



INDEPENDENT ENVIRONMENTAL MONITORING AGENCY

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December 9, 2016

Violet Camsell-Blondin
Chair, Wek'eezhii Land and Water Board
#1-4905 48th St, Yellowknife, NT
X1A 3S3

Dear Ms. Camsell-Blondin,

Re: Jay Early Works Road Construction Plan

The Independent Environmental Monitoring Agency (Agency) has reviewed the Jay Project Road Construction Plan (RCP) and the Jay Watercourse Crossing Type B Water Licence Application (W2016L8-0003). The Agency submits the following comments for your consideration.

Section 2.1 - Timing of Road Construction – Caribou and other VEC Wildlife

The RCP (page 4) states that construction of the Jay Road, Jay Pipeline Road, Jay North Road and Jay Project laydown areas will occur between late January and mid-October 2017. This time period includes the spring and fall migration of the Bathurst caribou herd. There is no indication within the RCP as to what triggers exist, or what mitigation actions will be implemented, to minimize interactions when caribou or other VEC wildlife are observed in the vicinity of construction activities.

Recommendation: The RCP should identify the triggers and mitigation actions that will be implemented to minimize interactions when caribou or other VEC wildlife are observed in the vicinity of the construction activities. Alternatively, the RCP should reference the management plan where this information can be located.

Section 2.1 - Timing of Road Construction – Stream Crossing Erosion and Sedimentation Mitigation

The RCP (page 4) states that measures to minimize erosion and sedimentation into watercourses will be applied during any construction activities near the B0 and Ac35 stream crossings regardless of whether the activities are within the “NWT Restricted Activity Timing Windows for the Protection of Fish and Fish Habitat”. No description of the potential erosion and sedimentation mitigation measures are provided.

Similarly, the Type B Water License application for Jay Watercourse Crossings states "*Measures to minimize erosion and sedimentation into the watercourses will also be applied during any construction activities near the watercourses both within and outside of the timing window, as needed.*" Nowhere in the document are examples of these mitigation measures provided.

Recommendation: The RCP should identify what erosion and sedimentation mitigation actions will be implemented where construction is taking place in the vicinity of the B0 and Ac35 stream crossings. Alternatively, the Plan should reference the management plan where this information can be located.

Appendix A – Map 1-3 – Early Works General Arrangement Plan

The laydown areas for the Jay Road are planned to be positioned a minimum of 30 m from the shores of Lac du Sauvage (Appendix B. Technical Memorandum Dominion Diamond Jay Project Design Basis for Early Works Road and Culverts. Section 5.0). Other infrastructure that could potentially have contaminant seepage entering water bodies (i.e., Jay Waste Rock Storage Facility) is planned for minimum 100 m setback from Lac du Sauvage shoreline (DAR p. 3-63).

Recommendation: DDEC to clarify why the Early Works laydown areas are closer to Lac du Sauvage than other potential seepage or runoff sources.

Should you have any questions concerning these comments, the Agency would be pleased to discuss these at your convenience.

Sincerely,



Jaida Ohokannoak
Chairperson

Cc: DDEC – April Hayward
Tlicho Government - Sjoerd van der Wielen
Yellowknife Dene First Nation – Alex Power
Lutsel K'e Dene First Nation – Lauren King
North Slave Metis Alliance – Shin Shiga
Kitikmeot Inuit Association – Jared Ottenhof
Government of the Northwest Territories – Laurie McGregor
Indigenous and Northern Affairs Canada – Jennifer O'Neil