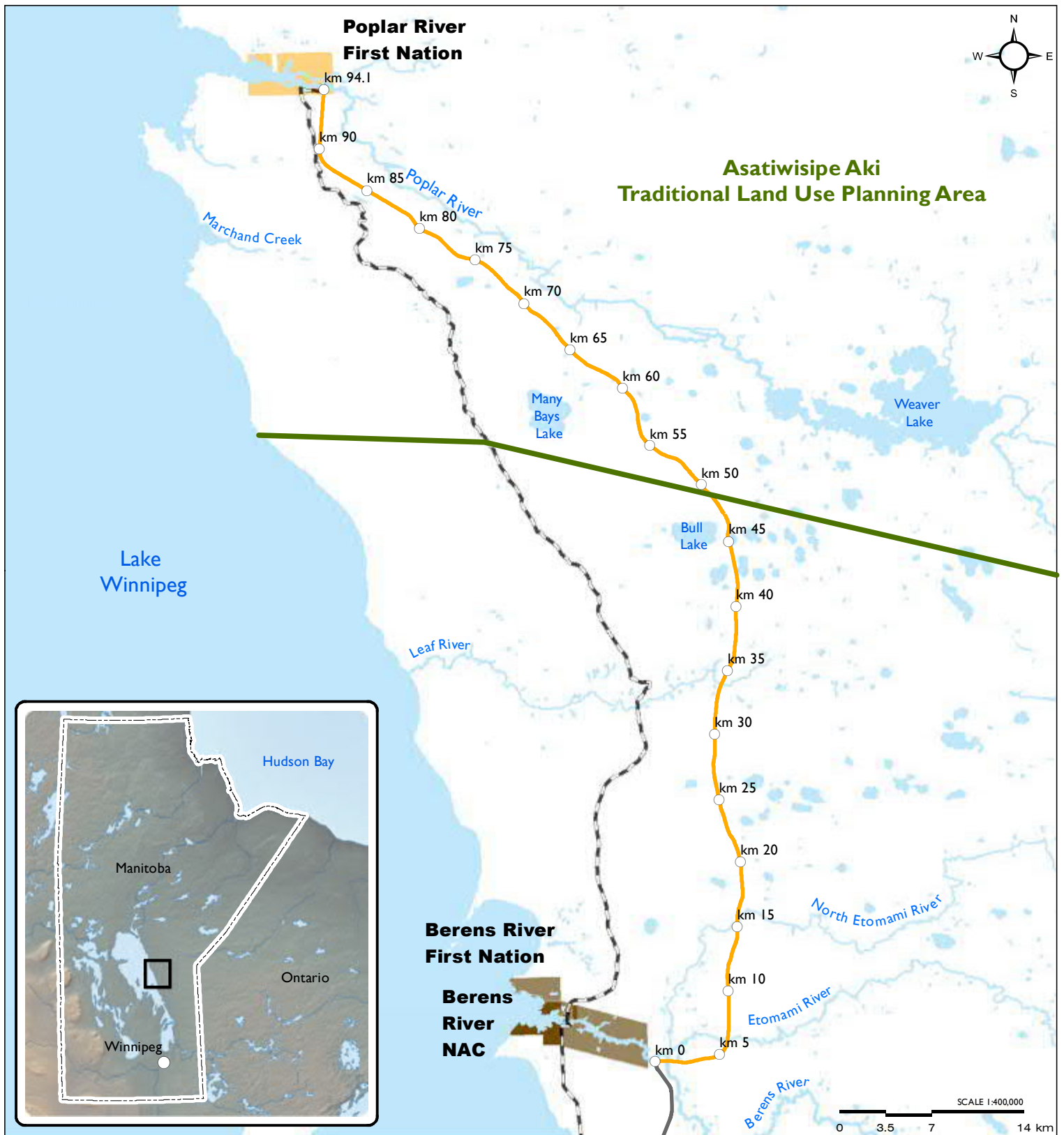
- | | |
|--------------------------------|--|
| ▪ Aboriginal/Public Engagement | Dillon Consulting Limited |
| ▪ Aquatic Environment | North/South Consultants Inc. |
| ▪ Engineering | Associated Engineering, Dillon Consulting Limited |
| ▪ Heritage Resources | AMEC Foster Wheeler plc., Northern Lights Heritage Services Inc. |
| ▪ Traditional Knowledge | Centre for Indigenous Environmental Resources, Poplar River First Nation, Neegan Burnside Ltd. |
| ▪ Vegetation | Szwaluk Environmental Consulting Ltd. |
| ▪ Wildlife | Joro Consultants Inc. |

Technical information used in the preparation of this EIS was also provided by ESRA staff directly involved in the planning, design, and construction of other segments of the all-season road network on the east side of Lake Winnipeg.

Inquiries regarding this document should be directed to Ms. Leanne Shewchuk, ESRA's Manager of Special Projects and Environmental Services, at the contact information provided above in **Section 1.1.1**.

1.2 Project Overview

ESRA is proposing to construct and maintain a 94.1 km two-lane gravel all-season road on provincial Crown Land on the east side of Lake Winnipeg between Berens River First Nation and Poplar River First Nation (**Figure 1-1**). The Project is referred to as Project 4 or "P4" and is referred to as such throughout this document. The Project will begin at the junction of the English Rapids Road immediately south of Berens River and east of Berens River First Nation (**Figure 1-2**) and extend north to the southern boundary of Poplar River First Nation where it will connect with a proposed 433 metre (m) community access road to be located on Poplar River First Nation reserve land (**Figure 1-3**). The 433 m proposed community access road located on reserve land is proposed separately with funding anticipated from the Government of Canada and will undergo a separate environmental review and approval process conducted by Indigenous and Northern Affairs Canada (INAC). The community access road project is therefore not a component of the P4 Project but is included in the cumulative effects assessment of this Project.



Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-1
Proposed P4 All-Season Road Alignment

