

Nalcor Energy – Lower Churchill Project



L-ITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN

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LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	2

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LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	3

TABLE OF CONTENTS

	PAGE
1 PURPOSE AND INTRODUCTION	5
2 SCOPE	6
3 DEFINITIONS	6
4 ABBREVIATIONS & ACRONYMS.....	7
5 REFERENCE DOCUMENTS.....	8
6 LABRADOR-ISLAND TRANSMISSION LINK PROJECT DESCRIPTION	8
7 REGULATORY COMPLIANCE	10
8 LIKELY RESIDUAL PREDICTED PROJECT EFFECTS AND SIGNIFICANCE	11
8.1 Determination of Significance	12
9 CONSULTATION EFFORTS AND ISSUES RAISED.....	13
9.1 Consultation with Outfitters	13
9.2 Issues Raised.....	17
10 ENVIRONMENTAL EFFECTS MANAGEMENT MEASURES	17
10.1 Scheduling of Activities	17
10.2 Construction Effects Mitigation – Land Use Conflicts.....	19
10.3 Construction Effects Mitigation – Noise Emissions.....	20
10.4 Construction Effects Mitigations – Access Road Conflicts	20
11 PERMANENT ENVIRONMENTAL EFFECTS.....	21
11.1 Access Creation and Increased Hunting Levels.....	21
11.2 Loss of Wilderness Experience	23
12 ENVIRONMENTAL EFFECTS MONITORING	23
12.1 Environmental Effects Monitoring	23
12.2 Access Use Monitoring - LCP	24
12.3 Hunting Success Monitoring - LCP.....	24
12.4 Operations Monitoring and Reporting - Outfitters.....	24
13 CONTINGENCY PLAN.....	24
14 REFERENCES.....	25

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	4

FIGURE	PAGE
Figure 6-1 Labrador-Island Transmission Link	9
Figure 9-1 Outfitting camps in proximity to HVdc	15
Figure 10-1 Labrador – Island Transmission Link Segments	18
Figure 11-1 Baseline off-highway vehicle use in the Main River area	22

TABLE	PAGE
Table 1-1 Salmon Fishing and Big Game Hunting Seasons in Newfoundland and Labrador	6
Table 9-1 Meetings with Outfitting Groups	16
Table 10-1 Clearing and construction schedule of the LITL by segment	18

Appendix A	Labrador – Island Transmission Link Additional Project Description Maps: Right of Way Alignment
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LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	5

1 PURPOSE AND INTRODUCTION

The purpose of this Labrador-Island Transmission Link (L-ITL) (the Project) Outfitters Environmental Effects Monitoring Plan (OEEMP) is to set out a program for monitoring the effectiveness of mitigation measures implemented to mitigate adverse environmental effects to outfitters. To comply with regulatory requirements and commitments made in the L-ITL Environmental Impact Statement (EIS), the L-ITL's OEEMP approach includes consideration of:

- Mitigation objectives – performance objectives for each adverse environmental effect;
- Mitigation – measures planned to achieve the mitigation objectives;
- Metrics and targets – specific, quantifiable, relevant and time constrained;
- Follow-up or monitoring programs – how the Project will include follow-up or monitoring surveys to confirm that mitigation strategies are meeting the mitigation objectives; and
- Contingency plan – to be implemented should monitoring reveal that mitigation measures have not been successful.

The L-ITL's OEEMP relates to the environmental effects on outfitting operations, and builds on existing information and commitments made in the EIS (Nalcor 2012), and conditions of permits and licenses for the Project.

While outfitting companies have established camps throughout the province, they are primarily located on the Northern Peninsula and in Central and Eastern Newfoundland. Outfitters usually offer both fishing and/or hunting (mainly for black bear and moose) but some may offer other experiences such as hiking or snowmobiling. They may guide clients in any management area where appropriate licences are held and these areas are not always based on designated wildlife management zones (Deveraux 2010, pers. comm.). The most common activities are salmon angling and big game hunting, and are typically seasonal in nature. Table 1-1 shows relevant seasons serviced by outfitters in Newfoundland and Labrador.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	6

Table 1-1 Salmon Fishing and Big Game Hunting Seasons in Newfoundland and Labrador

Species	Newfoundland 2014-2015	Labrador 2014-2015
Salmon	Set annually (June to Sept 2014) Fall angling on Gander River, Exploits River and Humber River (Sept to Oct 2014)	Set annually (June to Sept 2014)
Moose	Sept/Oct 2014 to Dec 2014/Jan 2015	Sept 2014 to Mar 2015
Black Bear	Sept to Nov 2014	Aug/Sept 2014 to Nov 2014; Apr 2015 to Jul 2015
Woodland Caribou	Sept 2014 to Oct/Nov/Dec 2014	No woodland caribou hunting allowed in south-eastern Labrador

Source: 2014-2015 Hunting and Trapping guide, Department of Environment and Conservation; Angler's Guide 2014-2015, Fisheries and Oceans Canada

2 SCOPE

This plan addresses the required aspects of outfitter effects monitoring for the construction and operation phases of the Project, as further described in Section 6.0 of this document.

3 DEFINITIONS

Environmental Assessment (EA): An evaluation of a project's potential environmental risks and effects before it is carried out and identification of ways to improve project design and implementation to prevent, minimize, mitigate, or compensate for adverse environmental effects and to enhance positive effects.

Environmental Management: The management of human interactions with the environment (air, water and land and all species that occupy these habitats, including humans).

Environmental Protection Plan: Document outlining the specific mitigation measures, contingency plans and emergency response procedures to be implemented during the construction or operations of a facility.

Environmental Effects Monitoring: Monitoring of overall Project effects to confirm the predictions of environmental assessment (EA) and to fulfill EA commitments.

Environmental Compliance Monitoring: Monitoring of Project activities to confirm compliance with regulatory requirements and commitments made through the EA process.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	7

Outfitter: For this plan, outfitter refers to operations which provide hunting, angling and/or hiking and snowmobiling experiences to clients.

4 ABBREVIATIONS & ACRONYMS

ac	alternating current
dc	direct current
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPP	Environmental Protection Plan
ERC	Environment and Regulatory Compliance
HVdc	High Voltage direct current
Km	kilometres
kV	kilovolt
LCP	Lower Churchill Project
L-ITL	Labrador-Island Transmission Link
Nalcor	Nalcor Energy
NL	Newfoundland and Labrador
NLDEC	Newfoundland and Labrador Department of Environment and Conservation
NLDEC-WD	Newfoundland and Labrador Department of Environment and Conservation – Wildlife Division
NLOA	Newfoundland and Labrador Outfitters Association
OEEMP	Outfitters Environmental Effects Monitoring Plan
OHV	Off-highway vehicle
ROW	Right of Way
SOBI	Strait of Belle Isle

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	8

5 REFERENCE DOCUMENTS

LCP-PT-ED-0000-EA-SY-0002-01	Environmental Impact Statement and Supporting Documentation for the Labrador-Island Transmission Link
LCP-PT-MD-0000-SM-ST-0001-01	Post Environmental Assessment Release
LCP-PT-MD-0000-EV-PL-0009-01	LCP HVdc Overland Transmission and HVdc Specialties Environmental Protection Plan
LCP-PT-MD-0000-RT-PL-0001-01	Regulatory Compliance Plan
LCP-PT-MD-0000-HS-PL-0001-01	Health and Safety Plan
LCP-PT-MD-0000-HS-PL-0004-01.	LCP Emergency Response Plan
LCP-PT-MD-0000-EV-PY-0001-01	LCP No Harvesting Policy

6 LABRADOR-ISLAND TRANSMISSION LINK PROJECT DESCRIPTION

As described in the EIS, the Project consists of the construction and operation of a ± 350 kilovolt (kV) high voltage direct current (HVdc) electricity transmission system between Muskrat Falls in central Labrador to Soldiers Pond on the Avalon Peninsula of the Island of Newfoundland.

The transmission system includes the following key components (see Figure 6-1):

- an alternating current (ac) to direct current (dc) converter station at Muskrat Falls;
- approximately 400 km overhead HVdc transmission line from Muskrat Falls to Forteau Point;
- three submarine cables across the Strait of Belle Isle (SOBI) between Forteau Point and Shoal Cove, with associated onshore infrastructure;
- approximately 700 km of overhead HVdc transmission line from Shoal Cove to the Avalon Peninsula;
- a dc to ac converter station at Soldiers Pond; and
- shoreline electrodes at L'Anse au Diable and Dowden's Point, and overhead, wood pole electrode lines between the shoreline electrode sites and their respective converter stations.

The 60 metre wide right of way (ROW) for the transmission line was finalized during the environmental assessment process for the Project (see Appendix A).

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN

Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	9

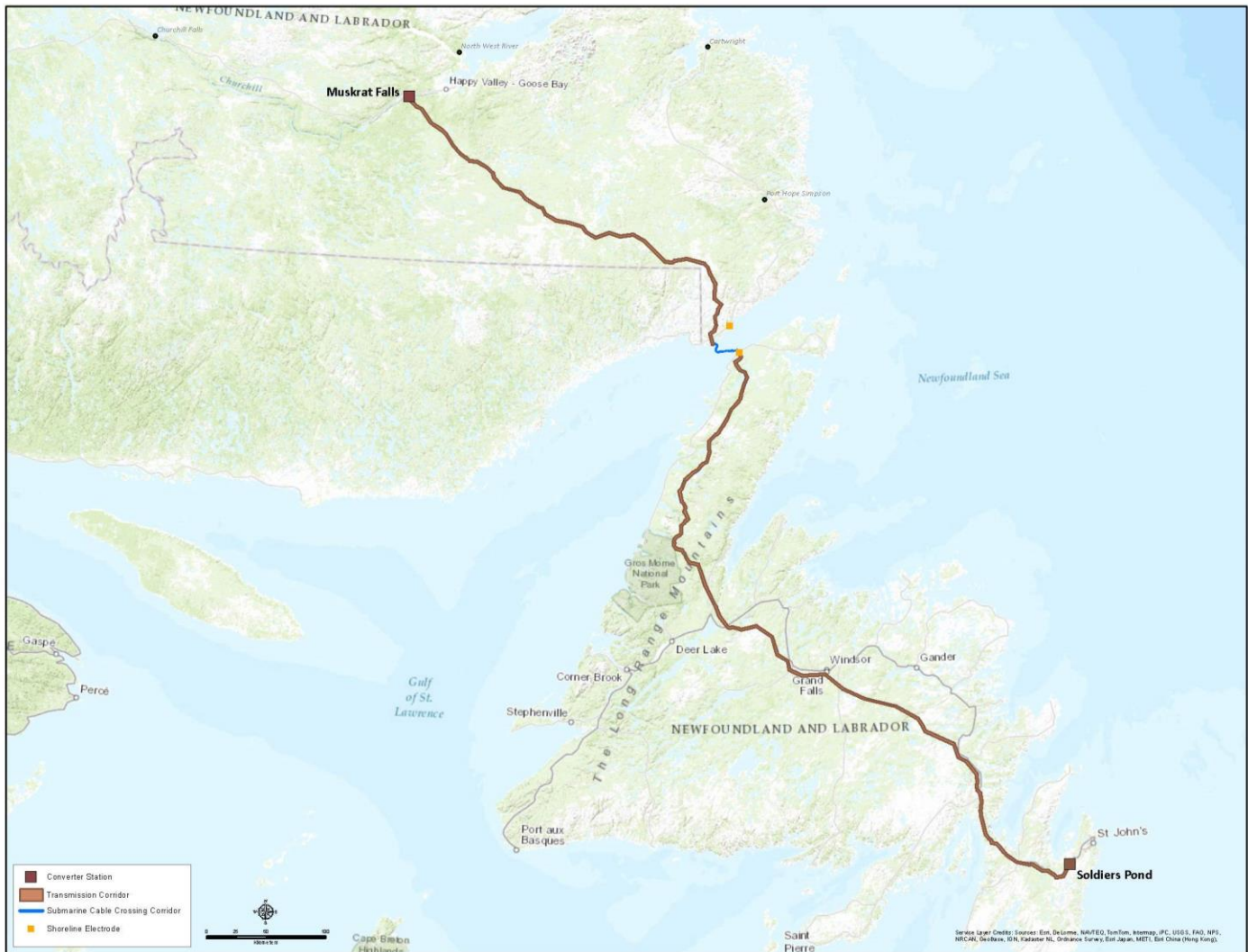


Figure 6-1 Labrador-Island Transmission Link

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	10

7 REGULATORY COMPLIANCE

Regulation NLR 87/13, also referred to as the Labrador-Island Transmission Link Undertaking Release Order, under the Environmental Protection Act released the Project from environmental assessment and set conditions which LCP must meet. Section 4 of the release establishes the following conditions relating to outfitters:

- (i) the proponent, in consultation with the Newfoundland and Labrador Outfitters Association and outfitters who may potentially be impacted by the project, will develop a monitoring plan related to the potential impacts of the project on these outfitters;
- (j) should direct impacts referred to in paragraph (i) be identified,
 - (i) the proponent shall work with the affected outfitters and the Newfoundland and Labrador Outfitters Association to develop reasonable compensation provisions, and
 - (ii) in areas with new project access, the proponent shall also design and implement an Access Decommissioning Plan to mitigate diminished outfitting success rates.

This EEMP, which includes the results of extensive consultation with both the NLOA and outfitters, is intended to satisfy Section 4 (i) of the release order.

Provisions identified in Section 4 (j) of the release order, notably compensation and access decommissioning, will be developed and implemented as required based on the information collected through this EEMP.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	11

8 LIKELY RESIDUAL PREDICTED PROJECT EFFECTS AND SIGNIFICANCE

The potential effects of Project construction activities on commercial and municipal land and resource use and users were assessed in the EIS (Nalcor 2012). The transmission ROW passes through various regions of the province which have established commercial outfitting operations. The ROW does not directly overlap with any outfitting operations. Extensive existing access and/or other previous human development such as forest harvesting or existing transmission lines are ubiquitous throughout most of the province and, accordingly, the predicted effects of the Project on outfitting operations will be minimal.

The likely residual environmental effects of Project construction on Commercial/Municipal Land and Resource Use (which included outfitters) were summarized in the EIS (Nalcor 2012) as:

- Adverse;
- Of low to moderate magnitude;
- Local in geographic extent;
- Of short to medium-term duration; and
- Of low to continuous frequency.

The likely residual effects of Project operations and maintenance on Commercial/Municipal and Recreational Land and Resource Use (which included outfitters) were summarized in the EIS (Nalcor 2012) as:

- Adverse;
- Of low to moderate magnitude;
- Local in geographic extent;
- Of short-term to far future duration; and
- Of low to continuous frequency.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	12

8.1 DETERMINATION OF SIGNIFICANCE

As stated in the EIS (Nalcor 2012), significant adverse environmental effects as a result of the Project on Commercial Land and Resource Use are defined as:

An effect causing a detectable decrease in activity levels and overall revenues over several years for one or more commercial enterprises which currently operate in the regional study area, which challenges the successful operation and overall economic viability of these enterprises.

In relation to outfitters, while Project components will occupy areas currently used for outfitting activities, these occupied areas will be a small proportion of the total land available to land users. Creation of new access will be minimal in most areas. Project activities will likely disrupt some types of users in localized areas and affect their quality of experience, but users will be able to use alternative areas in the regional study area. Project design, consultation, permitting, communications and other effects management measures will identify and address issues by avoiding sensitive areas as much as possible and complying with development regulations and guidelines.

Given the large and alternative areas available to users and the effects management measures planned, it is anticipated that the Project will not result in a decrease in activity, compromise successful operation and overall economic viability of commercial enterprises.

Mitigation strategies will be implemented, as discussed in Section 10 and 11 to mitigate temporary and non-significant effects of the Project on the operations of outfitters. Insofar as significant effects, which result in a detectable or measureable impact on business activity levels and revenue, are concerned, outfitters will be expected to provide information and data to substantiate a basis for compensation.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	13

9 CONSULTATION EFFORTS AND ISSUES RAISED

9.1 CONSULTATION WITH OUTFITTERS

Consultation was and continues to be a key aspect of Nalcor's approach to its planning and development activities. Nalcor's consultative initiatives have been designed and implemented from both an "information out" and an "information in" perspective – using various mechanisms to provide interested and potentially affected groups and individuals with information on the Project, allowing them to review and consider this information and formulate their questions and issues, and then giving them the opportunity to provide their perspectives to LCP for consideration in Project planning. A key purpose and objective of LCP's consultation program continues to focus on identifying questions, concerns and issues related to the Project and its potential environmental effects, and makes changes to Project schedule and execution when LCP can, and it is appropriate to do so.

In the L-ITL EIS (Nalcor 2012), Nalcor committed to consulting directly with any commercial outfitter with an existing and active hunting or fishing camp located within 5 km of the proposed transmission corridor (see Figure 9-1). To fulfill the commitment, in December, 2012, Nalcor sent individual letters to 22 outfitting operations that met the criterion, informing each outfitter of the distance their camp was from the proposed transmission corridor, and the distance their lodge was from the selected right of way. The letter also invited any concerned outfitter to provide any feedback to Nalcor.

In April, 2013, members of LCP's senior management team met with the NLOA president, and a member of the association to discuss their concerns with the Project. The key concern raised was around increased access.

Again, in November, 2014, members of the LCP senior management team agreed to meet with outfitters that were identified as being within 5 km of the project in the OEEMP, along with the president of the NLOA, and other members of the association. At the meeting, Gilbert Bennett, Vice President of the LCP presented a project update. Following the presentation, key issues with the OEEMP were discussed by the outfitters which again focused on access, noise, scheduling of clearing and construction activities, and changes to the wilderness experience for clients. A commitment was made by LCP to revise the OEEMP based on comments and concerns that were raised. Also, to aid each outfitter in understanding the proposed access strategy, LCP agreed to provide large maps identifying the proposed access along with the

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	14

location of outfitting camps on the Northern Peninsula to outfitters that are located within 5 km of the transmission line.

