Port Infrastructure for the Nunavik Nickel Mine Project
Environmental Assessment

Minutes of the meeting of May 7, 2012
Meeting location: 105 McGill Street, Montreal

Present:
Jean Corbeil, CRI, Director, Construction-Port Sector
Daniel Savard, CRI, Vice-President, Construction
Gail Amyot, CRI, Vice-President, Environment, Health and Safety
Ray Bailey, SNC Lavalin-Newfoundland
Michel Trudel, Ultragen
Patrick Charbonneau, Genivar
Yvan Houle, Nunavik Marine Region Impact Review Board
Brendan O'Donnell, Nunavik Marine Region Impact Review Board
Mishal Naseer, Nunavik Marine Region Impact Review Board
Isabelle Tremblay, lawyer for Nunavik Marine Region Impact Review Board
Stas Opinski, Makivik
Gregor Gilbert, Makivik
DFO (via conference call):
Annik Gagné
François Hazel
COFEX-N: Claude Langlois, Caroline Larrivée, Selena Whiteley, Vicki Da Silva-Casimiro, Judy Doré, Anne-Marie Gaudet

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Purpose of the meeting: Update on the port infrastructure project, presented by Canadian Royalties Inc. (CRI) to COFEX-N.

Claude Langlois, Chair of COFEX-N, chaired the meeting.

1/ Round table
The representatives of the participants present were introduced, and the meeting objective was announced by Claude Langlois.

2/ Presentation by CRI
A PowerPoint slideshow was presented by Ms. Amyot and Mr. Corbeil of CRI.

The mine project obtained its permits and authorizations in 2008, and the project began in 2011. A shifting of the materials at the site of the construction planned for 2011 forced the proponent to stop work. CRI had to review the location and layout of the wharf. CRI filed new applications for authorization, as well as a new impact statement in December 2011, for the new layouts and locations of the port.

Since the submission of the new application, the project has been amended. DFO had notified the proponent that the option presented in the 2011 EIS, which involved marine sediment disposal, was not acceptable at the selected disposal site because of the presence of soft corals.

CRI has reviewed the infrastructure design. According to the last amendments and the currently anticipated location, the total volume of sediment to be dredged would be reduced to approximately 50,000 m^3. Dredging will be carried out from July to October 2012, starting at the shore, for the construction of the breakwater (jetty) to access the site, and the volume of sediment to be dredged will be 20,000 to 24,000 m^3. A second dredging phase would be carried out in 2013 for the construction of the wharf, and the dredging of 30,000 m^3 of sediment is planned. According to the most recent information, submitted in March 2012, the sediment would be disposed of on land. Four sites are being analyzed for use as sediment disposal sites.

CRI would like to begin producing an ore concentrate in December 2012. The concentrate storage site at the mine site has sufficient capacity to store a maximum of 5 days' worth of production. CRI therefore plans to build the concentrate warehouse next to the port infrastructure starting in the fall of 2012 so that ore can be stored as soon as production begins.

CRI states that 150,000 tonnes of ore per year will be transshipped at the marine terminal and would be loaded onto about nine ships per year. Mr. Corbeil said that the infrastructure was designed for ships of 30,000 DWT. The mine project environmental impact statement submitted in 2007 states that the wharf will be designed to accommodate ships of more than 25,000 DWT (Genivar 2007, p. 88). In Ms. Amyot's e-mail to Mr. Théberge of the Canadian Environmental Assessment Agency (CEAA), dated December 16, 2011, she says that the wharf is designed for ships of 25,000 DWT or less. The CEAA and COFEX-N informed CRI that that information needs to be clarified, because the tonnage of the ships that will be using the wharf has an impact on the environmental assessment process.

CRI said that the location of the concentrate warehouse in Deception Bay had been moved 800 m away, on the rocky substrate. CRI asked that the 2012 dredging phase be excluded from the scope of the environmental assessment under the *Canadian Environmental Assessment Act* and under the James Bay and Northern Quebec Agreement (JBNQA), since the work has to be carried out quickly. The authorization obtained in 2008 was for dredging for the terminal and for the construction of the warehouse on land. Since those two components have not changed substantially, CRI believes that the 2008 authorization is still valid.

There was some discussion of the impact of blasting and sheet pile driving on marine mammals. The threshold normally observed is 160 db to avoid injuring and disturbing whales. Genivar has carried out a study in Baie Comeau on the impact of noise created by the construction of the wharfs on marine mammals , but DFO has not received the data from the study.

COFEX-N asked for the results of the bathymetric and geotechnical studies to determine the seabed profile.

The attendees asked the following questions, which need to be answered by CRI:

- Would it be possible to negotiate use of the XStrata terminal?
- How will CRI ensure that the sites where the new wharf and warehouse will be built are stable?
- How can ore contamination along the route be avoided, since the trucks will be covered in ore from coming into contact with it at the mine site?
- For what reasons did CRI opt for a bridge and a wharf over a continuous wharf?
- Can you confirm the capacity of the ships for which the wharf was designed?
- Can you resubmit an application that explains the project clearly, to determine what authorizations are required and which parties/groups need to provide them?
- (There was also a question about the dredging required over time for maintenance – the consultant could not estimate what volumes that might represent.)

CRI said that it plans to submit an update to the project (description of the project and biophysical environment, updated schedule) in the coming weeks, as well as an addendum to the 2011 impact statement, in order to respond to the questions and comments mailed to COFEX-N and CEAA and raised at the meeting.