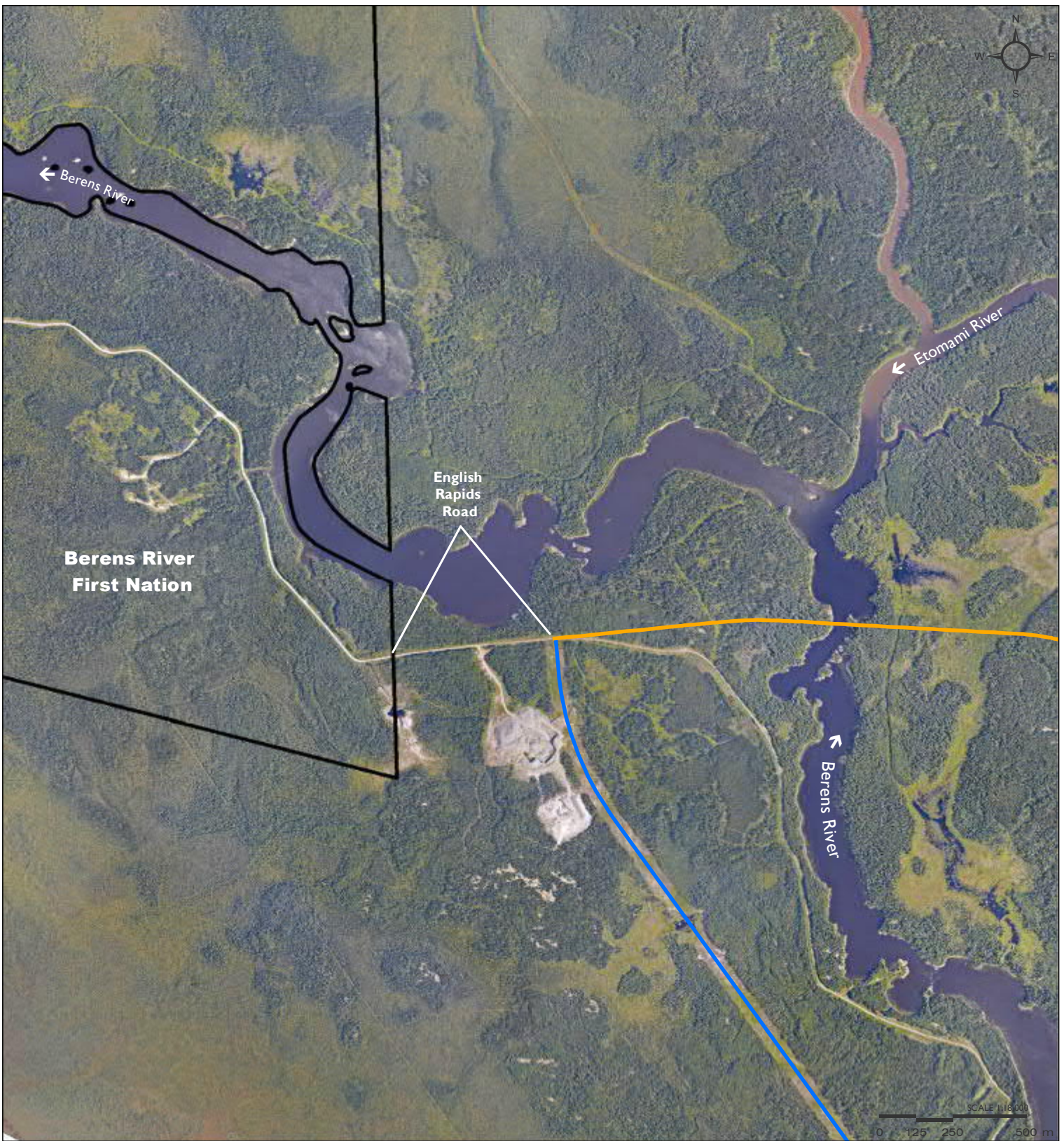
- P4 All-Season Road Alignment (April 2015)
- Asatiwisipe Aki Traditional Land Use Planning Area
- 5 km Station
- PI All-Season Road (South of Berens to PTH 304) - Under Construction
- Berens River First Nation Reserve
- Poplar River First Nation Reserve
- 2013/2014 Manitoba Winter Road
- Berens River Northern Affairs Community

Map Drawing Information:
ESRI Base Layers, Province of Manitoba, CanVec, GeoGratis, Dillon Consulting Limited

Map Created By: ECH
Map Checked By: MG/PS/DM
Map Projection: NAD 1983 UTM Zone 14N

DATE: 11/30/2015





Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure 1-2

Junction of P1 All-Season Road Alignment at Berens River First Nation

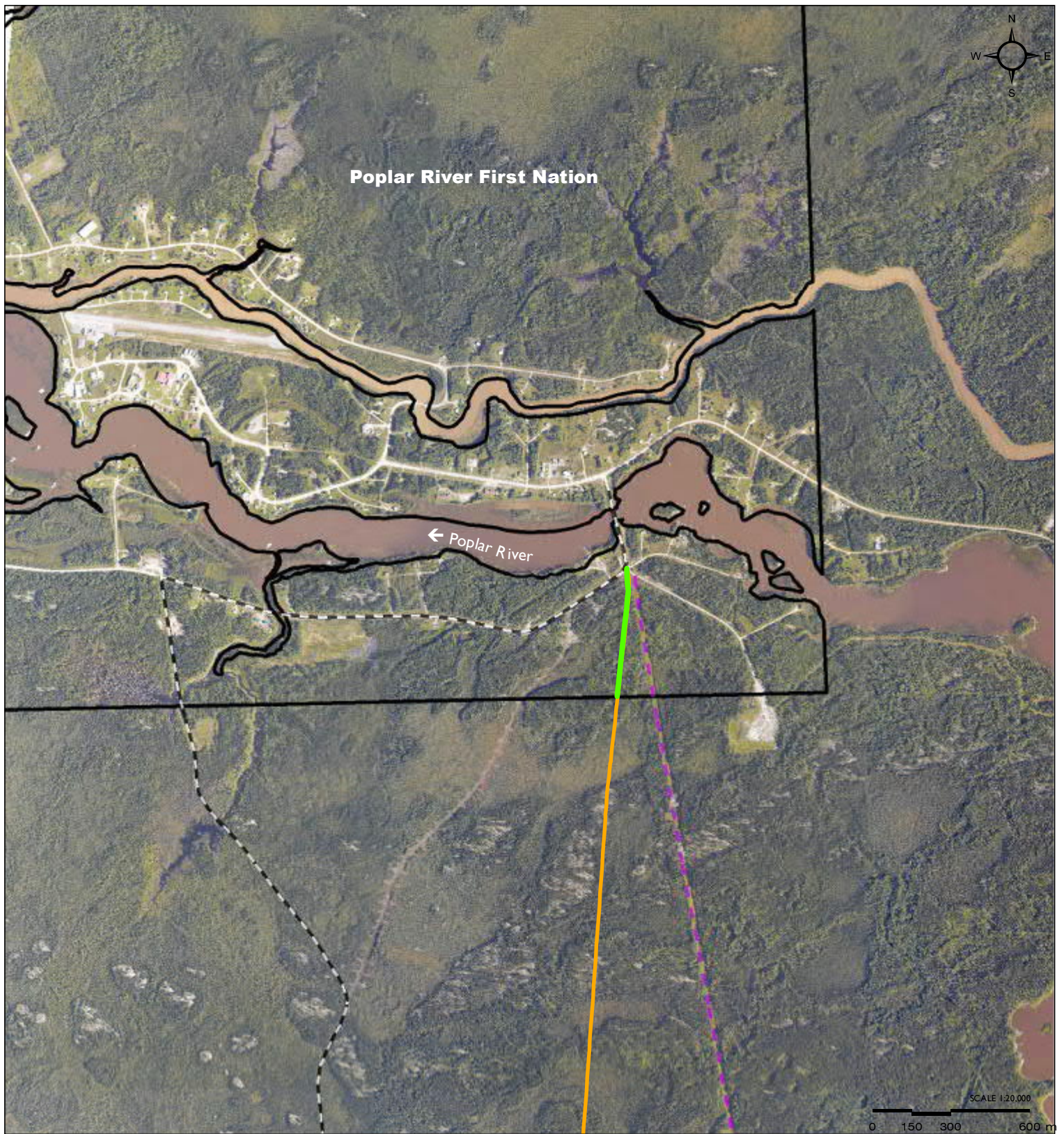
- P4 All-Season Road Alignment
- P1 All-Season Road (South of Berens to PTH 304) - Under Construction
- Berens River First Nation Reserve