In December, 2014, Gilbert Bennett, at the request of the NLOA, presented a project update at the NLOA Annual General Meeting. Following the presentation, outfitters that were identified as having outfitting operations within 5 km of the proposed transmission corridor met with Gilbert Bennett and Jackie Wells, Environmental Effects Monitoring Lead. The key discussion points of the meeting were around timing of construction, permanent access (specifically the bridge at Eagle Mountain Brook and whether it would remain after construction), and a request for personal interviews to be conducted with each outfitter named in the OEEMP for consideration in the revised OEEMP.

In December, 2014, and January, 2015, and February, 2015, LCP attempted to contact and interview all outfitters who were identified in the OEEMP, to consult, listen and document the concerns of each individual outfitter, and to consider what mitigation measures and monitoring could be employed to address the concerns.

Table 9-1 provides a summary of the meetings held with the NLOA and its members, to date.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	15

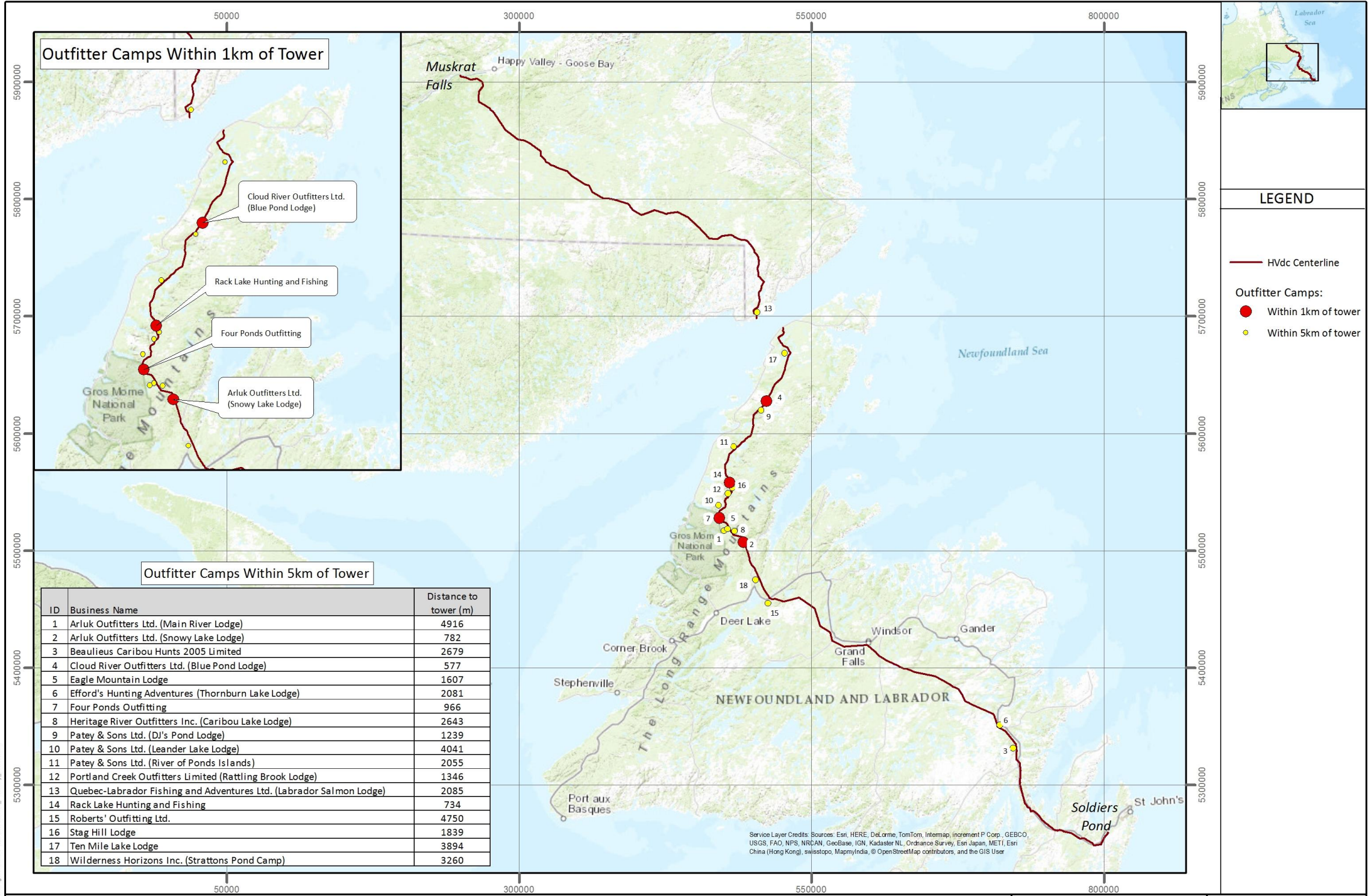


Figure 9-1 Outfitting camps in proximity to HVdc

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	16

Table 9-1 Meetings with Outfitting Groups

Date	Group(s)	Location	Number of Participants ^(a)	Purpose and Focus
March 24, 2009	Newfoundland and Labrador Outfitters Association	St. John's, NL	3	Discussion of the Project, the EA process and potential issues
October 6, 2009	Parsons Pond Outfitting	Parsons Pond, NL	1	Discussion of the proposed transmission corridor in the Long Range Mountains area and potential caribou and access issues
November 18, 2009	Various Northern Peninsula Hunting and Fishing Outfitters	Portland Creek, NL	10	Project overview, rationale for corridor selection through the Long Range Mountains, and discussion of potential effects on outfitters
March 8, 2011	Newfoundland and Labrador Outfitters Association	Corner Brook, NL	1	Overview of the Project and EA process, and questions and concerns regarding outfitters
March 9, 2011	Labrador Professional Outfitters Association	Happy Valley-Goose Bay, NL	1	Overview of the Project and EA process, and questions and concerns regarding outfitters
April 15, 2013	Newfoundland and Labrador Outfitters Association	St. John's, NL	2	Overview of the Project
November 17, 2014	Newfoundland and Labrador Outfitters Association	St. John's, NL	10	Project update and discussion of the OEEMP
December 4, 2014	Newfoundland and Labrador Outfitters Association	Steady Brook, NL	50+	Project Update at the NLOA AGM
December 2014 – February 2015	Identified outfitters located with 5 km of the ROW	Teleconference	1	To understand on an individual basis, the concerns of each outfitter

Note: (a) denotes does not include LCP participants.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	17

9.2 ISSUES RAISED

Throughout the consultation process, the following issues were raised by outfitters:

Effect	Duration
Proximity to transmission line route resulting in loss of wilderness experience; viewscape effects, increased noise level increase during and after construction; degraded product offering resulting in revenue loss for the business also resulting in loss of employment	Permanent
Increased access to operating areas as a result of ROW and access road construction	Permanent
Interference with outfitter operations during construction activities	Temporary
Conflict between access road snow clearing operations and snowmobile trail use	Temporary
Construction noise	Temporary

10 ENVIRONMENTAL EFFECTS MANAGEMENT MEASURES

10.1 SCHEDULING OF ACTIVITIES

As previously mentioned, the timing of construction was identified as a key concern for outfitters that are located in close proximity to the transmission line. For clearing and construction purposes, the Project has been divided into segments as indicated below.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN

Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	18



Figure 10-1 Labrador – Island Transmission Link Segments

The clearing and construction schedule is presented in the table below.

Table 10-1 Clearing and construction schedule of the LITL by segment

Segment	Right-of-way Clearing	Foundation Construction & Tower Erection	Wire Stringing
Segment 1	Summer 2014 – Winter 2015	Fall 2014 – Summer 2015	Winter 2015 – Summer 2015
Segment 2	Summer 2014 – Spring 2015	Winter 2015 – Fall 2015	Spring 2015 – Fall 2015
Segment 3	Winter 2015 – Winter 2016	Fall 2015 – Fall 2016	Spring 2016 – Summer 2017
Segment 4	Winter 2015 – Winter 2016	Fall 2015 – Fall 2016	Spring 2016 – Fall 2016
Segment 5	Spring 2015 – Winter 2016	Spring 2016 – Spring 2017	Fall 2016 – Summer 2017

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	19

10.2 CONSTRUCTION EFFECTS MITIGATION – LAND USE CONFLICTS

Based on Figure 10-1, Segment 3 is the key area with the potential for interaction between outfitters and construction activities. Seasonally, the times for greatest potential for interaction are during the fall hunting season and during the winter snowmobile season.

Although construction activities are advanced along the transmission line ROW and work activities at a given transmission structure are of short duration before a work crew moves to the subsequent structure 300 m to 400 m away, LCP will attempt to schedule work to minimize activities immediately adjacent to outfitters' operations during prime months (September / October) of hunting seasons.

Establishing two way communication between Nalcor and adjacent outfitters during construction will be essential for the sharing of timely, accurate, information, such as the location and duration of construction and outfitting activities, traffic, and snow clearing operations. A main point of contact for outfitters will be established and communicated to ensure consistent and reliable information sharing between Nalcor and outfitters. Maintaining open lines of communication during prime hunting months will be key to minimizing potential interactions.

As part of Nalcor's commitment to ongoing consultation and communication with outfitters, a weekly look ahead for construction activities scheduled for the Northern Peninsula will be sent to adjacent outfitters to provide advanced notice of potential interaction. The weekly construction look ahead will also be published weekly on the project website (www.muskratfalls.nalcorenergy.com) for broader public awareness.

In the unlikely event there are timing conflicts, LCP will work with individual outfitters on specific timing. Where required, it is expected that both parties would work together to avoid geographical overlap, and thus timing conflicts.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	20

10.3 CONSTRUCTION EFFECTS MITIGATION – NOISE EMISSIONS

The transient nature of the work from one structure location to another will also mitigate the effects due to noise emitted during construction activities.

No outfitting camp is located in close proximity to the ROW, therefore no specific mitigation is proposed to mitigate noise levels with respect to outfitting operations. There are however, general mitigation measures with respect to noise that will be implemented, including communication initiatives that are as follows:

- High noise-producing construction equipment will be strategically placed as far away as practical from receptors.
- All equipment will have appropriate mufflers and will be well maintained.
- Blasting activities will be designed and undertaken in compliance with provincial and federal regulations.
- Blasting mats will be used in environmentally sensitive areas as defined in the EPP.
- The size of explosive charges will be limited during blasting activities to the requirement of the blasting activity.
- Frequent and open communication will be conducted to identify and address any noise complaints. Complaints will be addressed on a case by case basis and mitigation options investigated and corrective action implemented as warranted and appropriate.

10.4 CONSTRUCTION EFFECTS MITIGATIONS – ACCESS ROAD CONFLICTS

During winter construction operations, snow clearing will be necessary on forest access roads that may be used as snowmobile trails. The area of greatest interaction is at the base of the Northern Peninsula in the Taylor's Brook area.

Snow clearing on the Taylor's Brook road will be necessary during winter operations, and LCP will establish parking areas so that snowmobile users can trailer their snowmobiles to the end of the cleared access road.

LCP will post appropriate signage to communicate snow clearing and construction operations, will communicate through the Newfoundland and Labrador Snowmobile Federation, and will also communicate directly to outfitters in affected areas.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	21

While LCP will communicate its plans, users should understand they are travelling over woods roads and ungroomed trails at their own risk.

11 PERMANENT ENVIRONMENTAL EFFECTS

11.1 ACCESS CREATION AND INCREASED HUNTING LEVELS

The creation of new access trails along the transmission line has been a major issue for many outfitters, as it is assumed that the transmission line will be opening up previously inaccessible areas, thereby affecting hunting success of outfitting clientele.

This issue is of primary importance to outfitters in locations where access is currently limited. The key access issues heard by LCP from outfitters included:

- Eagle Mountain Brook bridge, which was previously removed following the completion of commercial forestry activities.
- The area east of Portland Creek.
- The area east of Eddie's Cove West. Currently the existing road network in the area is extensive. It currently ends approximately 1 km from Patey and Sons (DJ Pond Lodge) identified as #9 on Figure 9-1.
- The area east of Castor River. Currently the existing road network in the areas is extensive.

These access concerns are of primary interest after construction is complete, as active work areas will not be accessible by the general public while construction activities are under way.

It is also understood that the primary access concern is during the fall hunting season, as snowmobile use during the winter in key areas is frequent. Evidence to support this is provided by a study commissioned by LCP to determine the density/access points for snowmobile use along the ROW in the Main River area. Tracks in the Main River area were recorded with locational data during an aerial survey. A transect was identified along the ROW and surveyed by two scientists during an aerial survey. The tracks were quantified by developing track densities along the ROW (Figure 11-1). Snowmobile track density along the ROW would provide an index of the baseline use in the Main River area. A total of 48.3 km of linear transect was surveyed and OHV tracks were recorded at 26 locations (Figure 11-1). The results of this baseline survey indicate that areas where there is limited identified access, other means of access are extensively utilized during the winter months.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN

Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	22

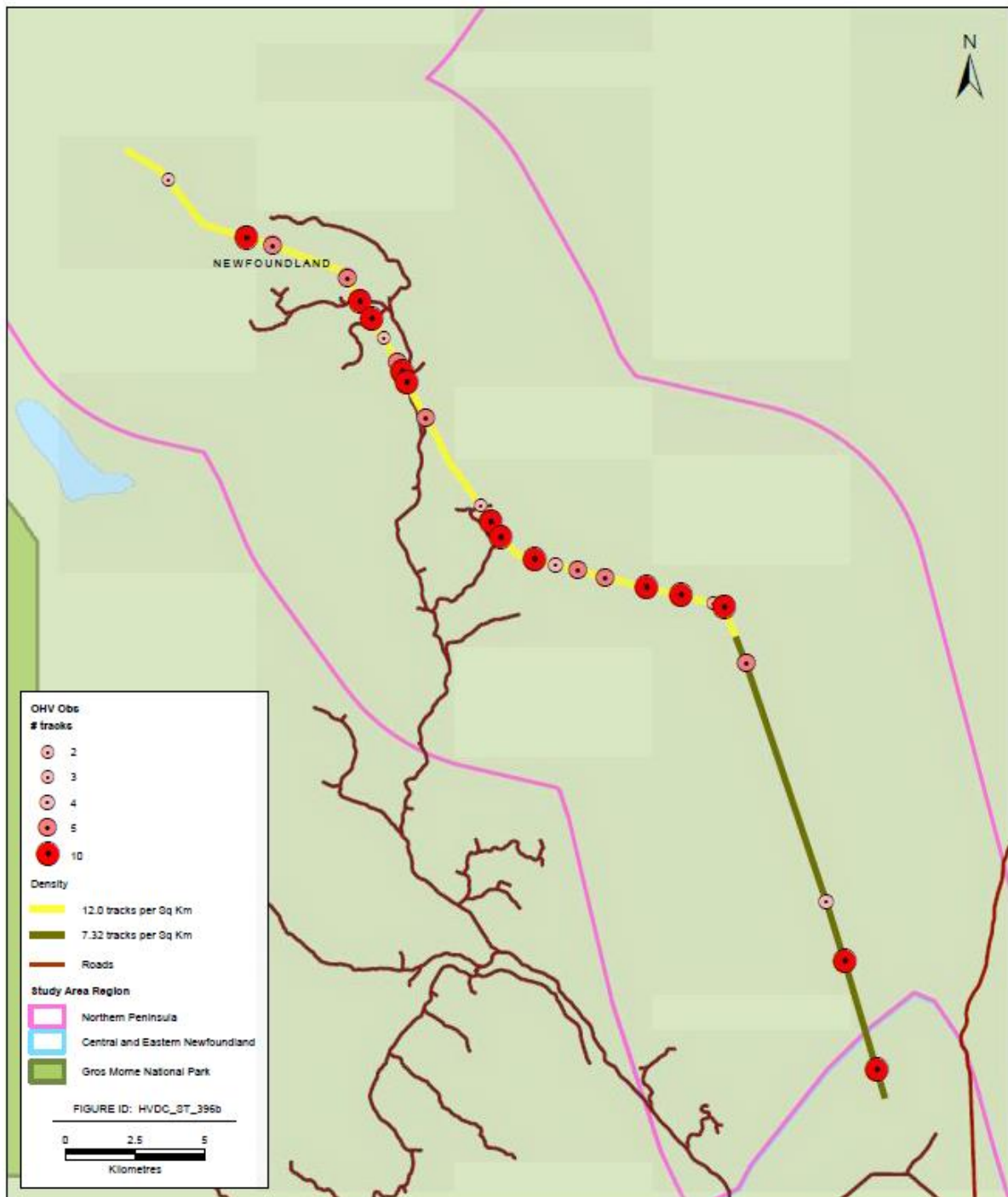


Figure 11-1 Baseline off-highway vehicle use in the Main River area

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	23

11.2 LOSS OF WILDERNESS EXPERIENCE

Another potential effect raised by outfitters involved the change in the wilderness experience for clients who seek out a camp that is remote. At this stage of Project execution, LCP is not in a position to offer mitigation for this potential effect as the route for the line, including the specific tower locations have been selected.

12 ENVIRONMENTAL EFFECTS MONITORING

12.1 ENVIRONMENTAL EFFECTS MONITORING

Land and resource use activities in Newfoundland and Labrador are the subject of ongoing planning, management, regulatory enforcement and monitoring by the federal, provincial and municipal governments and their respective departments and agencies. This includes regular monitoring and the collection of information and statistics on, for example, municipal land use, hunting and angling activity, cabin development, outfitting, resource exploration and development, for the purpose of licensing, enforcement and resource management. The LCP has provided and will continue to provide Project information to relevant agencies and organizations as required and requested.

A number of the effects management measures planned by Nalcor include initiatives related to ongoing communication and cooperation with communities, government departments, stakeholder groups and individual land and resource users. This will serve as a means to identify and help address any Project-related issues and effects as they arise throughout Project planning, construction and into operations and maintenance.

LCP has committed, and will continue to communicate information to all of its stakeholders.

This OEEMP contains a follow-up program to confirm the predictions of the EIS and to determine the effectiveness of any measure taken to mitigate the adverse environmental effects of the Project.

Protocols for the environmental effects monitoring for outfitting operations are discussed below. Data collection includes metrics that are species specific, as appropriate, quantifiable, repeatable, relevant and time constrained. The goal would be to collect meaningful data in a focused, defensible, repeatable approach, within a timeline that is reasonable, to ensure that the mitigation is appropriate. Where it is determined that the mitigation is not appropriate, a contingency plan would be presented that LCP could incorporate as per its adaptive management approach.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	24

12.2 ACCESS USE MONITORING - LCP

Further monitoring will be undertaken after construction is complete during the fall hunting season in order to confirm the extent that access constructed for the transmission line is used by road vehicles and all terrain vehicles. This monitoring will confirm the extent to which the access constructed for the transmission line facilitates land use by others in currently inaccessible areas during the fall hunting season.

12.3 HUNTING SUCCESS MONITORING - LCP

To help determine Project effects on the success rates of hunters, both outfitters and the general population, LCP will monitor the success rates of all outfitting operations that are located within 5 km of the ROW 5 years into operations and in big game management areas in proximity to the Project.

The data will be obtained from the Newfoundland and Labrador Department of Environment and Conservation – Wildlife Division (NLDEC-WD).

12.4 OPERATIONS MONITORING AND REPORTING - OUTFITTERS

Outfitters are encouraged to collect relevant data as part of their operations in order to identify and substantiate direct impacts arising from the Project. To the extent these impacts can be mitigated through measures such as access control and access decommissioning, such information will inform the Access Decommissioning Plan.

This information will also be required to substantiate a claim for compensation pursuant to the Release Order.

13 CONTINGENCY PLAN

At this time, contingency plans are not anticipated for outfitters and any changes to the LCP's procedures or monitoring plans would be addressed through the adaptive management approach, if and as appropriate.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	25

14 REFERENCES

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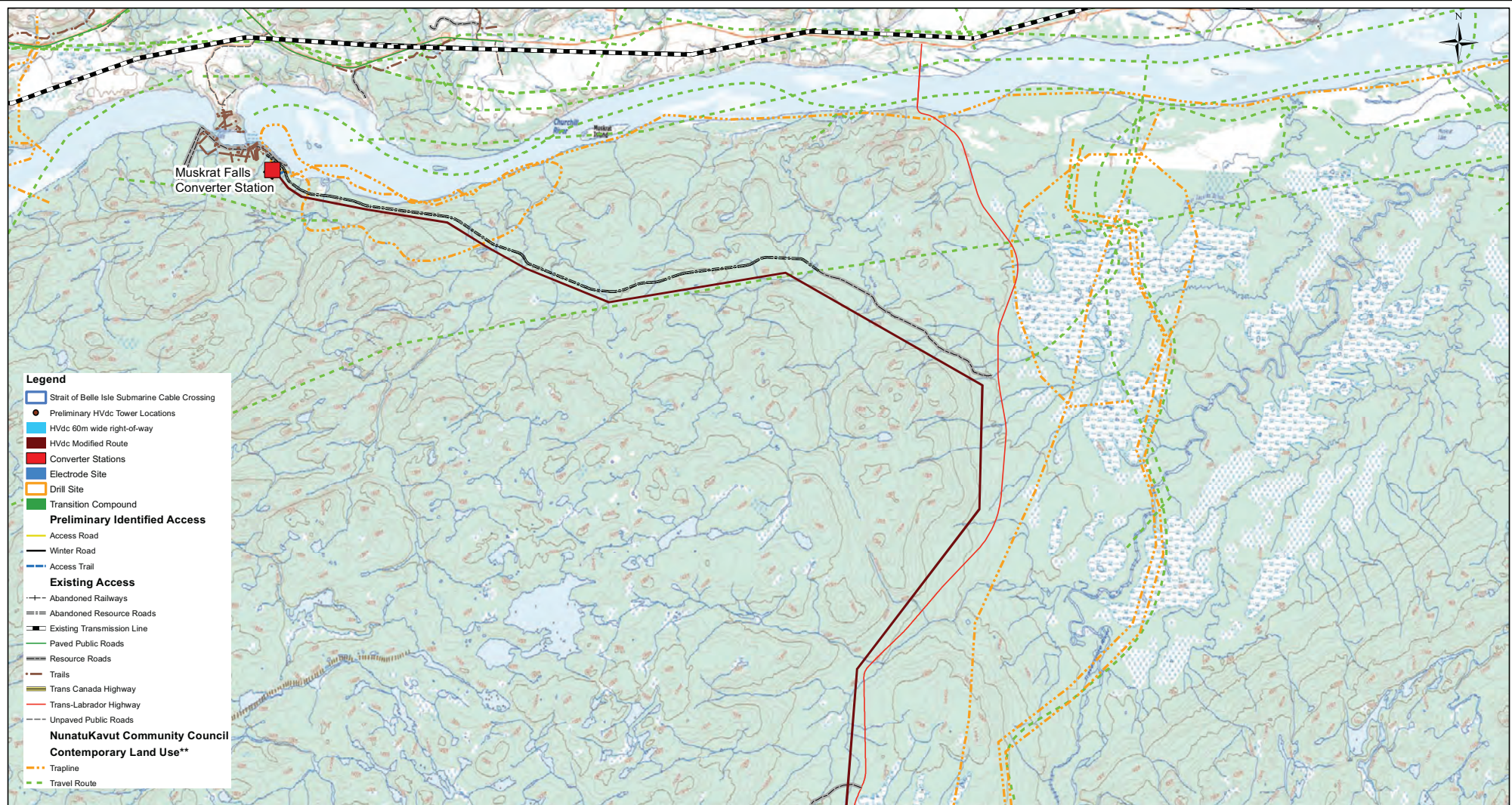
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Stassinu Stantec Limited Partnership. 2014. Field Report for Winter 2014 – Newfoundland Marten Hair Snag Trapping and Off Highway Vehicle Track Densities, St. John's, NL.

LITL OUTFITTERS ENVIRONMENTAL EFFECTS MONITORING PLAN		
Nalcor Doc. No.	Revision	Page
ILK-PT-MD-0000-EV-PL-0008-01	B2	26

APPENDIX A**LABRADOR-ISLAND TRANSMISSION LINK ADDITIONAL PROJECT DESCRIPTION MAPS:****RIGHT OF WAY ALIGNMENT**



Labrador - Island Transmission Link Additional Project Description*

1:100,000

0 1.25 2.5 5 Kilometers

Figure #: 1

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council

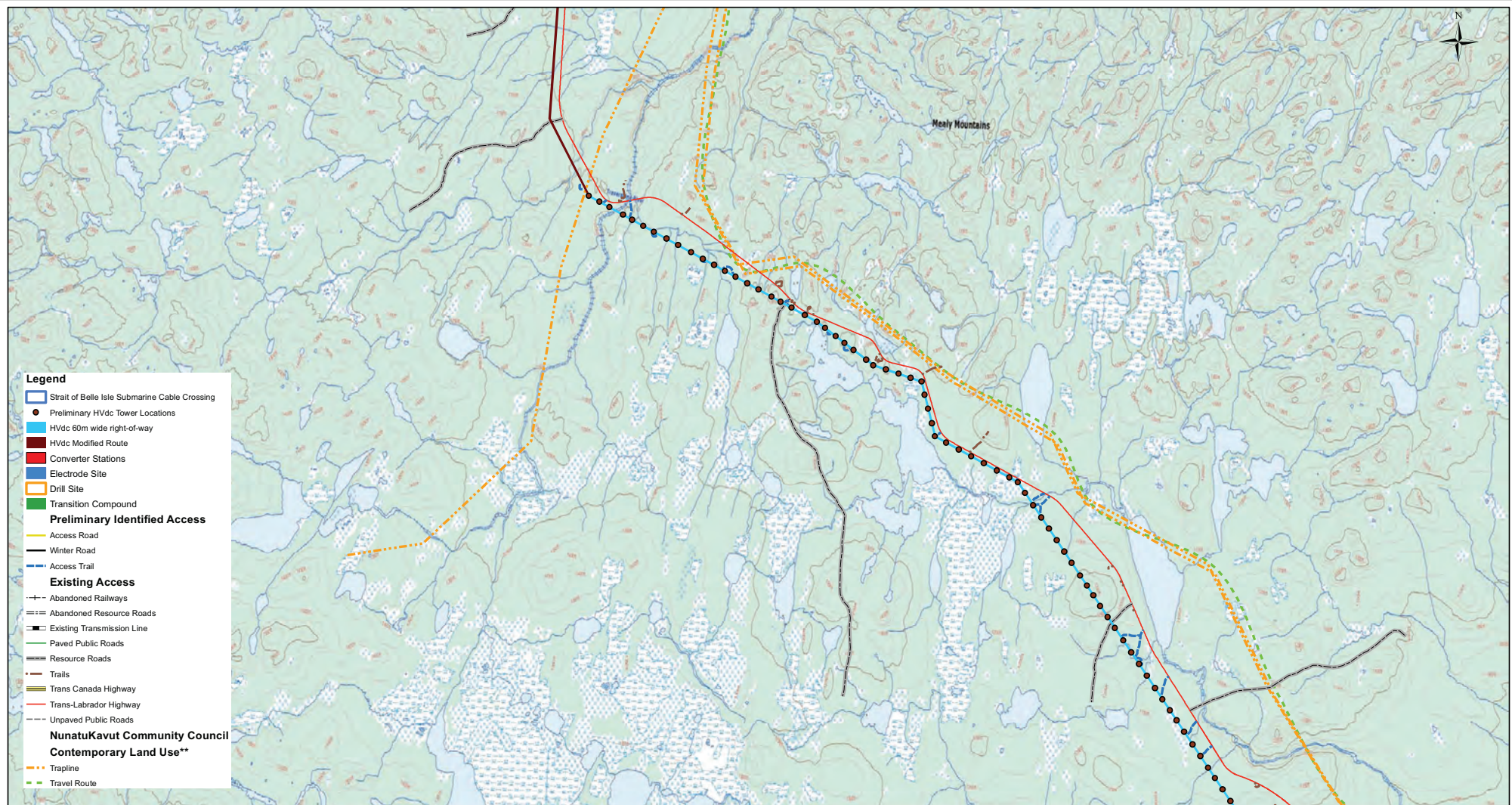


Figure #: 2

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council



Labrador - Island Transmission Link Additional Project Description*

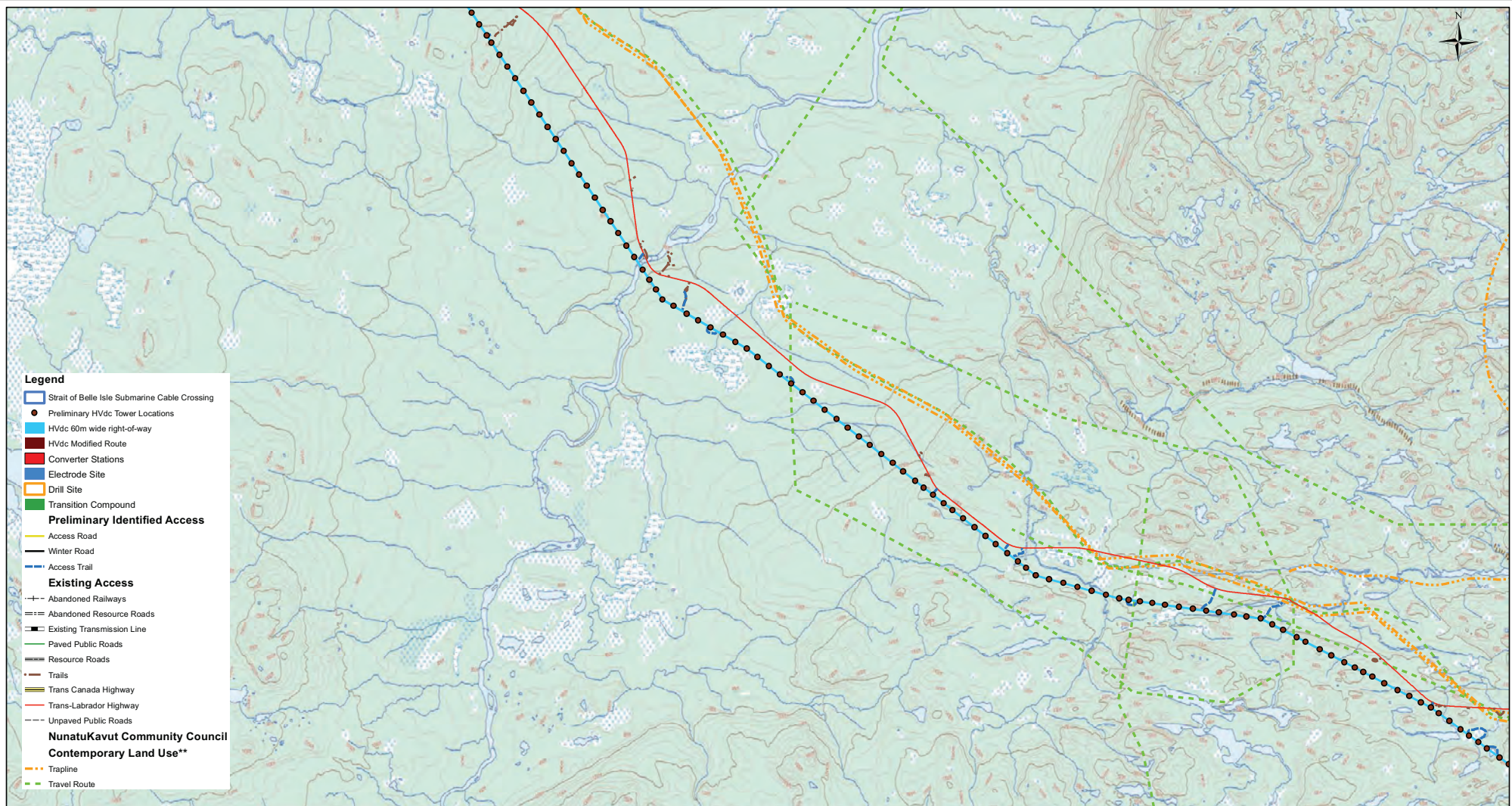


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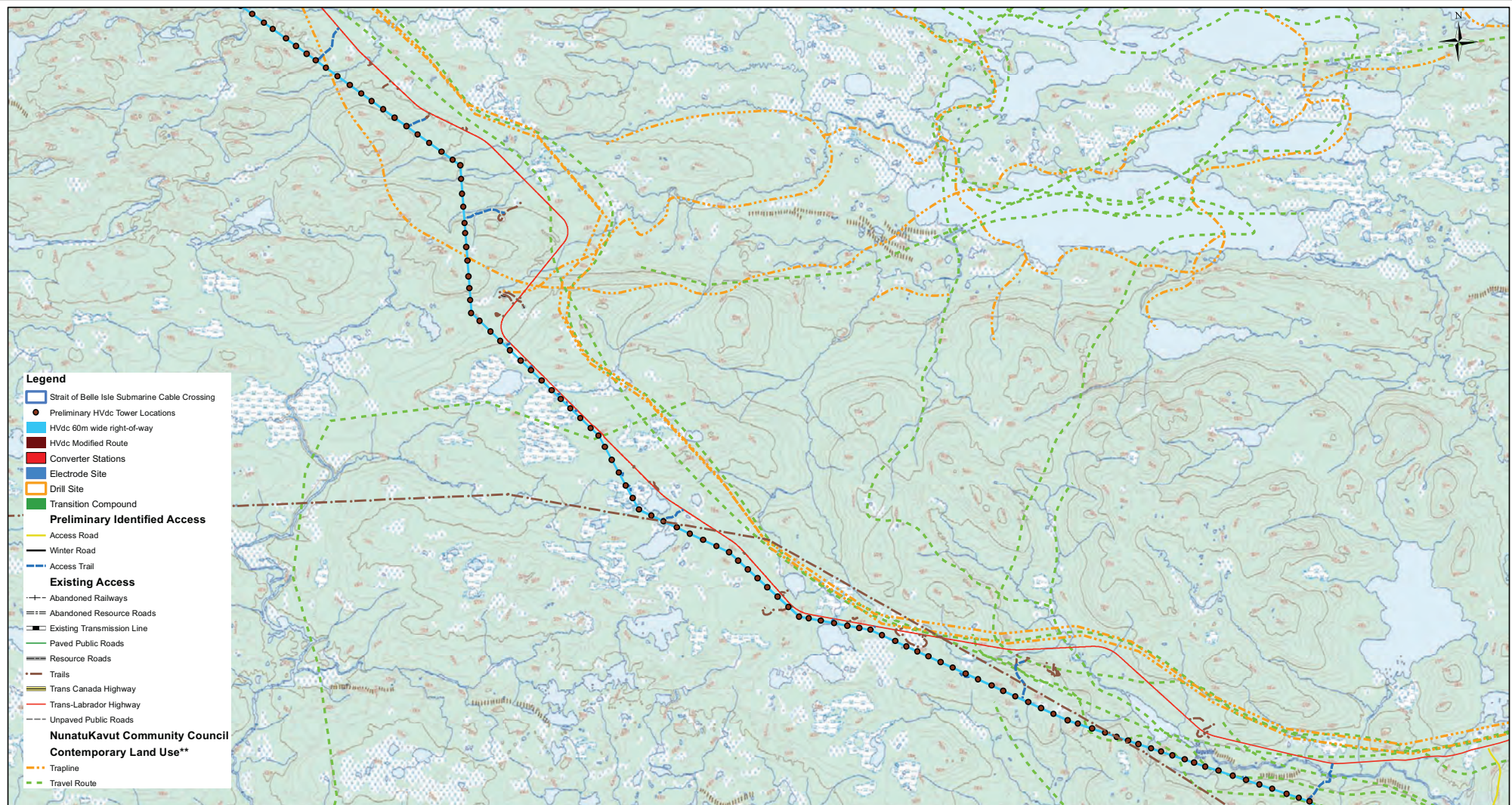
* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis
 ** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council



Labrador - Island Transmission Link Additional Project Description*

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0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