Map Drawing Information:
 ESRI Base Layers, Province of Manitoba, CanVec, GeoGratis,
 Dillon Consulting Limited

Map Created By: ECH
 Map Checked By: MG/PS/DM
 Map Projection: NAD 1983 UTM Zone 14N

DATE: 11/30/2015





Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-3
Proposed P4 All-Season Road
Terminus at Poplar River First Nation

- P4 All-Season Road Alignment
- Proposed Community Access Road on Poplar River I6
- 2013/2014 Manitoba Winter Road
- - - Existing Transmission Line
- Poplar River First Nation Reserve

Map Drawing Information:
 ESRI Base Layers, Province of
 Manitoba, CanVec, GeoGratis,
 Dillon Consulting Limited

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1.2.1 The East Side Transportation Initiative

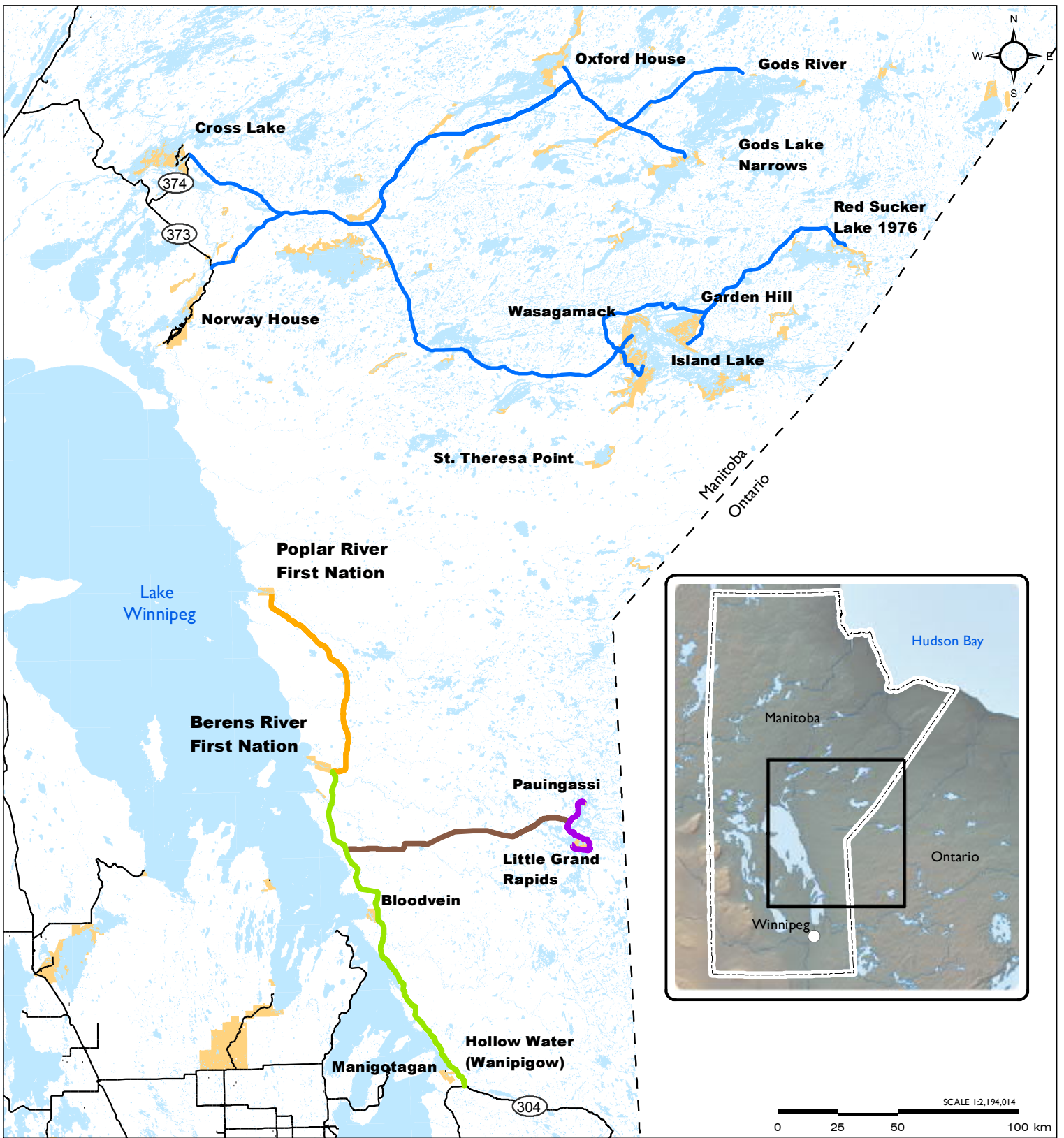
The East Side Transportation Initiative is a provincial initiative with a mandate to provide improved, safe and more reliable year-round transportation service for the remote and isolated communities on the east side of Lake Winnipeg. Currently, transportation within the region is severely limited and community members are dependent on air or winter road service. These forms of transportation have high operational costs or are available on a very limited basis, thereby resulting in increased costs for goods and services.

The intent of the Manitoba's East Side Transportation Initiative is to increase transportation opportunities for communities on the east side of Lake Winnipeg.

The East Side Road Transportation Initiative evolved from the Government of Manitoba's commitment to support sustainable development through the creation of broad area plans for large areas of the province (Government of Manitoba 1999). In August 2000, broad area planning was initiated on the east side of Lake Winnipeg with supporting studies including an assessment of the scope, justification and planning of an all-season road network (Dillon Consulting Limited and H.N. Westdal & Associates 2000; Dillon Consulting Limited and N.D. Lea 2001). The 2004 report entitled "Promises to Keep... Towards a Broad Area Plan for the East Side of Lake Winnipeg" concluded that there was support amongst east side communities for a regional all-season road network north of the Bloodvein First Nation community (East Side Planning Initiative 2004). The rationale for moving forward with the Project and other planned all-season roads for the east side of Lake Winnipeg was provided in the 2011 East Side Lake Winnipeg Large Area Transportation Network Study (SNC-Lavalin *et al.* 2011a) (Figure 1-4).