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Figure #: 4

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council

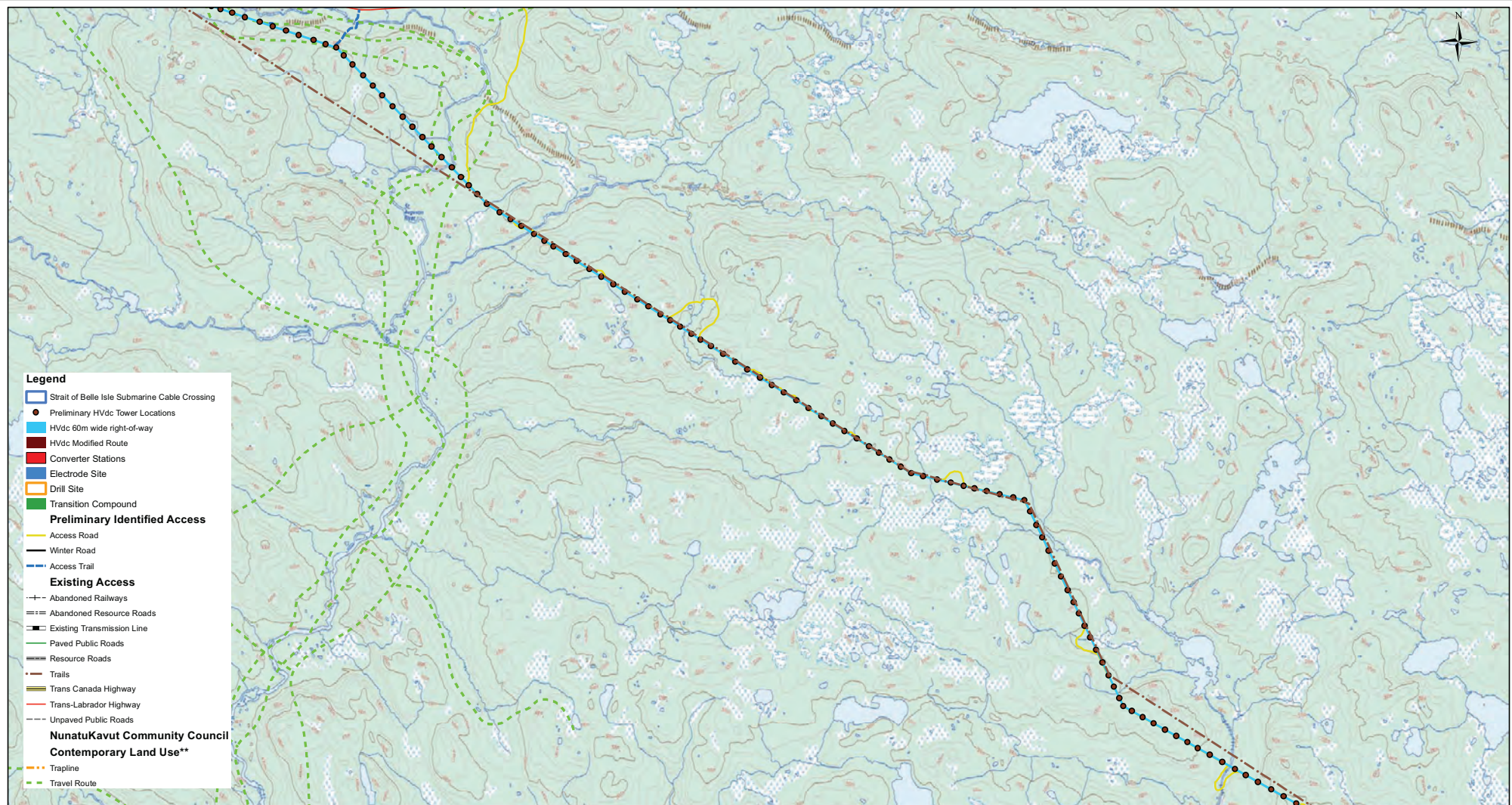


Figure #: 5

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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Labrador - Island Transmission Link Additional Project Description*

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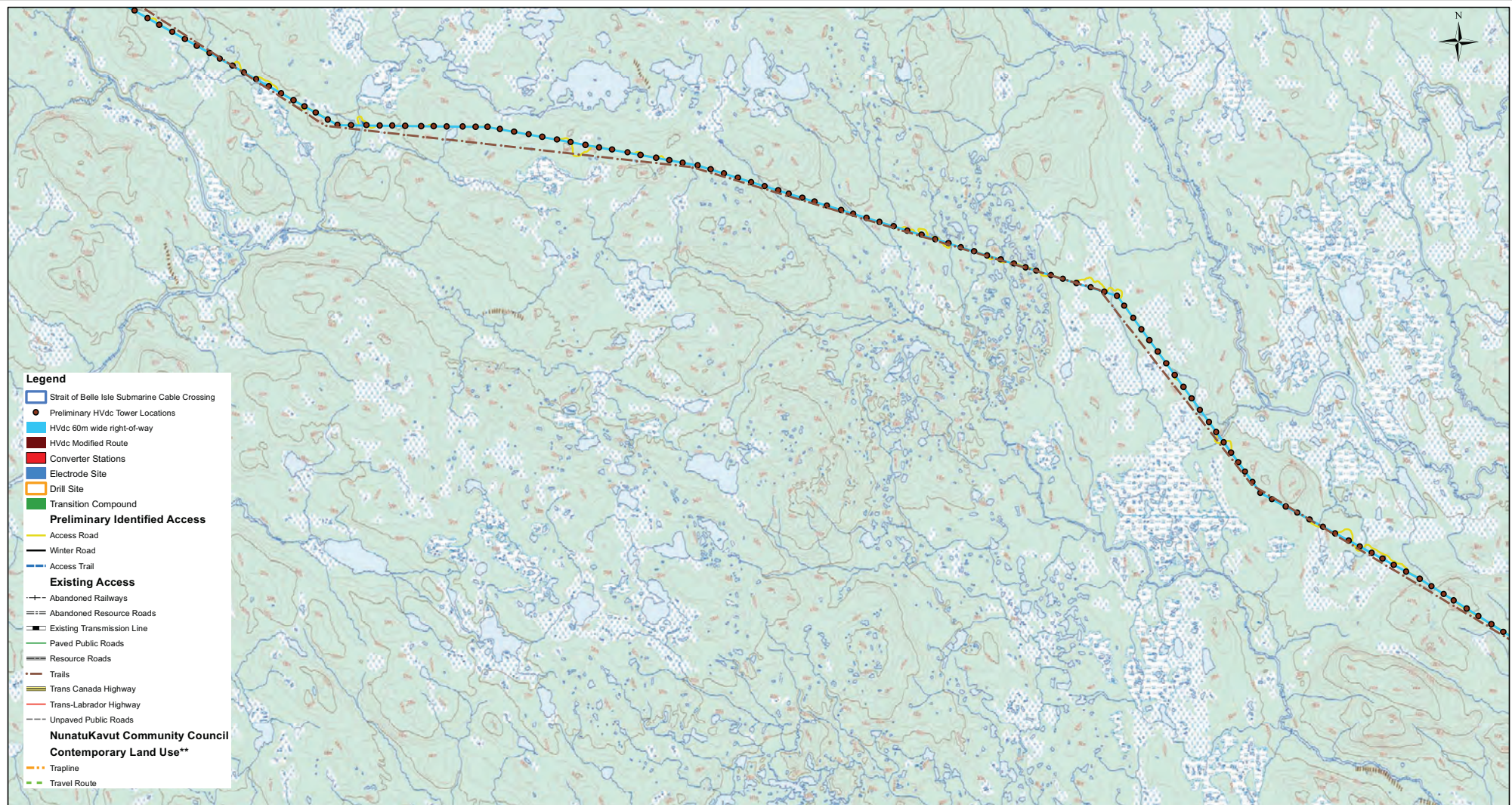


Figure #: 6

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

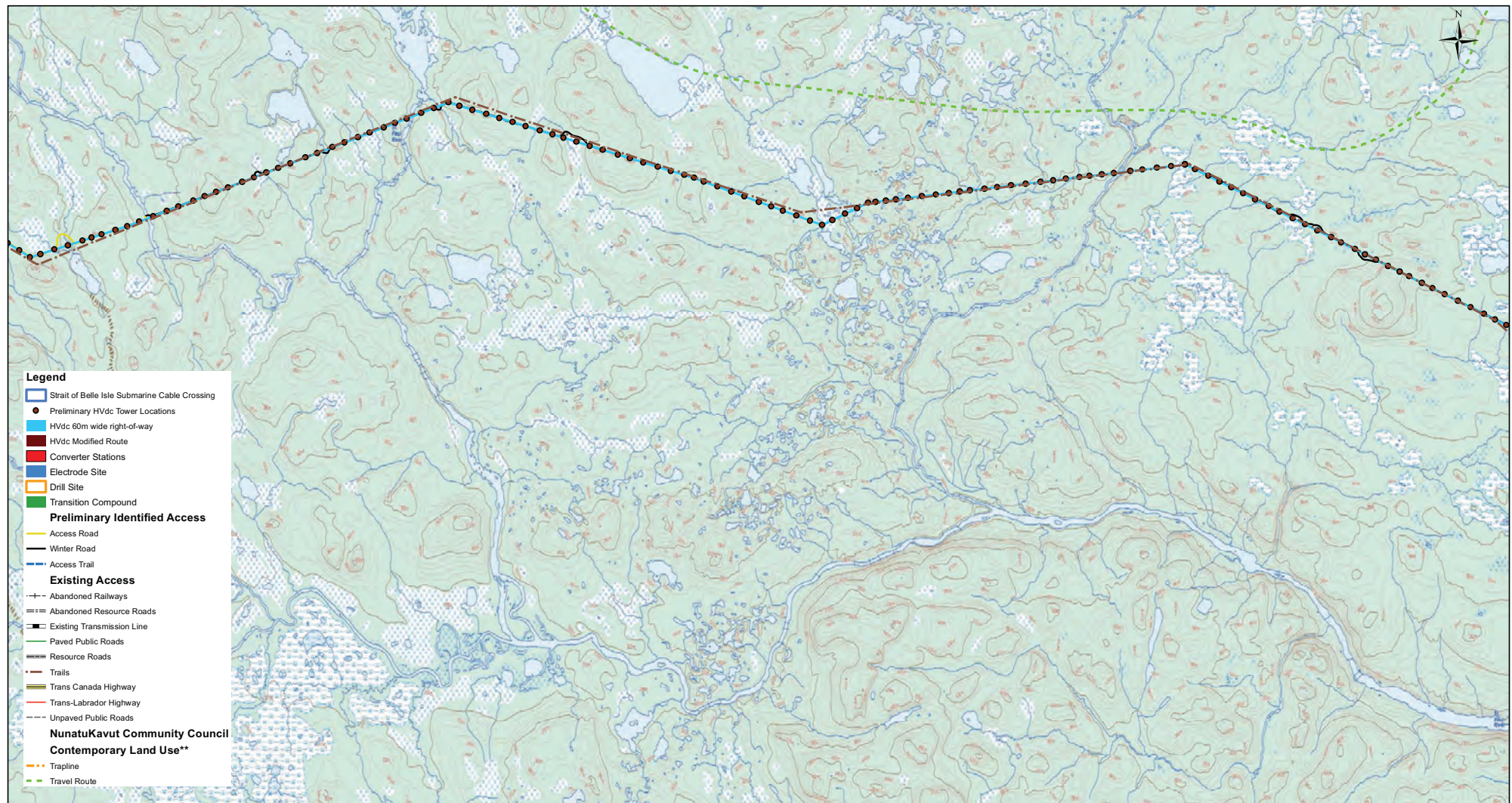
** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council



Labrador - Island Transmission Link Additional Project Description*

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Labrador - Island Transmission Link Additional Project Description*

Figure #: 7

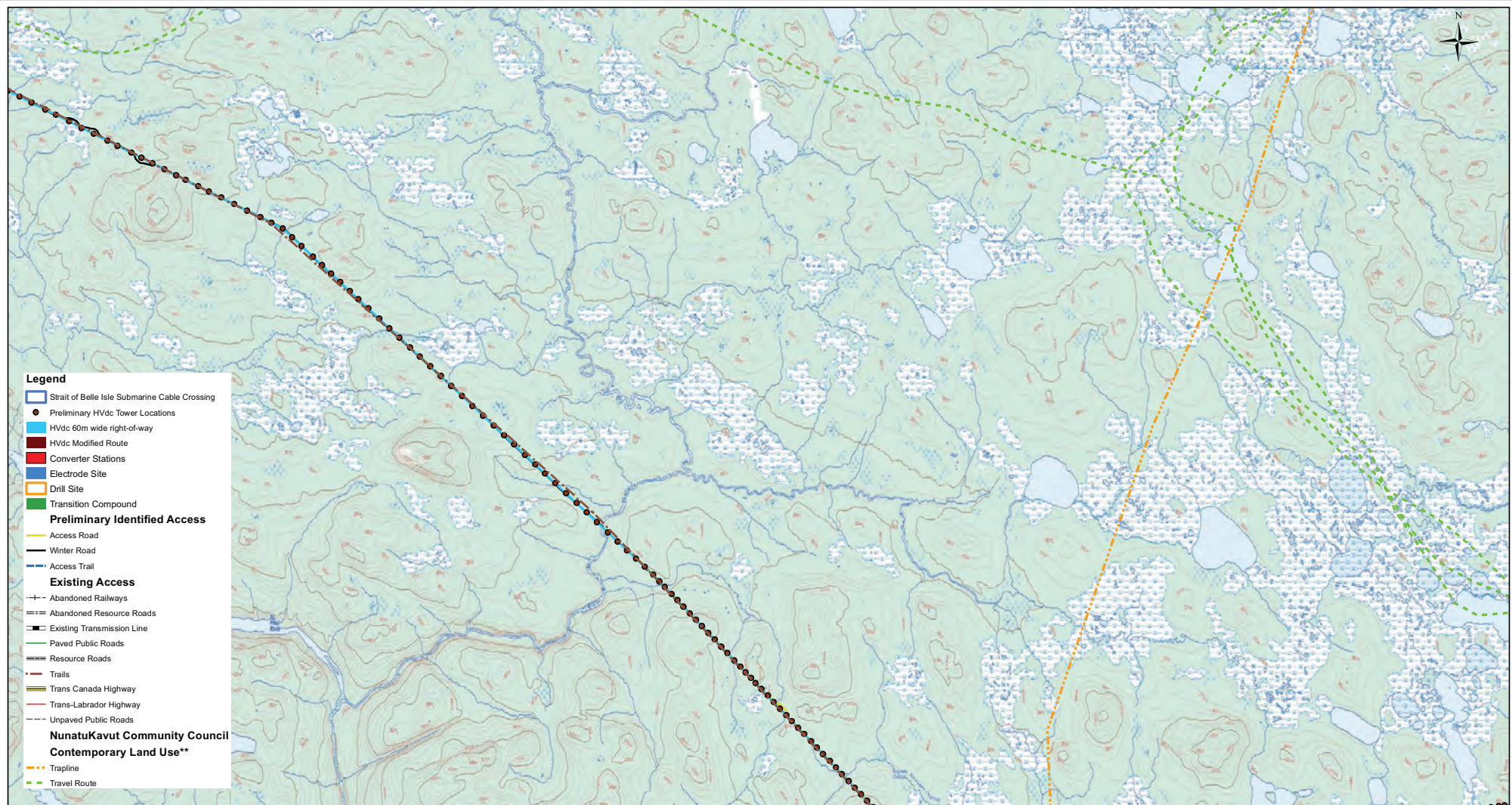
DISCLAIMER:

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0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

1:100,000

0 1.25 2.5 5 Kilometers

Figure #: 8

DISCLAIMER:

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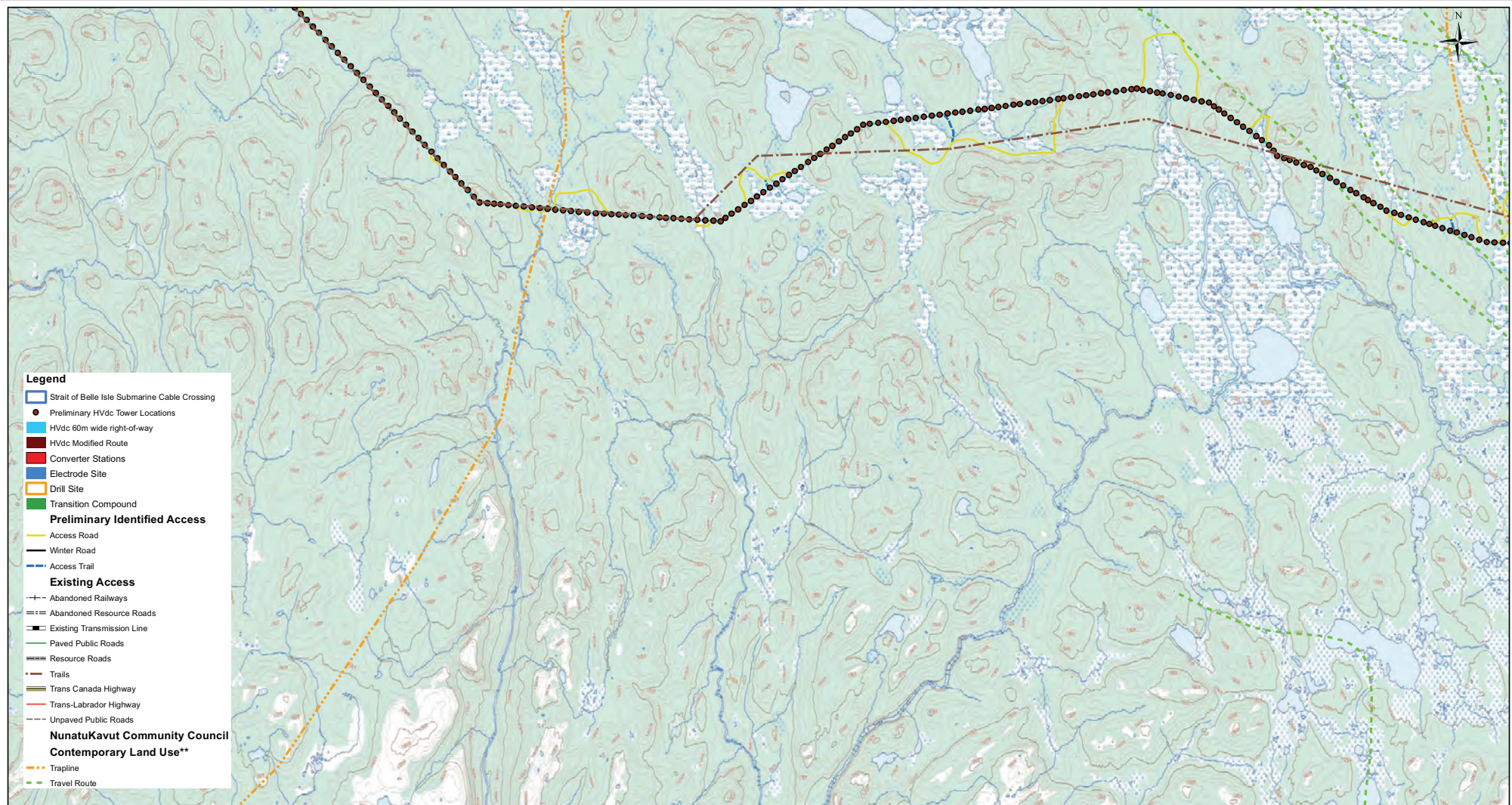