A key focus of the East Side Transportation Initiative is to provide opportunities for east side residents to participate in, and benefit from, the construction of the all-season road network through jobs, training and economic development opportunities. Community Benefit Agreements (CBAs) with the east side First Nations communities will provide construction training and construction contract opportunities.

Construction of the proposed all-season road between Berens River First Nation and Poplar River First Nation is expected to generate beneficial economic effects including employment and contract opportunities for east side road residents. Commercial airline and air charter companies, regional hauling companies, and local and regional suppliers of construction materials and supplies, goods and services, and other provisions are expected to benefit from the construction stage of the Project. During operation of the proposed road the local economy will benefit from road maintenance facilities and activities for the foreseeable future. Reductions in goods and services costs are expected to decrease with the reduction in transportation costs. Other local businesses expected to benefit directly or indirectly from the new road include vehicle sales and services, overnight accommodations, restaurants, recreational equipment suppliers, and guiding services.



Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-4
Regional Transportation Network of Planned All-Season Roads on the East Side of Lake Winnipeg in the Large Area Transportation Network Study

- Proposed P4 All-Season Road
- Project 1 All-Season Road (Currently Under Construction)
- Proposed Project 7a All-Season Road
- Proposed Project 7 All-Season Road
- Potential East-West All-Season Road Network
- First Nation Reserve

Map Drawing Information:
 ESRI Base Layers, Province of Manitoba, CanVec, GeoGratis,
 Dillon Consulting Limited

Map Created By: ECH
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1.3 Project Location

The proposed Project is located on the east side of Lake Winnipeg extending north from the English Rapids Road near the Berens River First Nation to the Poplar River First Nation reserve boundary. Berens River First Nation is located approximately 270 km by air north of the City of Winnipeg. Poplar River First Nation is located approximately 350 km by air north of Winnipeg (**Figure 1-1**).

1.3.1 Coordinates

The latitude/longitude and UTM coordinates for the proposed Project are:

	Latitude/Longitude	UTM (NAD 83 Zone 14N)
Southern Terminus (from junction with English Rapids Road immediately south of the Berens River)	52° 19' 08.98" N / 96° 54' 23.00" W	5798601m N 642696m E
Northern Terminus (at Poplar River First Nation boundary)	52° 59' 02.66" N / 97° 14' 56.43" W	5872344m N 617577m E

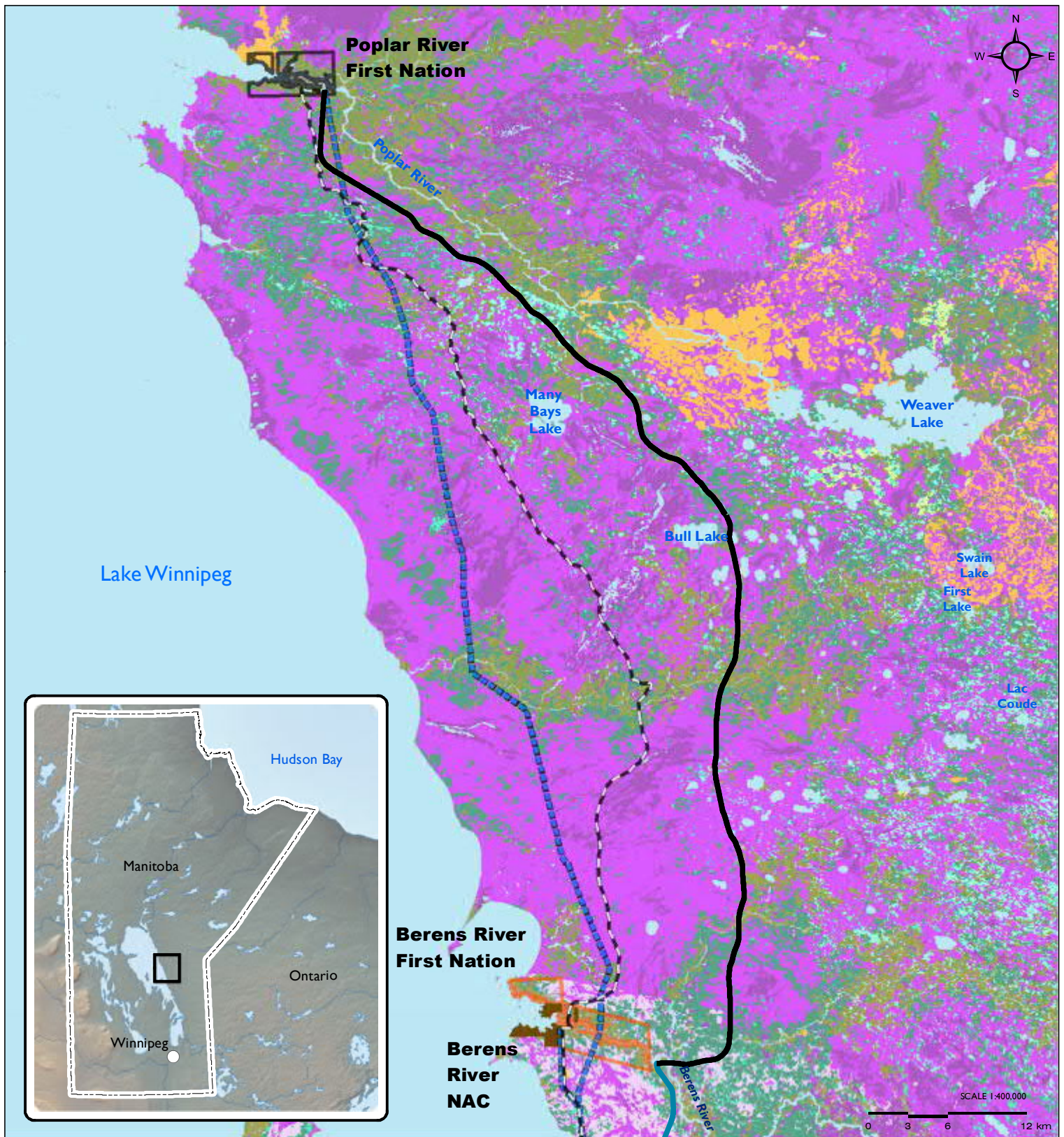
1.3.2 Current Land Use

The proposed Project is located in the Boreal Shield Ecozone (Smith *et al.* 1998) within the Lake Winnipeg watershed draining west into Lake Winnipeg then north and east to Hudson Bay. The area is generally characterized by flat, low-lying, and poorly-drained land with forest patches of black spruce and tamarack interspersed with bogs and fens (**Figure 1-5**). Access to the area is presently restricted to local travel on foot, by boat or snow machine or by air. During the winter season a winter road connects the communities of Berens River and Poplar River with the road network to the south.