Figure #: 9

DISCLAIMER:

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Labrador - Island Transmission Link Additional Project Description*

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0 1.25 2.5 5 Kilometers

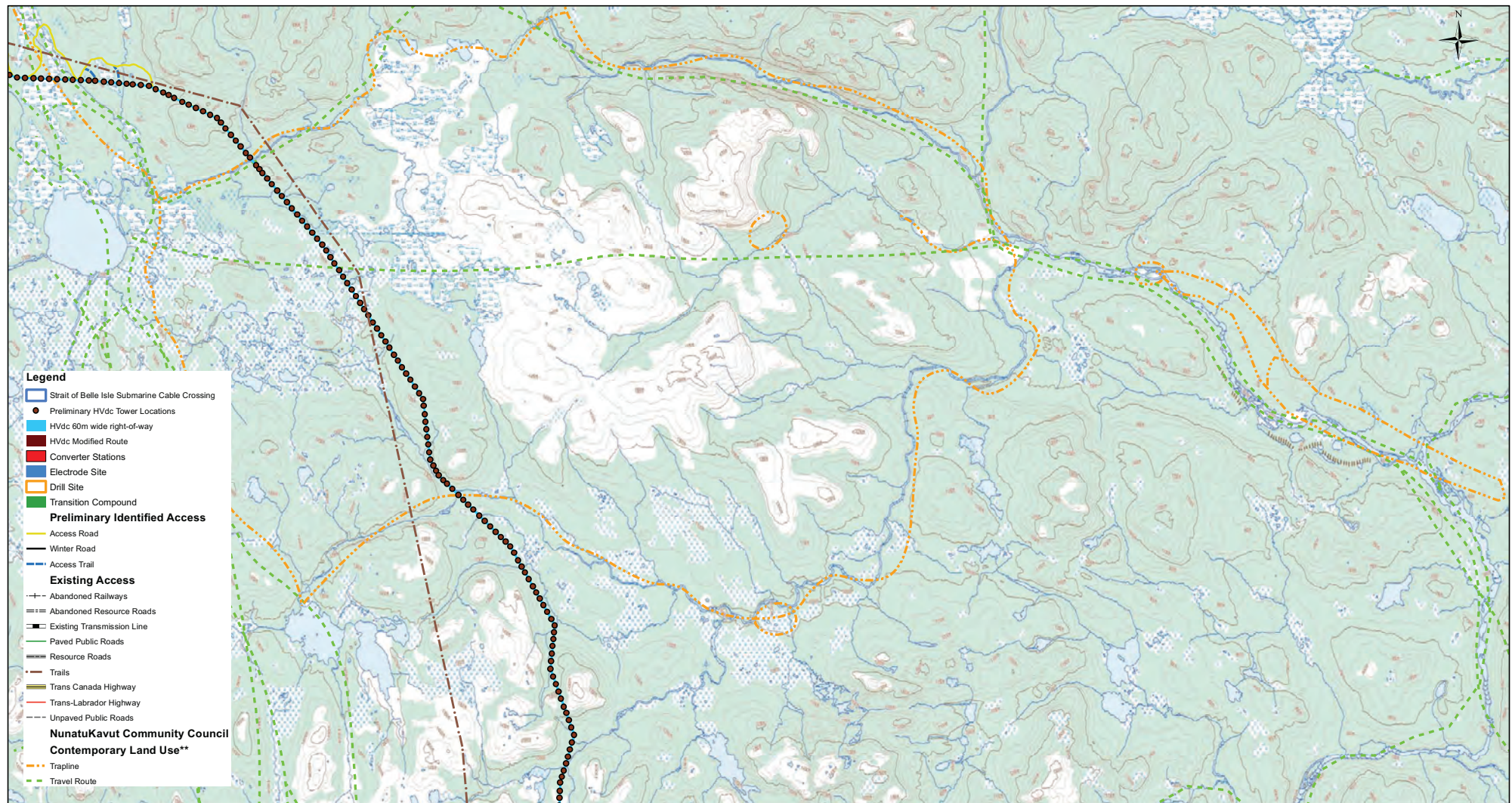


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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

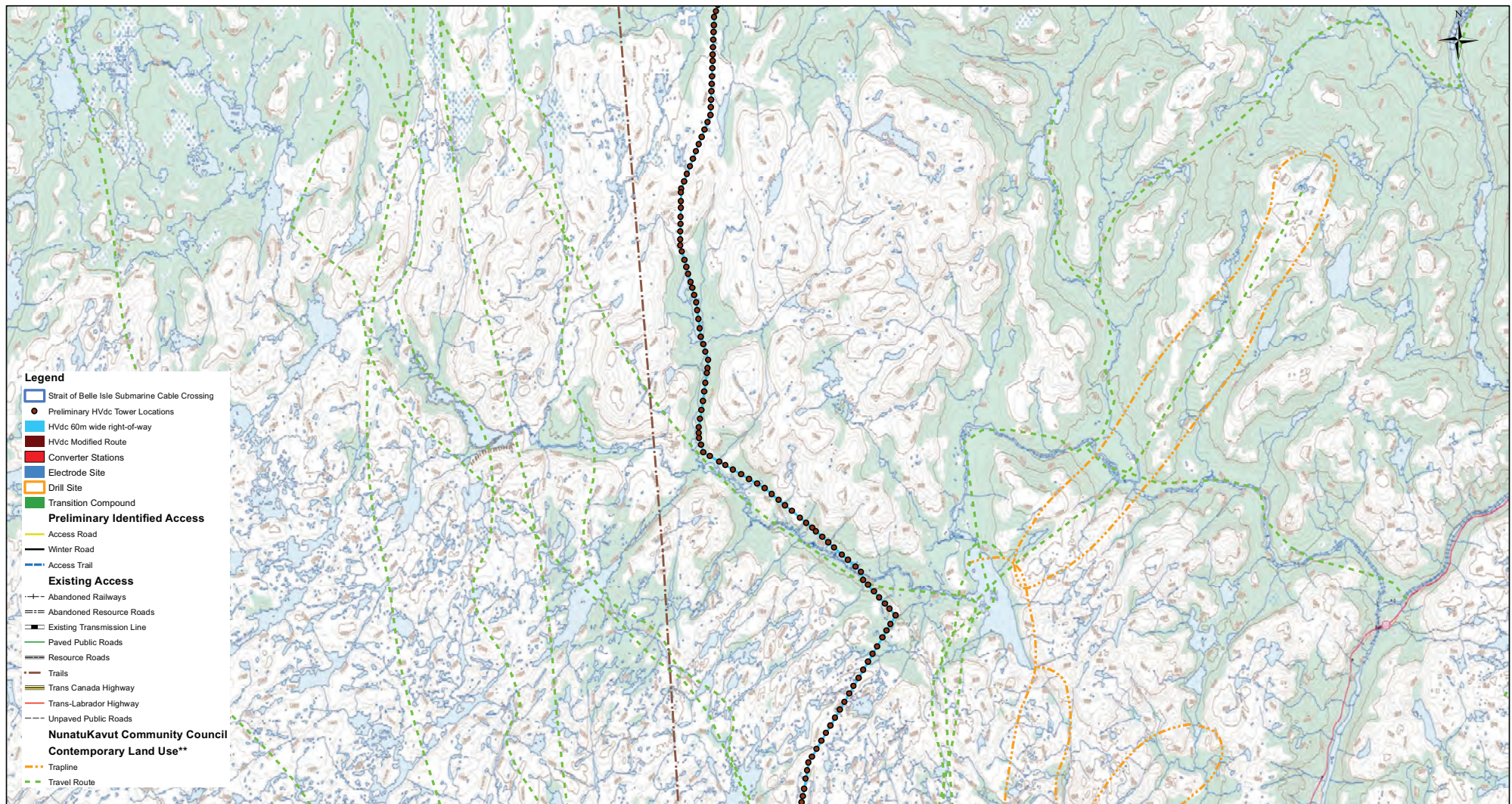
** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council



Labrador - Island Transmission Link Additional Project Description*

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Labrador - Island Transmission Link Additional Project Description*

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0 1.25 2.5 5 Kilometers

Figure #: 11

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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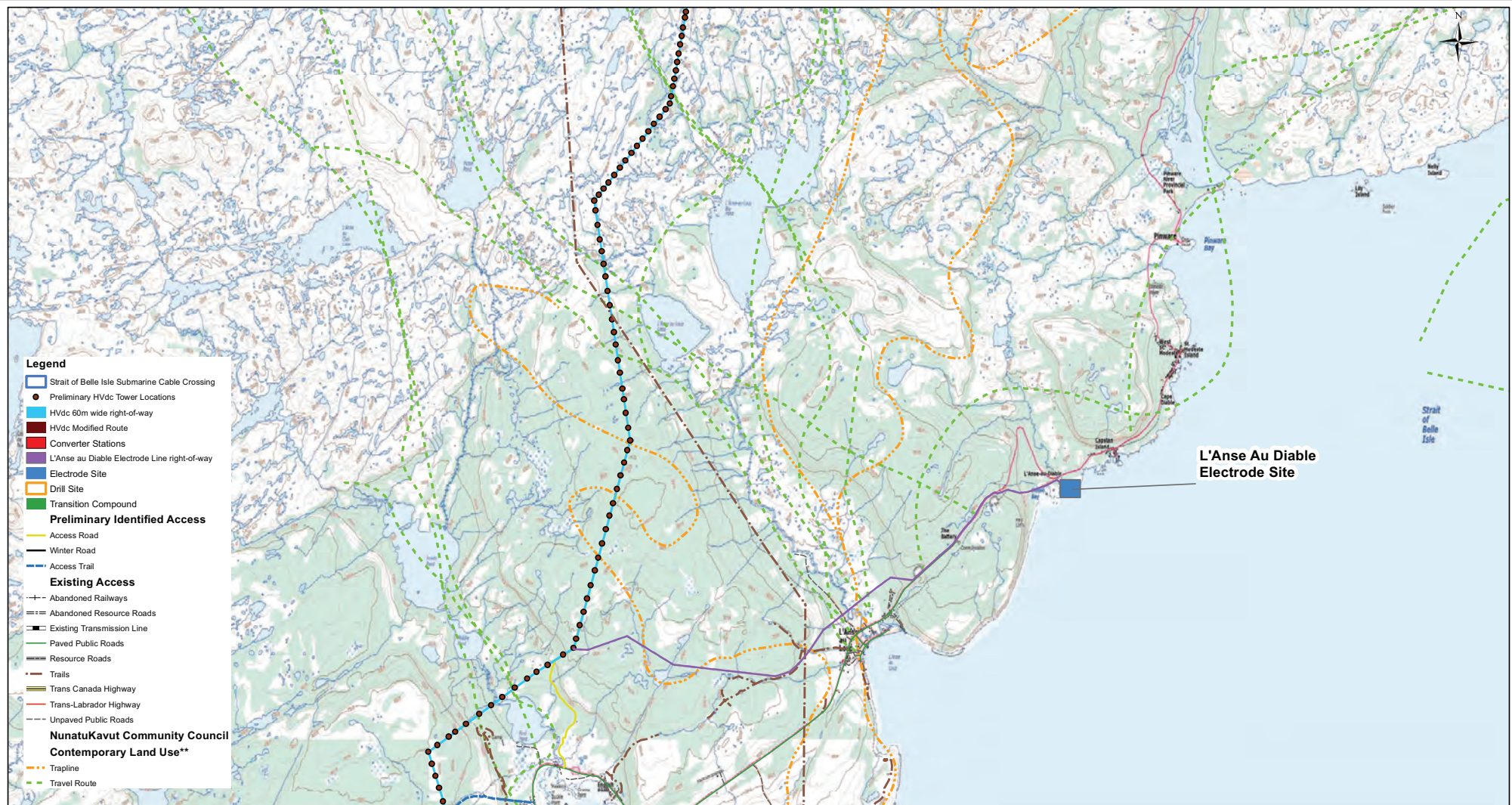


Figure #: 12

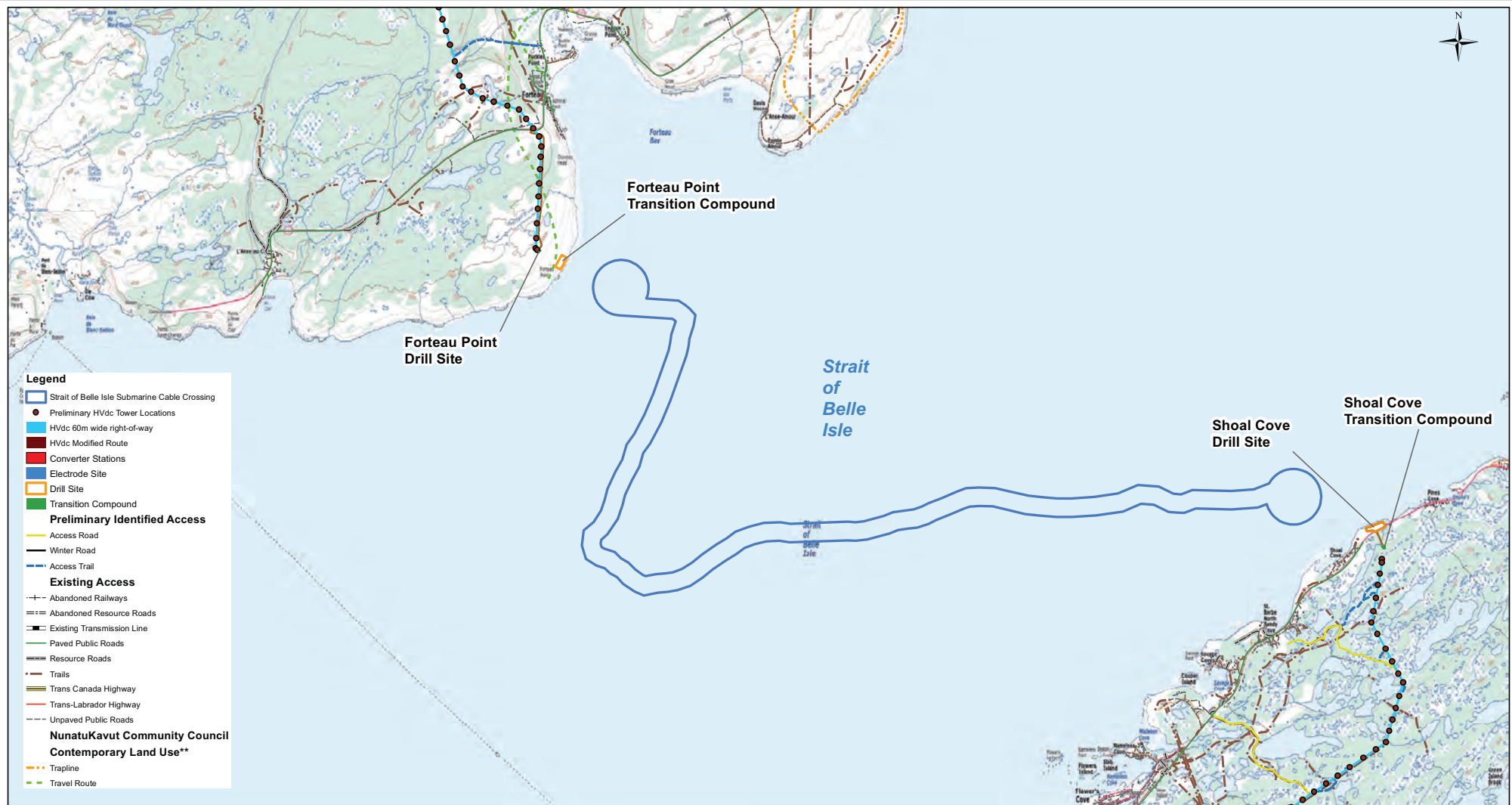
DISCLAIMER:

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Labrador - Island Transmission Link Additional Project Description*



Labrador - Island Transmission Link Additional Project Description*

Figure #: 13

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 ** Based on surveys conducted in 2011 with members of the NunatuKavut Community Council