Land use in the vicinity of the Project consists mainly of traditional activities of community members from Poplar River and Berens River First Nations, including hunting, trapping, fishing, camping, timber harvest for firewood, recreation activities, sacred/ceremonial use, and food and medicinal plant gathering. Heritage and cultural resources are known to occur in the vicinity of both the Berens River and Poplar River First Nation communities. There are no known residences in immediate proximity to the Project. There are no privately-owned lands in proximity to the proposed Project. All land is owned by the provincial Crown.

There are no existing or past commercial development sites or industrial facilities in the vicinity of the Project with the exception of commercial traplines and some former wild rice harvesting areas that are currently inactive. A 66 kV transmission line¹ located west of the proposed Project alignment extends

¹ Manitoba Hydro classifies this power line as a 'distribution' line. Throughout this EIA, this 66 kV power line is generally referred to as a 'transmission line' to distinguish between this long-distance power line which transmits power from the southern Manitoba grid system, and the short power lines within the First Nation communities which 'distribute' power to buildings in the communities.



Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-5
Land Cover in the Vicinity of the Proposed P4 Project

Proposed P4 All-Season Road Alignment	Berens River First Nation	Broadleaf - Dense	Coniferous - Open	Wetland - Herb
Transmission Line	Poplar River First Nation	Broadleaf - Open	Coniferous - Sparse	Wetland - Shrub
PI All-Season Road (under construction)	Berens River NAC	Broadleaf - Sparse	Mixed Wood - Dense	Wetland - Treed
2013/2014 Manitoba Winter Road	Shrub - Tall	Coniferous - Dense	Mixed Wood - Open	

Map Drawing Information:
ESRI Base Layers, Province of Manitoba, CanVec, GeoGratis, Dillon Consulting Limited

Map Created By: ECH
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Map Projection: NAD 1983 UTM Zone 14N

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north from Manitoba Hydro's grid along the east side of Lake Winnipeg to Bloodvein First Nation, Berens River First Nation and on to Poplar River First Nation where it terminates.

Commercial logging historically occurred in the region; however, inaccessible and low timber volumes made forestry unviable in the area.

Poplar River First Nation is in the process of developing a quarry site south of the community in the vicinity of the Project to provide aggregate for on-reserve needs. Quarries associated with other road building activities are located near the communities of Berens River. The closest mines to the Project include San Gold's operating Rice Lake Mine located approximately 250 km to the southeast near Bissett, Manitoba and the Monument Bay Project owned by Yamana Gold which is in the exploration stage and located approximately 330 km northeast of Poplar River near the Manitoba/Ontario border.

During the winter months, a 90 km long winter road extends north from the Berens River Northern Affairs Community, adjacent to the Berens River First Nation, to the Poplar River First Nation (**Figure 1-1**). This road connects to with the winter road that seasonally operates between Berens River First Nation and Bloodvein First Nation (which is planned to be replaced by an all-season road in 2020). The proposed Project will replace the existing winter road segment between the two communities. The winter road will be decommissioned once the Project is completed.

1.3.3 Proximity to Federal Lands

The nearest federal lands to the proposed Project are the Berens River and Poplar River First Nations Reserves (as shown in **Figure 1-1**).

1.3.4 Environmental Significance of the Area

The Project is not located within any nationally or provincially-designated parks or protected areas.

Approximately 44 km of the north section of the Project corridor is within the Asatiwisipe Aki Traditional Land Use Planning Area established by regulation in 2011. The planning area replaced the previously designated Nanowin/Poplar River Park Reserve where mineral rights had been withdrawn by Ministerial Order² (following the establishment of the Planning Area, the park reserve designation was repealed in 2012). Although the land is no longer designated as a park reserve, the All-Mineral Rights Withdrawal Order is currently still in place for that area awaiting future legislative amendment. Quarries may be established in Asatiwisipe Aki Traditional Land Use Planning Area for the purpose of constructing and maintaining an all-season road in the zoned corridor. This includes the northern 44 km of the Project corridor as identified in the [Planning Area Regulation](#) (77/2011) under The East Side Traditional Lands Planning and Special Protected Areas Act (C.C.S.M.c. E3).

² The Provincial Crown owns mineral and quarry rights to all provincial land not otherwise withdrawn by Ministerial Order.

1.3.5 Proximity to Environmentally Sensitive Areas

There are no National Historic Sites, National Parks, Heritage Rivers, or other federally-protected areas in the vicinity of the Project. The nearest provincially-designated protected areas to the proposed Project are Pelican Island Park Reserve and Atikaki Provincial Park (**Figure 1-6**). Pelican Park Island Reserve is approximately 30 km south-west from the southern terminus of the Project and is surrounded by Lake Winnipeg. The northern extent of the Atikaki Provincial Park boundary is approximately 45 km from the southern end of the Project.

The Project will cross four fish-bearing rivers (**Figure 1-7**) and will also traverse vegetation communities and wildlife habitats (e.g., caribou and moose). Within these areas, sensitive aquatic and terrestrial species (e.g., Species at Risk) are known to occur.

1.3.6 Proximity to Local and Aboriginal Communities, Treaty Lands, and Reserves

Reserve lands of the Berens River First Nation and Poplar River First Nation are situated at the south and north terminus of the proposed road alignment, respectively. There are no other Aboriginal or other communities located on or near the proposed alignment.

There are no Treaty Lands Entitlement (TLE) areas in the vicinity of the Project.

Throughout the planning stages of the proposed Project, ESRA has been proactive in engaging and involving elders, elected officials, and community members of the Berens River and Poplar River First Nations and Berens River Northern Affairs Community. Support for the proposed Project by both First Nations has been demonstrated in forms of agreement with ESRA including Memoranda of Understanding and Community Benefit Agreements (CBAs). ESRA has also engaged with the Manitoba Metis Federation (MMF) during the Project planning stages.

1.4 Regulatory Framework and the Role of Government

It is expected that this EIS for the proposed Project will be jointly reviewed by the federal and provincial governments. Previously, projects that required a review under both federal and provincial environmental assessment legislation were coordinated under the provisions of the [Canada-Manitoba Agreement on Environmental Assessment Cooperation \(2007\)](#), which has since expired.

1.4.1 Federal Regulatory Requirements

1.4.1.1 Canadian Environmental Assessment Act

The construction and operation of an all-season public highway that requires a total of 50 km or more of new right of way is considered a Designated Project pursuant to the *Regulation Designating Physical Activities* SOR/2012-147 under the *Canadian Environmental Assessment Act, 2012* (S.C. 2012, c. 19, s. 52). This Project, which includes the construction and operation of a 94.1 km-long public all-season road along a new right of way is, therefore, considered a Designated Project under the Act.



Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-6
Regional Parks and Protected Areas

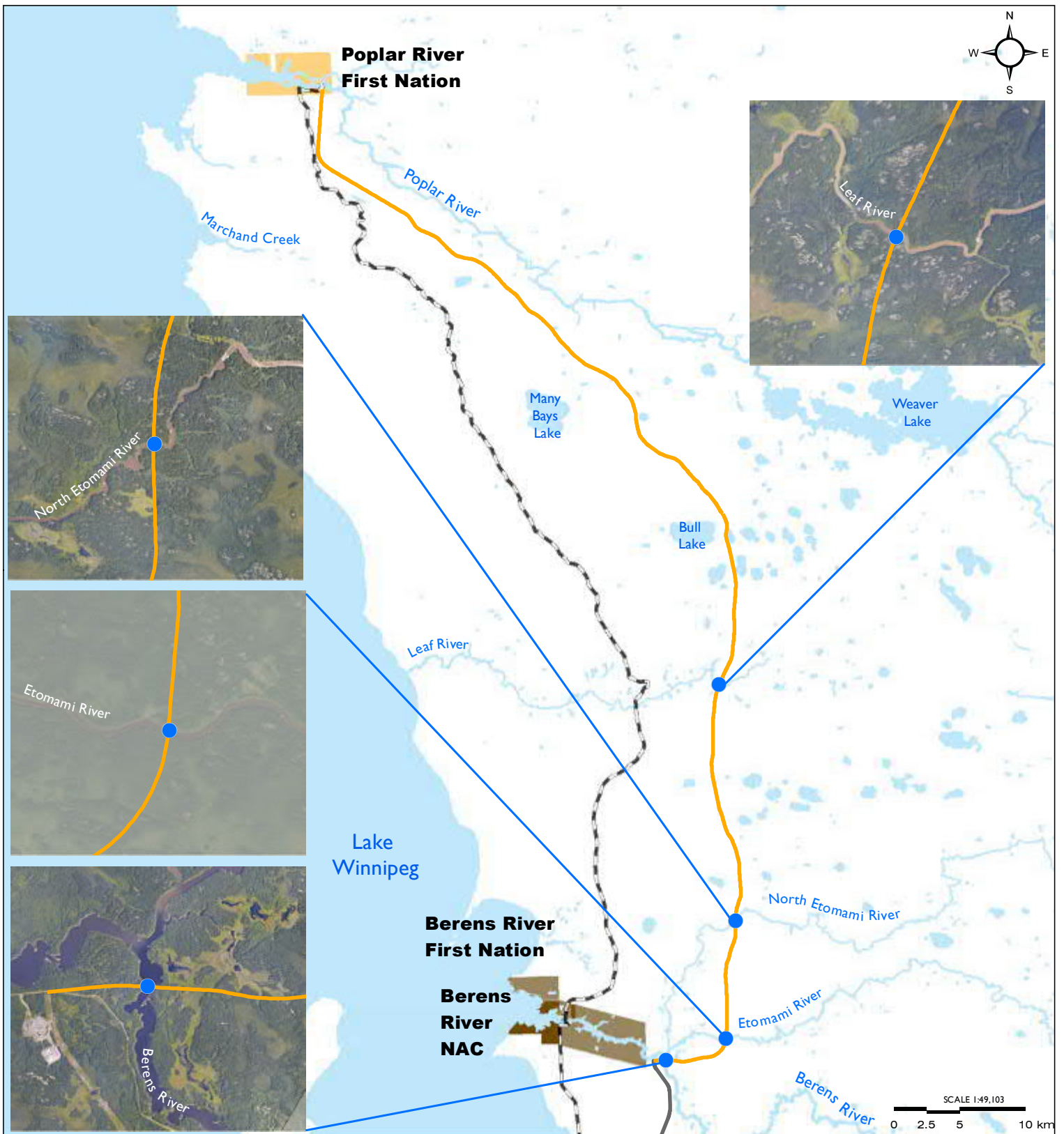
P4 All-Season Road Alignment	Berens River First Nation Reserve	Provincial Park
P1 All-Season Road (South of Berens to PTH 304) - Under Construction	Poplar River First Nation Reserve	Ecological Reserve
2013/2014 Manitoba Winter Road	Wildlife Refuge	Wildlife Management Area
Northern Affairs Community	Other First Nations	Area of Special Interest

*Areas of Special Interest are candidate protected areas selected to represent the enduring features found within an ecoregion that still need to be captured in Manitoba's protected areas network.

Map Drawing Information:
ESRI Base Layers, Province of Manitoba, CanVec, GeoGratis,
Dillon Consulting Limited

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Project 4 - All-Season Road Connecting Berens River to Poplar River First Nation

Figure I-7
Locations of Major Water Crossings

- P4 All-Season Road Alignment (April 2015)
- P1 All-Season Road (South of Berens to PTH 304) - Under Construction
- 2013/2014 Manitoba Winter Road
- Major Crossing - Rivers
- Berens River First Nation Reserve
- Poplar River First Nation Reserve
- Berens River Northern Affairs Community

Map Drawing Information:
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Manitoba, CanVec, GeoGratis,
Dillon Consulting Limited

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Pursuant to Section 15(d) of the Canadian Environmental Assessment Act, 2012, the CEA Agency is the authority responsible for federal review of this proposed Project. The CEA Agency issued the [Final Environmental Impact Statement Guidelines](#) to the proponent on March 10, 2015 for the preparation of an EIS.

A 433 m community access road located on the Poplar River First Nation Reserve lands is proposed and will follow a separate environmental review process conducted by INAC under Section 67 of the *Canadian Environmental Assessment Act, 2012*. ESRA will also apply for required construction permits under Section 28(2) of the *Indian Act* (R.S.C., 1985, c. I-5).

1.4.1.2 Other Federal Regulatory Approvals and Legislation

In addition to Project approval required under CEAA 2012, other federal legislation potentially relevant to this proposed Project includes:

Federal Legislation	Rationale/Relevance
<i>Explosives Act</i> (R.S.C., 1985, c. E-17)	<ul style="list-style-type: none"> ▪ Project requires the use and storage of explosives ▪ Manufacture and storage of explosives are regulated under the Act which is administered by Natural Resources Canada (NRCan) ▪ Magazine Storage Licence is required from the Explosives Regulatory Division of NRCan
<i>Fisheries Act</i> (R.S.C., 1985, c. F-14)	<ul style="list-style-type: none"> ▪ Project crosses waterways which support fish and fish habitat that are a part of a commercial, recreational, or Aboriginal fishery ▪ Crossings will be installed in accordance with Fisheries and Oceans Canada’s ‘Measures to Avoid Serious Harm to Fish and Fish Habitat’
<i>Migratory Birds Convention Act</i> , 1994 (S.C. 1994, c. 22)	<ul style="list-style-type: none"> ▪ Migratory birds frequent the Project area and are protected
<i>Species at Risk Act</i> (R.S.C., 1985, c. F-14)	<ul style="list-style-type: none"> ▪ Species at risk inhabit the Project area and are protected
<i>Navigation Protection Act</i> (R.S.C., 1985, c. N-22)	<ul style="list-style-type: none"> ▪ Rivers to be crossed (Leaf River, North Etomami River, Etomami River, Berens River) are “non-scheduled” watercourses ▪ Under the ‘opt-in’ provision in Section 4 of the Act, ESRA will apply for the assessment and potential approval of proposed works

1.4.2 Provincial Regulatory Requirements

1.4.2.1 The Environment Act

The proposed Project is a ‘Class 2’ development (i.e., a two lane road at a new location with associated facilities and borrow pits) under the *Classes of Development Regulation* (164/88) of Manitoba’s *The Environment Act* and therefore requires an *Environment Act* Licence. Under *The Environment Act*, the following regulations may be applicable to the Project:

- Classes of Development Regulation (164/88);
- Licensing Procedures Regulation (163/88);
- Litter Regulation (92/88 R);
- Pesticides Regulation (94/88 R); and
- Waste Disposal Grounds Regulation (150/91).