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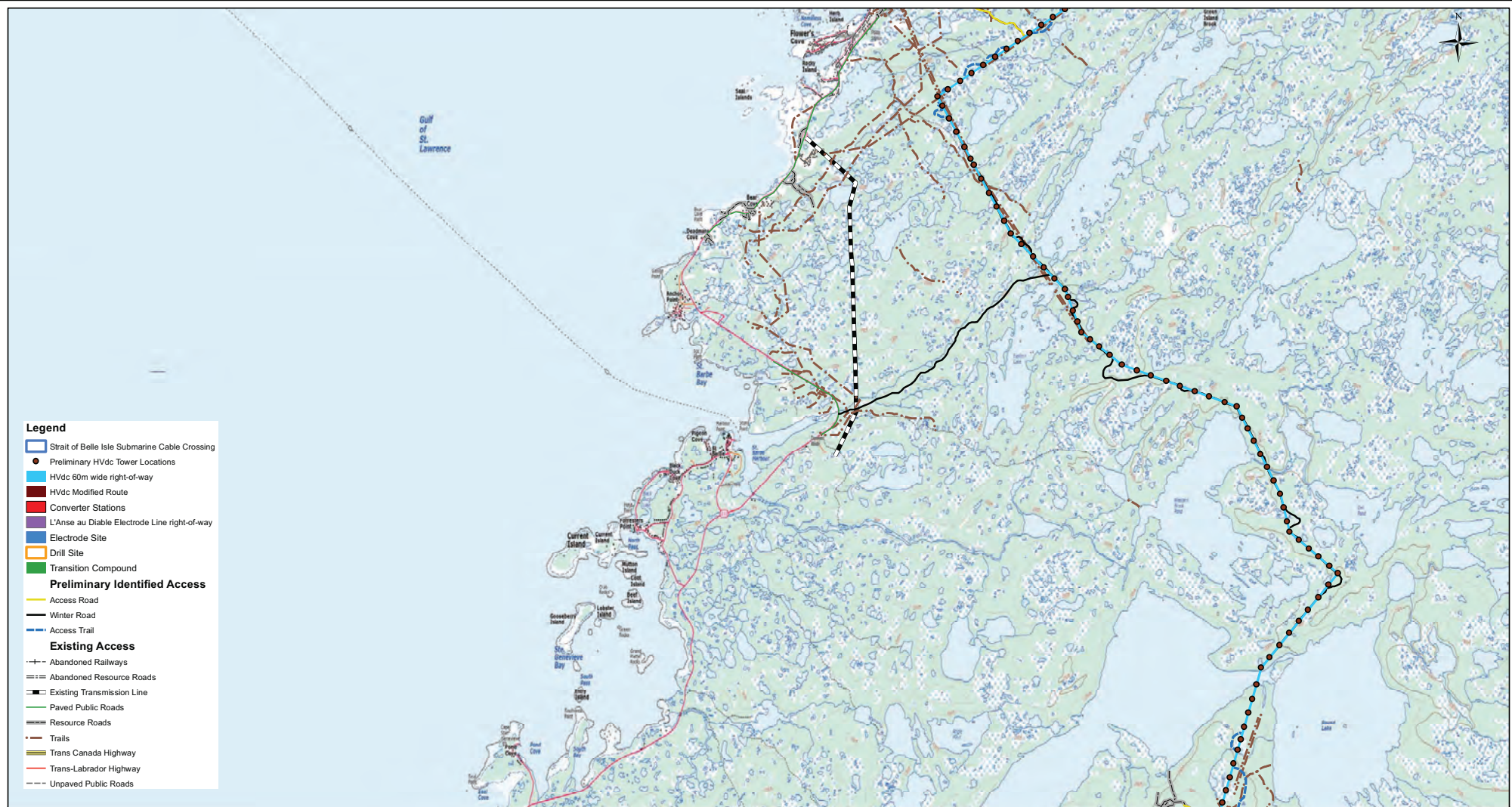


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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

1:100,000

0 1.25 2.5 5 Kilometers

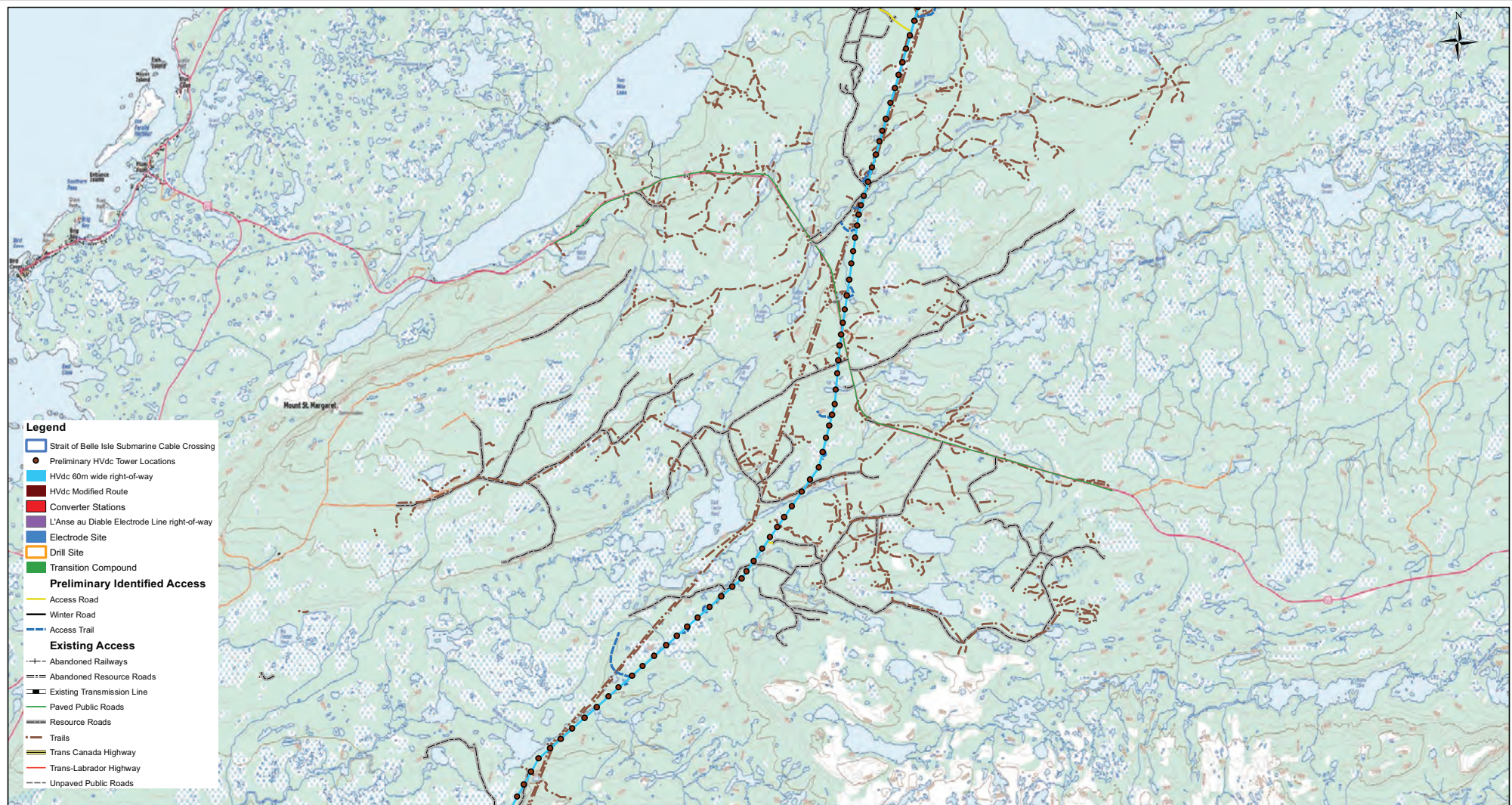


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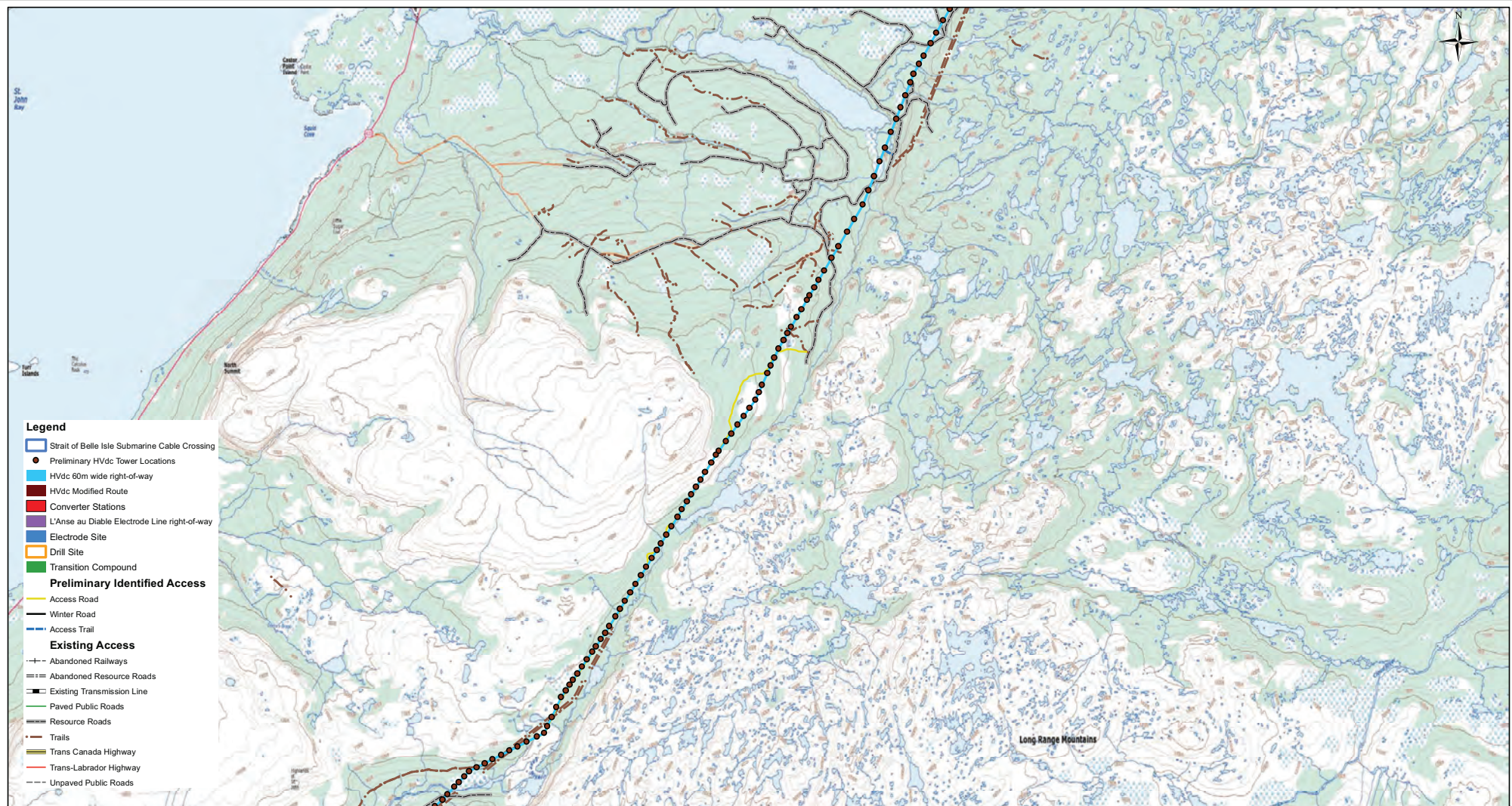
* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

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Labrador - Island Transmission Link Additional Project Description*

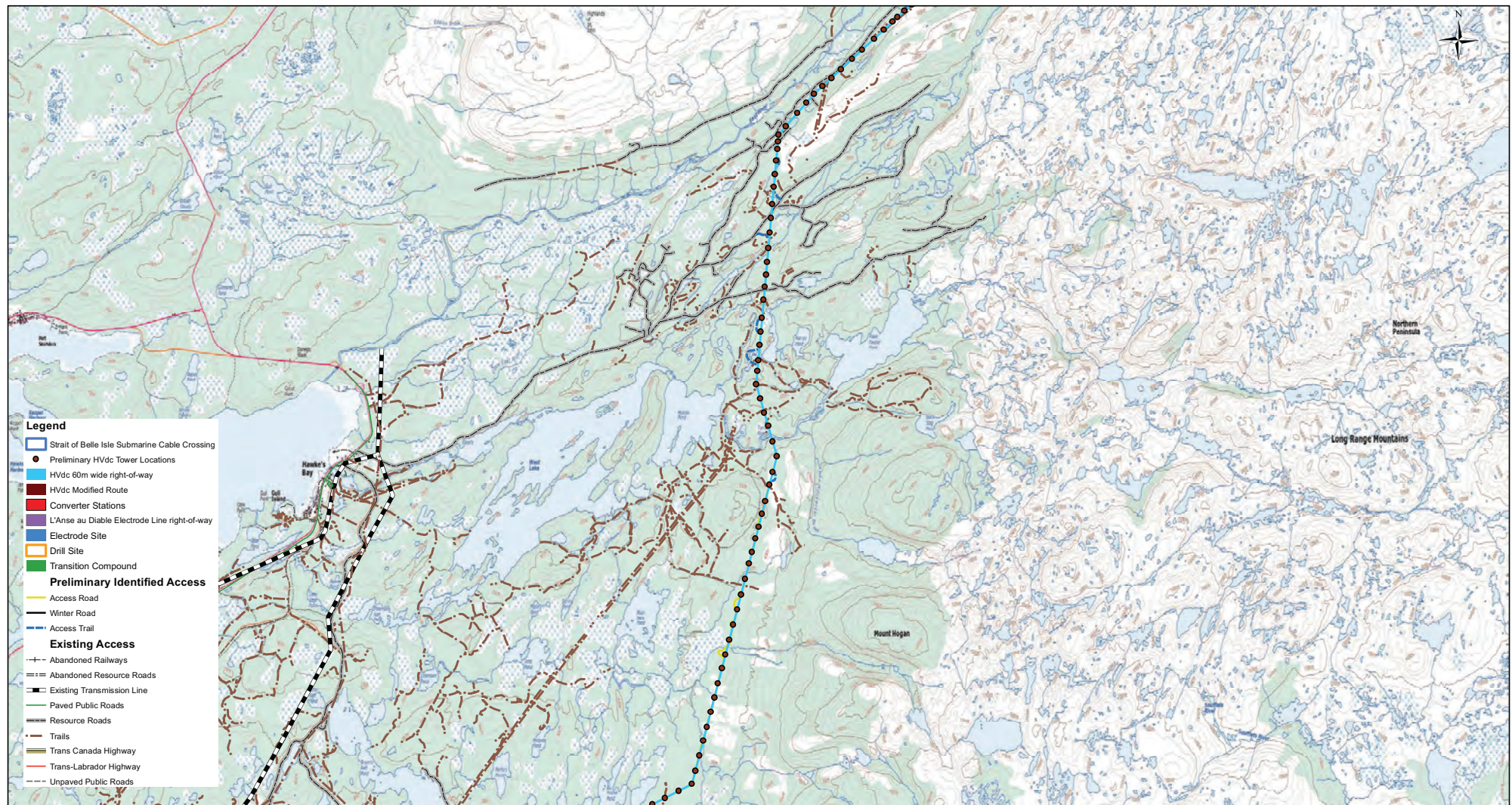
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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

1:100,000

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Labrador - Island Transmission Link Additional Project Description*

Figure #: 17

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

1:100,000

0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

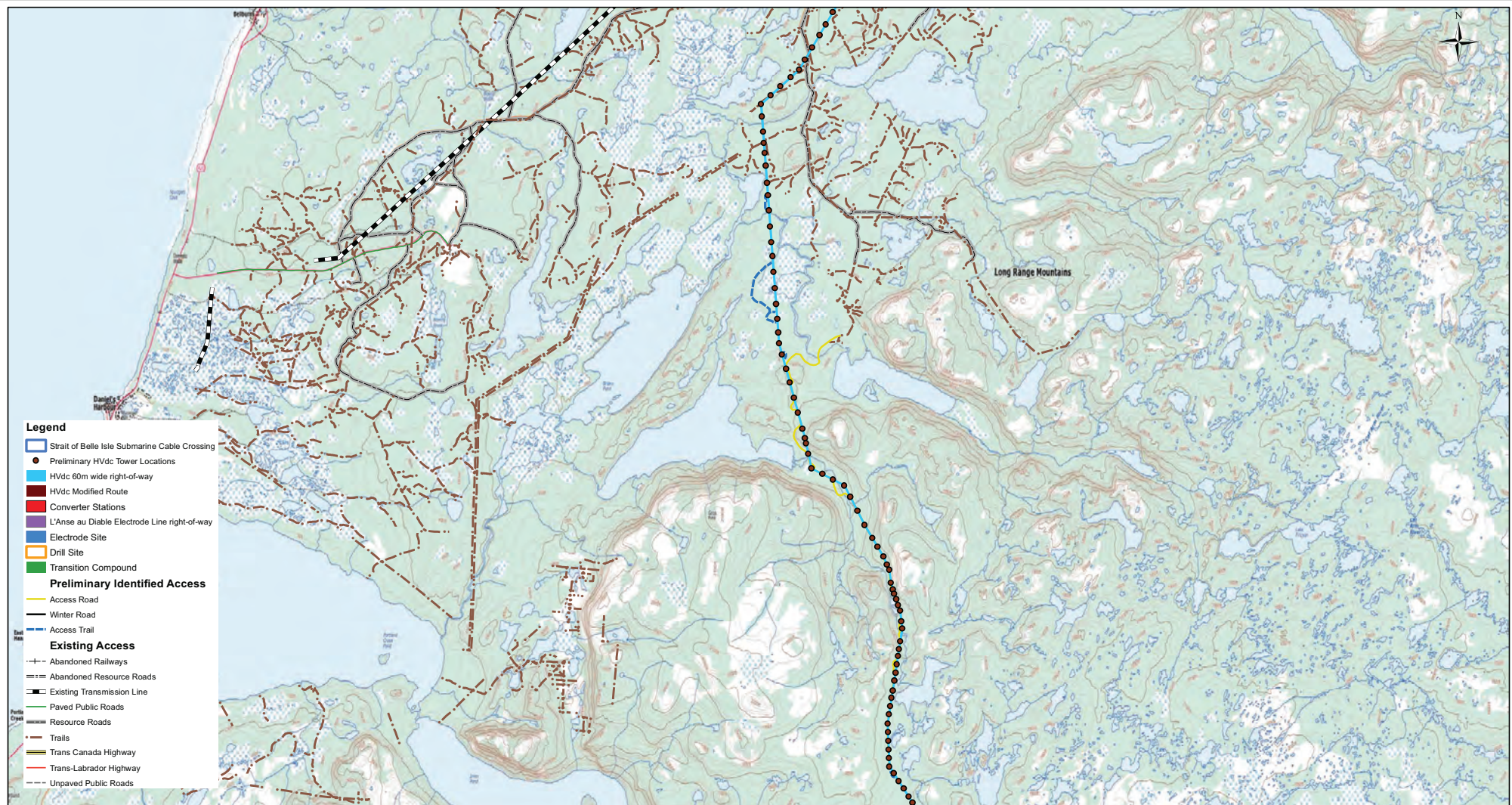
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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