1.4.2.2 Other Provincial Regulatory Approvals and Legislation

The construction, operation and maintenance of the proposed Project including its project components is subject to applicable provincial legislation, guidelines, codes and standards potentially including:

Provincial Legislation	Associated Regulations, Standards
<i>The Contaminated Sites Remediation Act (C.C.S.M. c. C205)</i>	<i>Contaminated Sites Remediation Regulation (105/97)</i>
<i>The Crown Lands Act (C.C.S.M. c. C205)</i>	<i>Crown Lands Fees Regulation (130/91)</i> <i>Vehicle Use on Crown Lands Resource Roads Regulation (145/91)</i>
<i>The Dangerous Goods Handling and Transportation Act (C.C.S.M. c. D12)</i>	<i>Dangerous Goods Handling and Transportation Regulation (55/2003)</i> <i>Environmental Accident Reporting Regulation (439/87)</i> <i>Generator Registration and Carrier Licencing Regulation (175/87)</i> <i>Storage and Handling of Petroleum Products and Allied Products Regulation (188/2001)</i>
<i>The Endangered Species and Ecosystems Act (C.C.S.M. c. E111)</i>	<i>Threatened, Endangered and Extirpated Species Regulation (25/98)</i>
<i>The Forest Act (C.C.S.M. c. F150)</i>	<i>Forest Use and Management Regulation (227/88 R)</i>
<i>The Heritage Resources Act (C.C.S.M. c. H39.1)</i>	<i>Heritage Objects Designation Regulation (160/89)</i> <i>Heritage Resources Forms Regulation (99/86)</i> <i>Heritage Sites Designation Regulation (122/88 R)</i>
<i>The Highways and Transportation Act (C.C.S.M. c. H40)</i>	<i>Construction and Surface Maintenance of Access Crossings to Departmental Roads Regulation (412/88 R)</i> <i>Declaration of Provincial Roads Regulation (413/88 R)</i>
<i>The Mines and Minerals Act (C.C.S.M. c. M162)</i>	<i>Drilling Regulation, 1992 (63/92)</i> <i>Quarry Minerals Regulation, 1992 (65/92)</i>
<i>The Noxious Weeds Act (C.C.S.M. c. N110)</i>	<i>Noxious Weeds Regulation (35/96)</i>
<i>The Public Health Act (C.C.S.M. c. P210)</i>	<i>Collection and Disposal of Wastes Regulation (321/88 R)</i> <i>Protection of Water Sources Regulation (326/88 R)</i> <i>Water Supplies Regulation (330/88 R)</i> <i>Water Works, Sewerage and Sewage Disposal Regulation (331/88 R)</i>
<i>The Sustainable Development Act (C.C.S.M. c. S270)</i>	
<i>The Water Protection Act (C.C.S.M. c. W65)</i>	<i>Manitoba Water Quality Standards, Objectives and Guidelines Regulation (196/2011)</i>
<i>The Water Rights Act (C.C.S.M. c. W80)</i>	<i>Water Rights Regulation (126/87)</i>
<i>The Wildfires Act (C.C.S.M. c. W128)</i>	<i>Burning Permit Areas Regulation (242/97)</i>
<i>The Wildlife Act (C.C.S.M. c. W130)</i>	<i>General Hunting Regulation (351/87)</i> <i>Hunting Areas and Zones Regulation (220/86)</i> <i>Trapping Areas and Zones Regulation (149/2001)</i> <i>Wildlife Protection Regulation (85/2003)</i>
<i>The Workplace Safety and Health Act (C.C.S.M. c. W210)</i>	<i>Workplace Safety and Health Regulation (217/2006)</i> <i>Operation of Mines Regulation (212/2011)</i>

Provincial work permits required under *The Crown Lands Act* for road construction, and quarry and camp development on provincial Crown lands will be secured prior to construction of the proposed Project. Casual quarry permits required under Subsection 133(1) of *The Mines and Minerals Act* will be

acquired prior to quarry development. Burning Permits required under Section 19(1) of *The Wildfires Act* will be secured as needed. Permits for petroleum storage tanks over 5,000 L on Crown land are required under *The Dangerous Goods Handling and Transportation Act (Storage and Handling of Petroleum Products and Allied Products Regulation)* and will also be secured as needed. A licence or authorization may be required under *The Water Rights Act* prior to the construction of bridges and installation of culverts as required. A water use license under *The Water Rights Act* is not expected to be required as water use (e.g., dust control, use at concrete batch plants for bridge construction) is not expected to exceed the 25,000 L per day threshold. Water for use during construction activities will be sourced from appropriate surface water sources adjacent to the right of way and will be withdrawn in accordance with applicable regulatory guidelines and requirements.

1.5 Environmental Impact Assessment Overview

As described above in **Section 1.4**, the proposed P4 All-Season Road Project requires approval under the federal *Canadian Environmental Assessment Act* and the *Manitoba Environment Act*. **Figure 1-8** provides an illustration of the general approach used to complete the EIA of the proposed Project and follows the general principles and specific guidance of environmental assessment and federal and provincial regulators, respectively.

The purpose of this EIS is to obtain regulatory approvals to construct and maintain the proposed P4 all-season road Project. To satisfy regulatory requirements, the EIS identifies the scope of the Project and the assessment, describes the proposed project and environmental setting (biophysical, socio-economic and Aboriginal peoples components), identifies, assesses, and mitigates potential adverse environmental effects and evaluates the significance of any residual environmental effects. The report outlines the program implemented for engagement of Aboriginal peoples and the public and provides an analysis of feedback received. Effects of accidents and malfunctions, effects of the environment on the Project, and cumulative environmental effects are also discussed in this EIS.

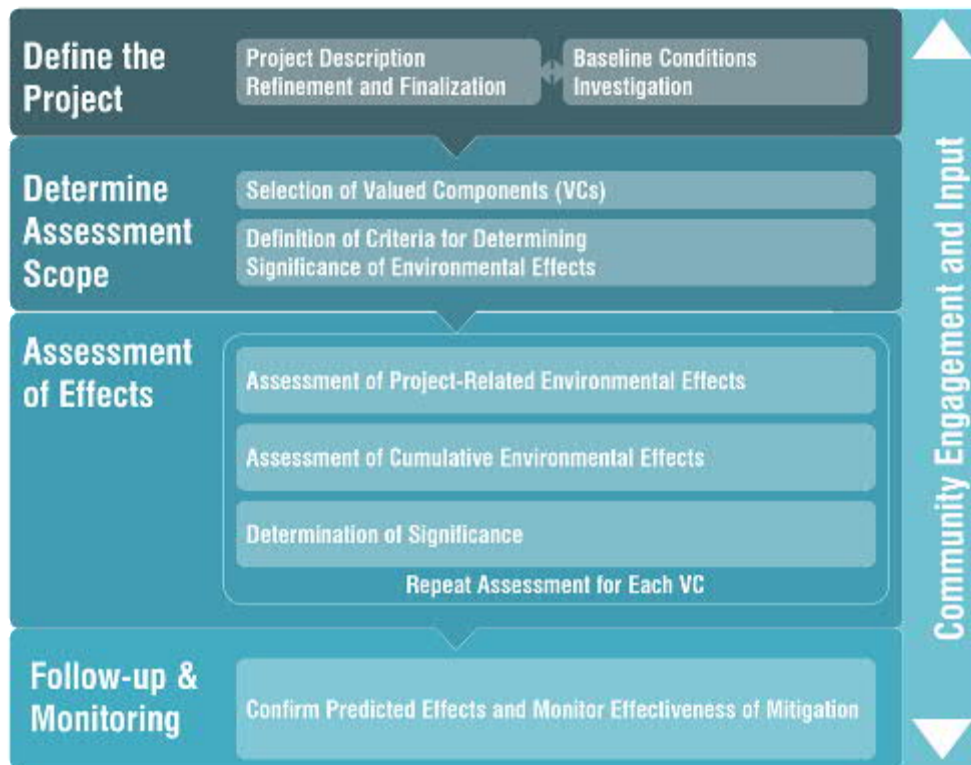


Figure 1-8: Summary of Environmental Impact Assessment Approach

1.6 Report Organization

This document is the EIS for the proposed Project 4 – All-Season Road Connecting Berens River and Poplar River First Nations and is submitted to federal and provincial authorities in both paper copy and digital formats. The report is organized into the following sections:

- **Project Summary**, prepared as a separate document, in both of Canada’s official languages and provides a concise description of the P4 Project, a summary of engagement activities with Aboriginal groups and the public along with feedback received, an overview of predicted changes to the environment, and proposed mitigation measures, ESRA’s conclusions on any adverse residual effects and their significance, and follow-up and monitoring programs proposed;
- **Table of Contents** with a complete listing of chapters, sections of chapters, and lists of Figures, Tables, Photographs, and Appendices;
- **Glossary** of terms used in the EIS as well as lists of acronyms, units, and abbreviations;
- **Chapter 1: Introduction and Overview** provides background information about the proponent, an overview of the Project and its location, and a description of the regulatory framework under which the Project will be reviewed;
- **Chapter 2: Project Justification and Alternatives Considered** describes the need for and purpose of the Project, as well as alternative alignments for the road, access roads, and borrow areas/quarries and types of watercourse crossings considered;

- **Chapter 3: Project Description** describes components, associated and ancillary works that assist in understanding anticipated environmental effects, as well as descriptions of activities associated with the planning/design, construction, and operation phases of the P4 Project;
- **Chapter 4: Aboriginal and Public Engagement Program** details community meetings, design workshops, public information sessions, and discussions with regulators and other stakeholders. A supplemental document, **Annex A**, is provided with the EIS which presents information distributed as part of the Aboriginal and Public Engagement Program for the P4 Project;
- **Chapter 5: Environmental Protection** summarizes ESRA corporate policies and practices, applicable environmental best practices, and appropriate mitigation measures to be implemented during construction, operation and maintenance of the proposed P4 Project;
- **Chapter 6: Environmental Impact Assessment Scope and Approach** presents information relevant to the scope and methods used for predicting potential changes to the environment and on identified valued components, applying/identifying mitigation measures to offset adverse environmental effects, and determining any residual environmental effects and their significance;
- **Chapter 7: Physical Environment** provides a description of the physical setting of the Project and baseline conditions of the Project area, as well as predicted changes resulting from each phase of Project development in terms of geographic extent, duration and frequency, and reversibility, mitigation measures proposed/to be applied, and anticipated potential adverse effects remaining, if any, and their significance;
- **Chapter 8: Aquatic Environment** provides a description of the aquatic environmental setting of the Project and baseline conditions of the Project area, as well as predicted changes resulting from each phase of Project development in terms of geographic extent, duration and frequency, and reversibility of predicted changes on the Aquatic Environment as well as specific Valued Components of the Aquatic Environment, mitigation measures proposed/to be applied, and anticipated potential adverse effects remaining, if any, and their significance;
- **Chapter 9: Terrestrial Environment** provides a description of the terrestrial setting of the Project and baseline conditions of the Project area, as well as predicted changes resulting from each phase of Project development in terms of geographic extent, duration and frequency, and reversibility of predicted changes on the Terrestrial Environment as well as specific Valued Components of the Terrestrial Environment, mitigation measures proposed/to be applied, and anticipated potential adverse effects remaining, if any, and their significance;
- **Chapter 10: Socio-Economic and Cultural Environment** provides a description of the socio-economic and cultural setting of the Project and baseline conditions of the Project area, as well as predicted changes resulting from each phase of Project development in terms of geographic extent, duration and frequency, and reversibility of predicted changes on the Socio-economic and Cultural Environment as well as related Valued Components, mitigation measures applied, and adverse effects remaining, if any, and their significance;
- **Chapter 11: Effects of the Environment on the Project** identifies how local conditions and natural hazards could adversely affect the Project and, in turn, the environment;
- **Chapter 12: Accidents and Malfunctions** describes the risks and effects of potential accidents and malfunctions on the environment caused by human error or exceptional natural events, and measures and safeguards available and in place should such events occur;

- **Chapter 13: Cumulative Environmental Effects** addresses potential changes to Valued Components of the environment resulting from the combining of P4 Project effects with the effects of other past, present and reasonably foreseeable physical activities;
- **Chapter 14: Monitoring and Follow-up** describes programs designed to verify the accuracy of the effects assessment and to determine the effectiveness of recommended measures to mitigate potential adverse effects of the P4 Project;
- **Chapter 15: Summary and Conclusions** provides a summary of the EIS and a statement of key conclusions; and
- **Chapter 16: References** presents literature sources and personal communications cited and contacts made during the development of the EIS.