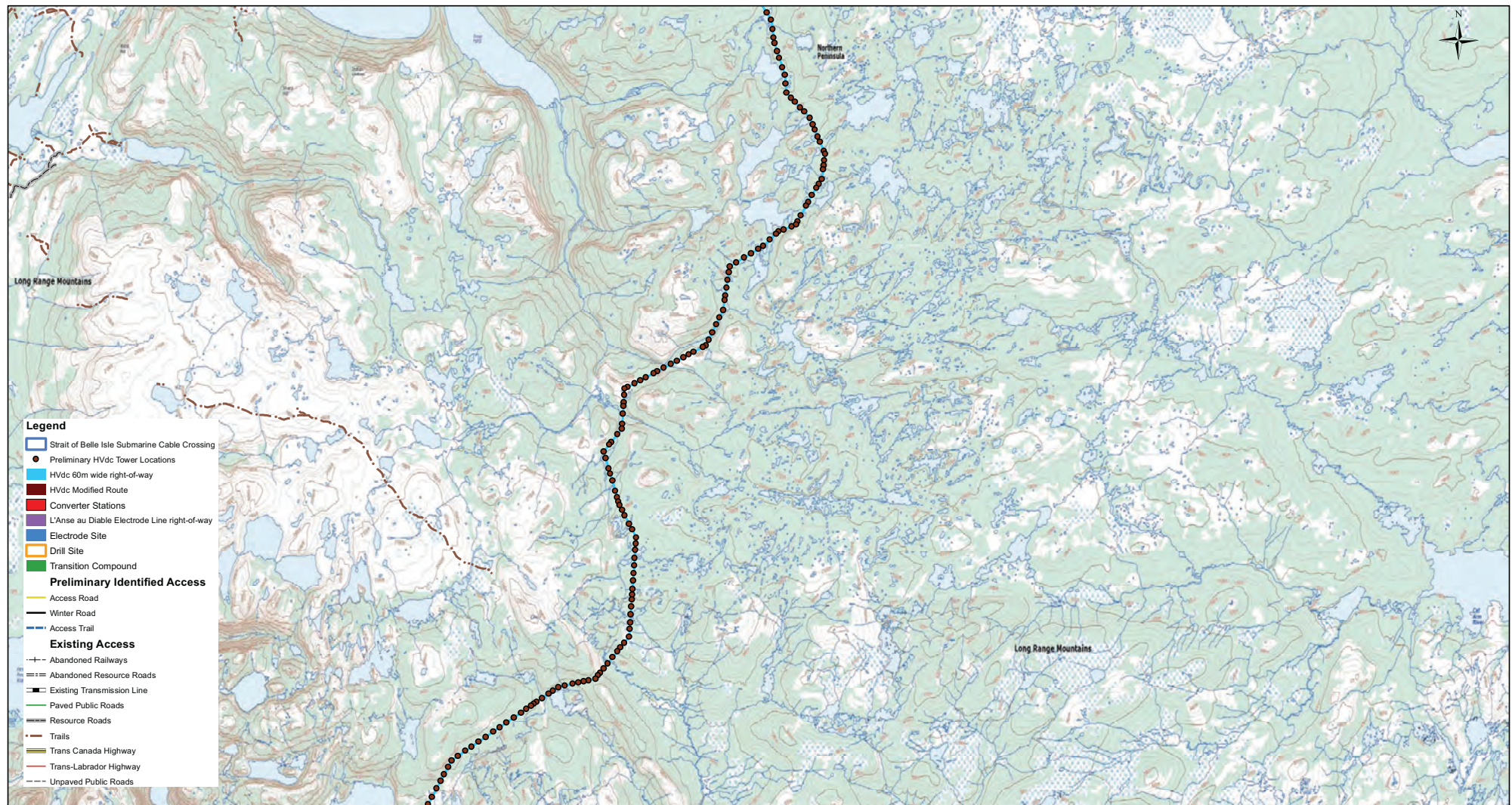
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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

1:100,000

0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

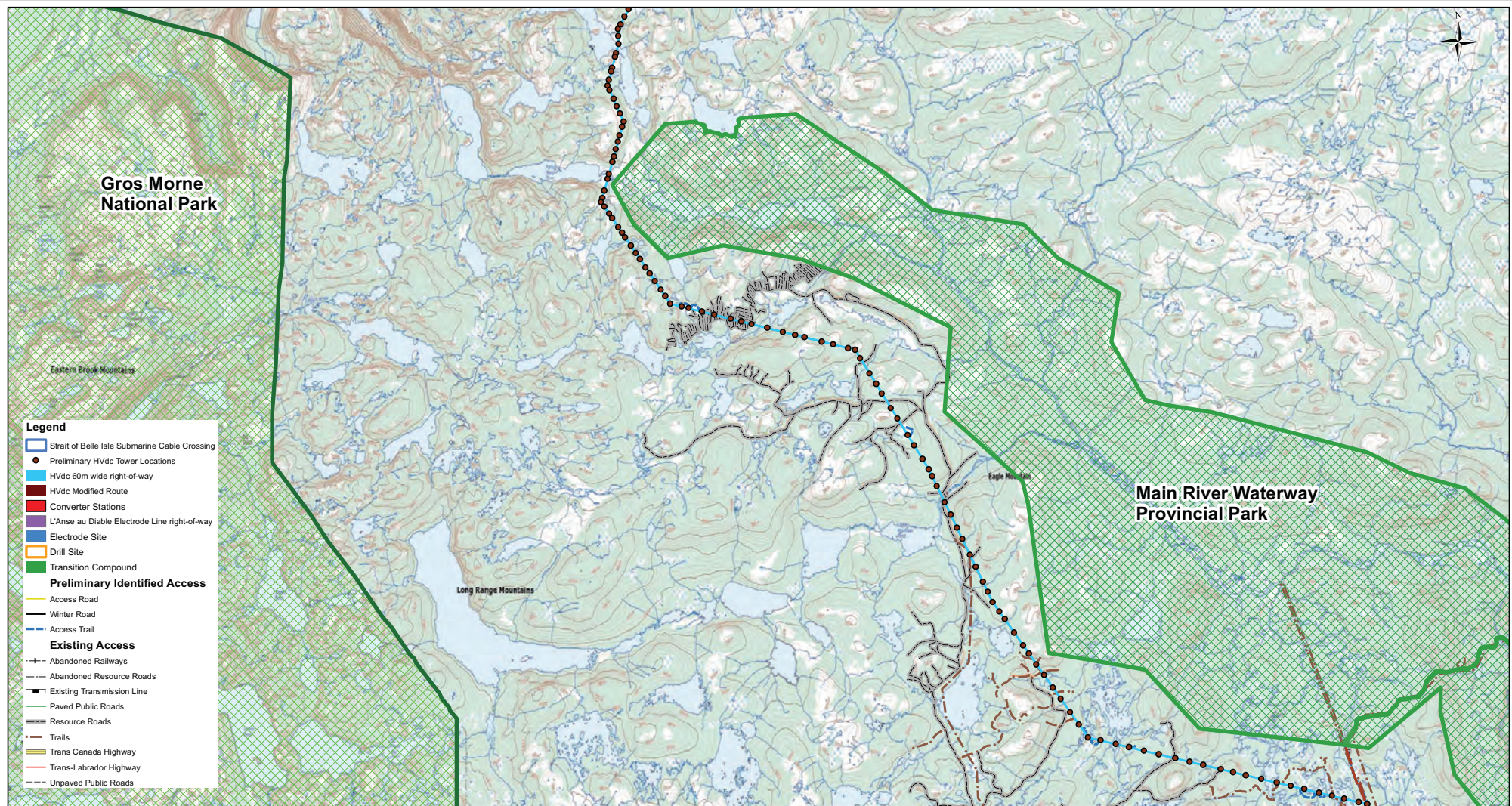
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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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Labrador - Island Transmission Link Additional Project Description*

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Figure #: 21

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

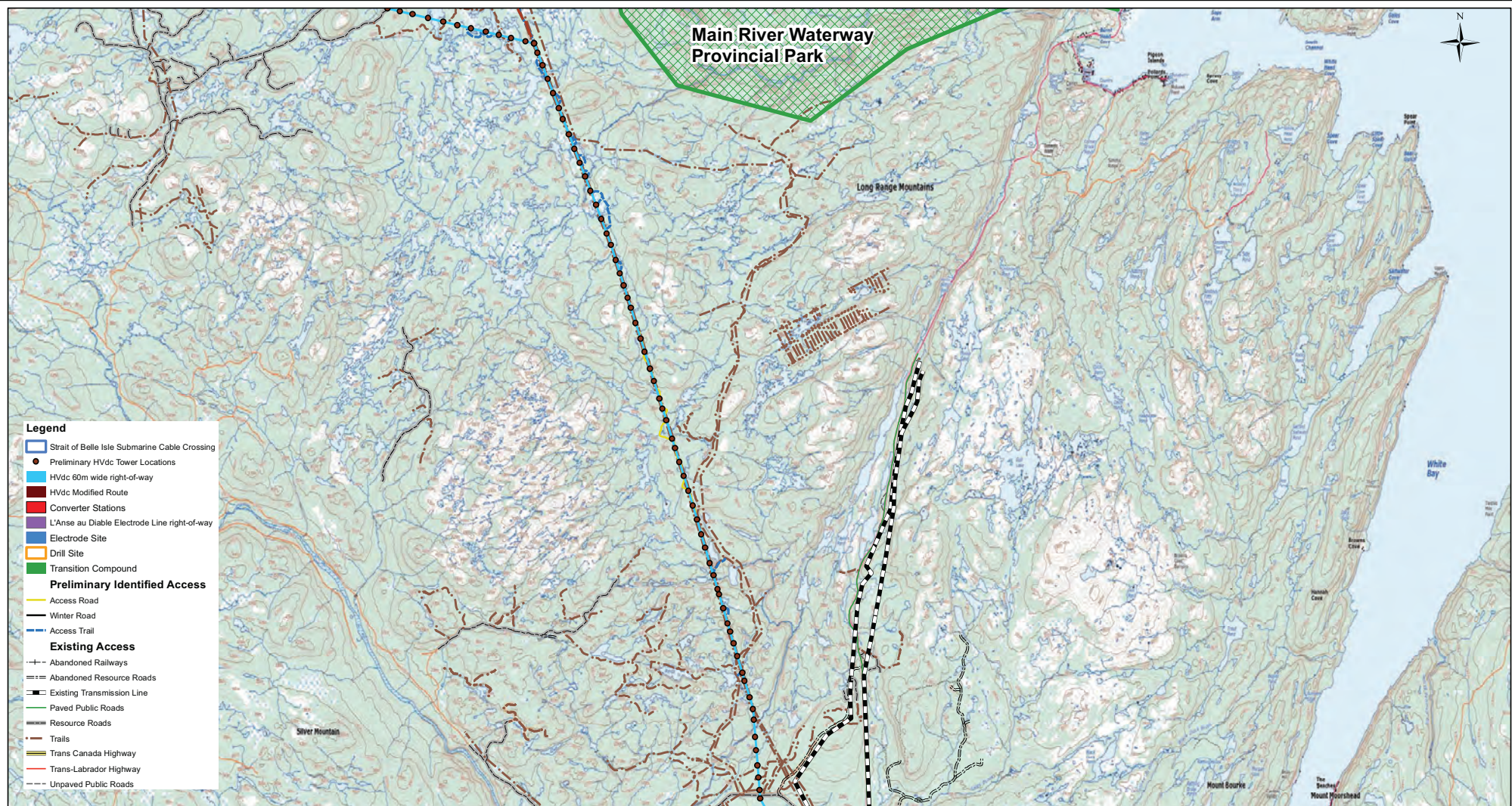


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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

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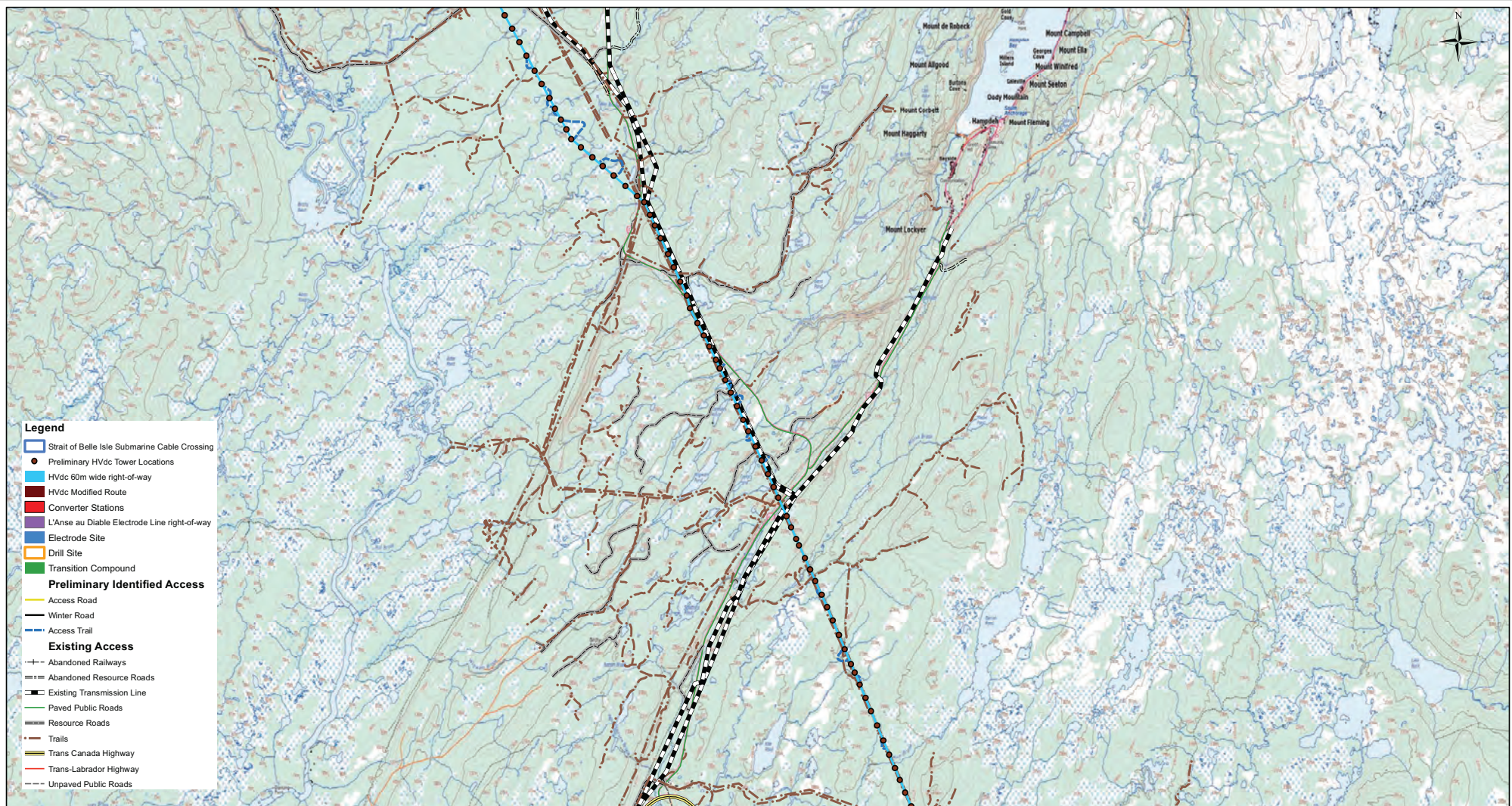


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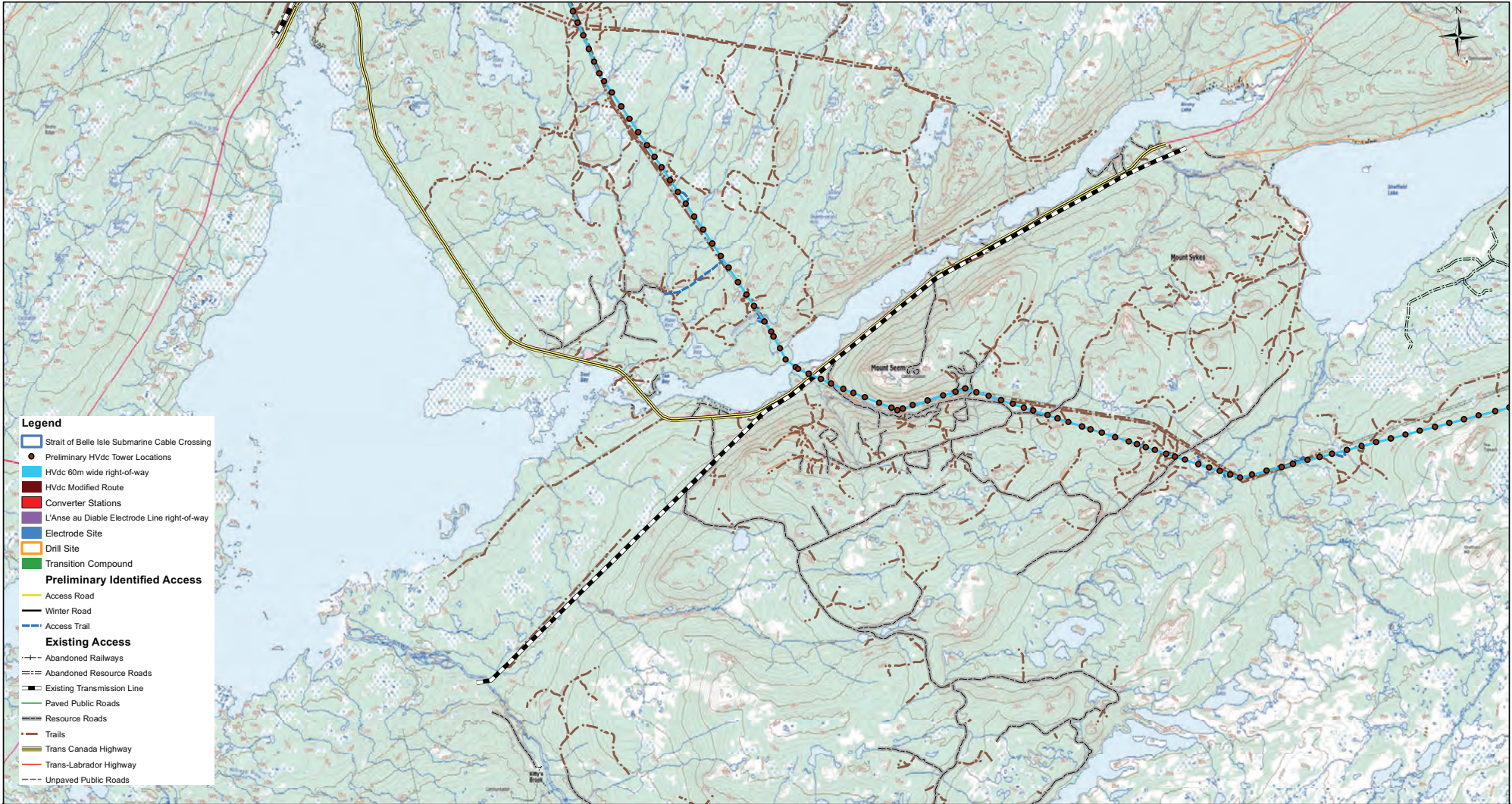
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Labrador - Island Transmission Link Additional Project Description*

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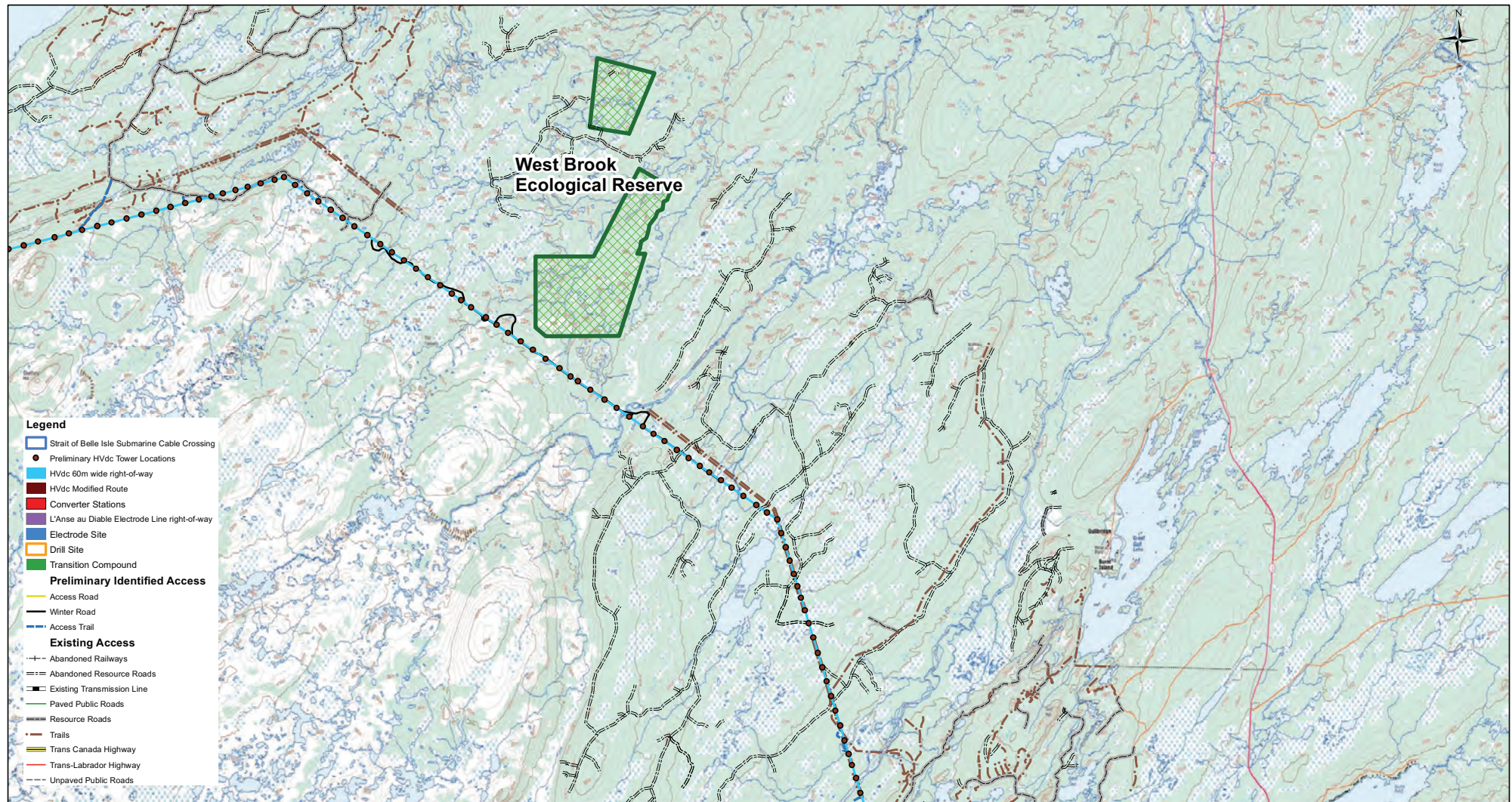
0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

Figure #: 24

DISCLAIMER:
* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

1:100,000

0 1.25 2.5 5 Kilometers

Figure #: 25 DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

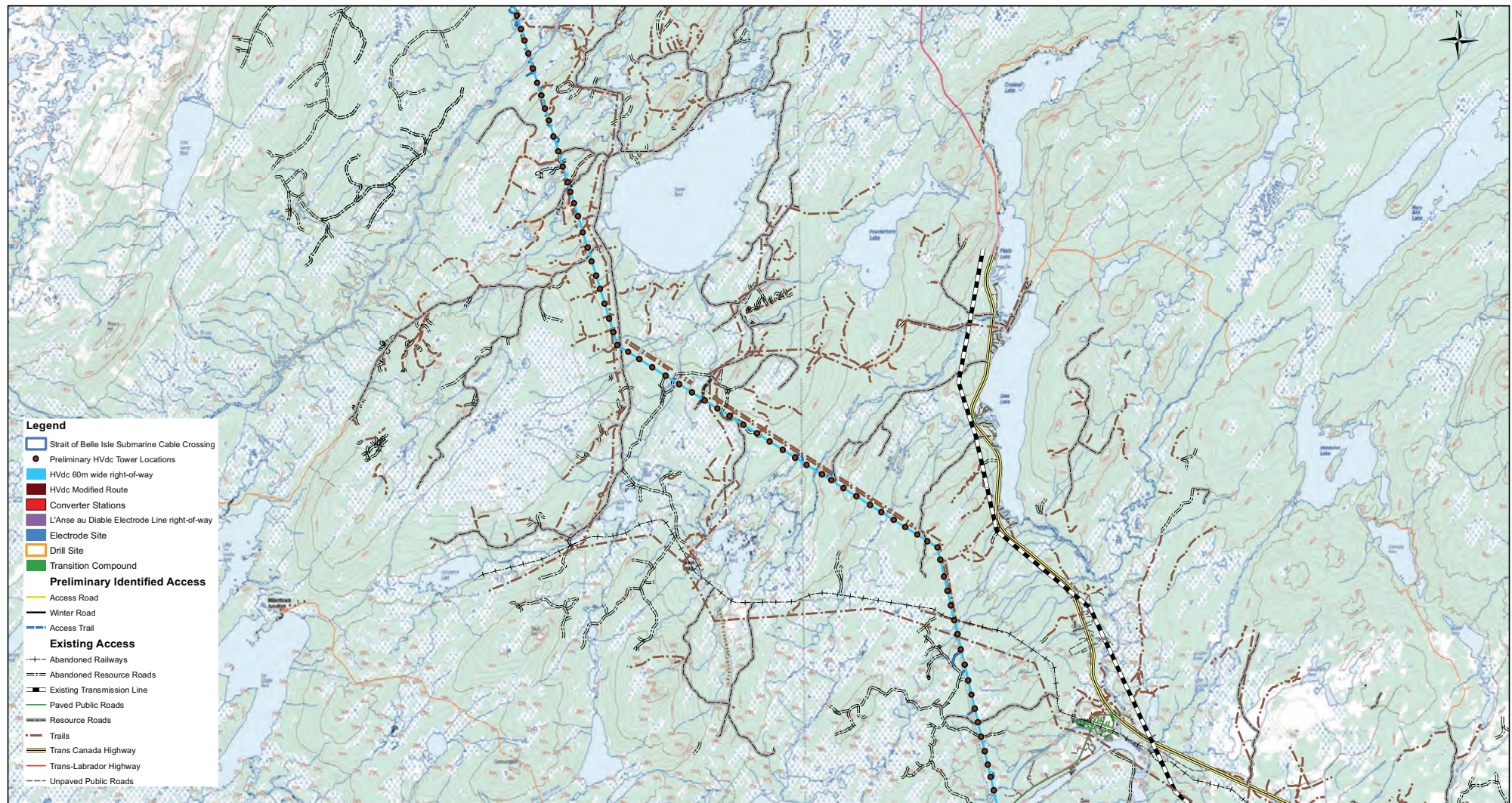


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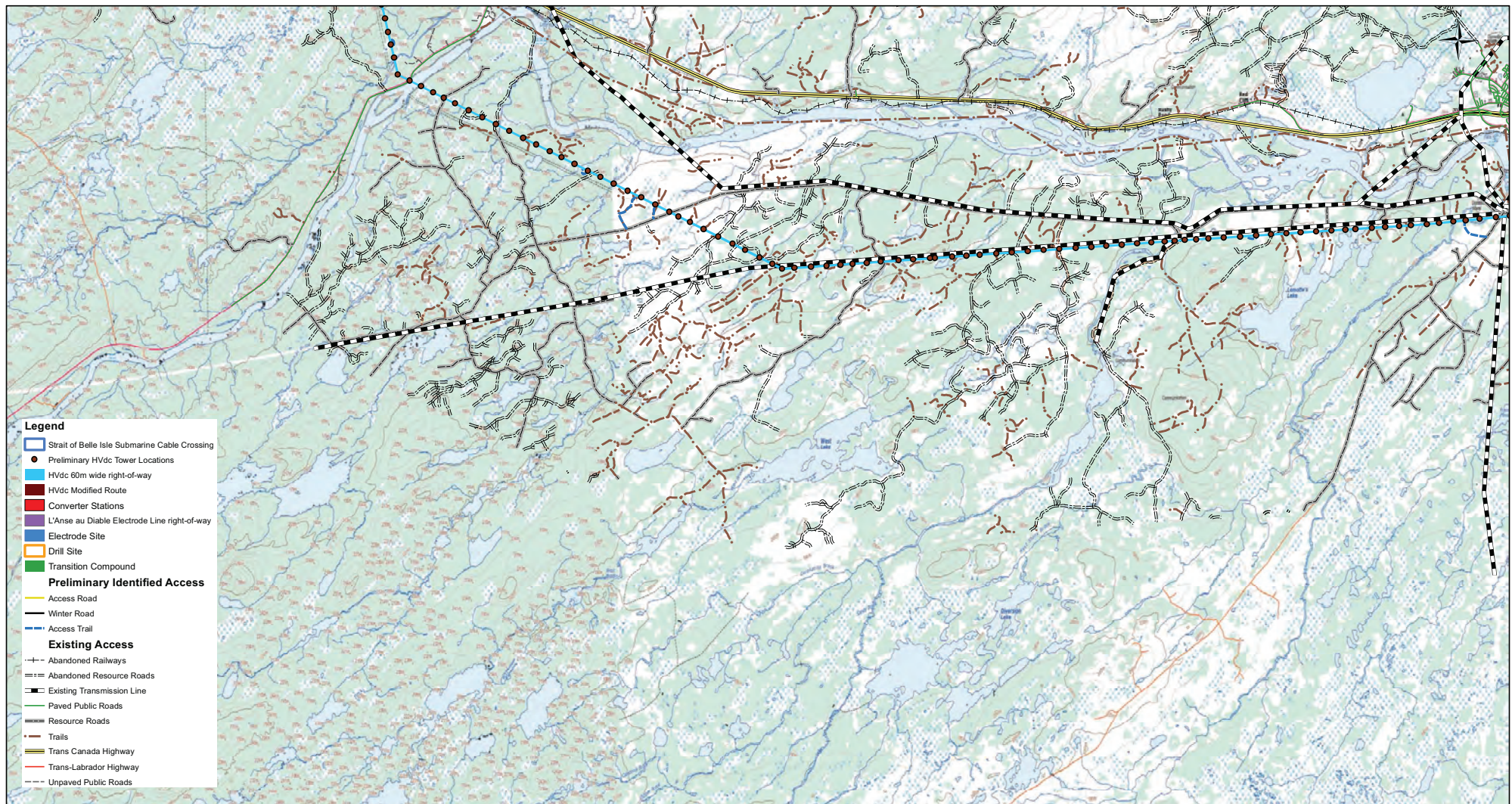
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Labrador - Island Transmission Link Additional Project Description*

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Labrador - Island Transmission Link Additional Project Description*

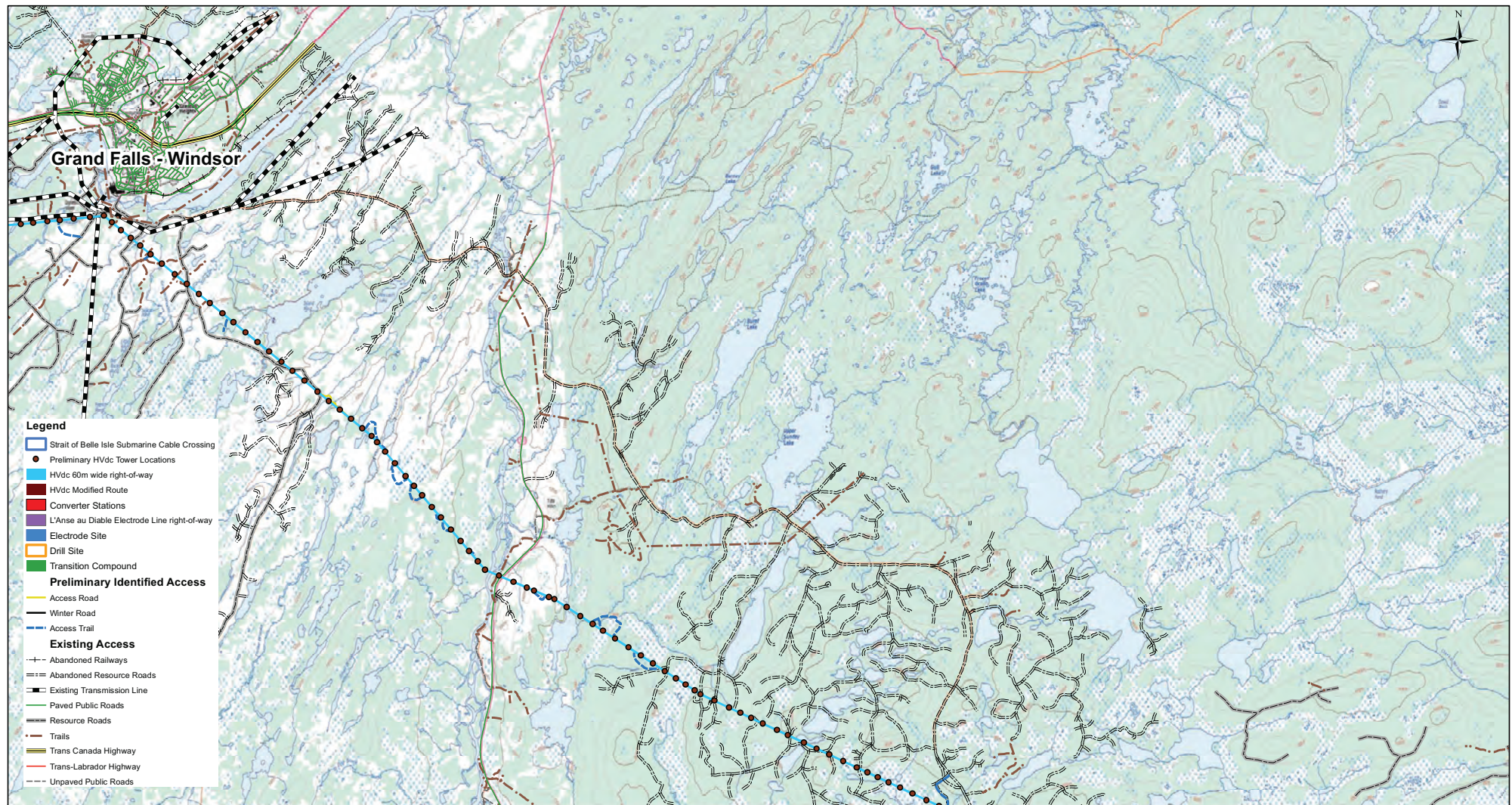
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Figure #: 27

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

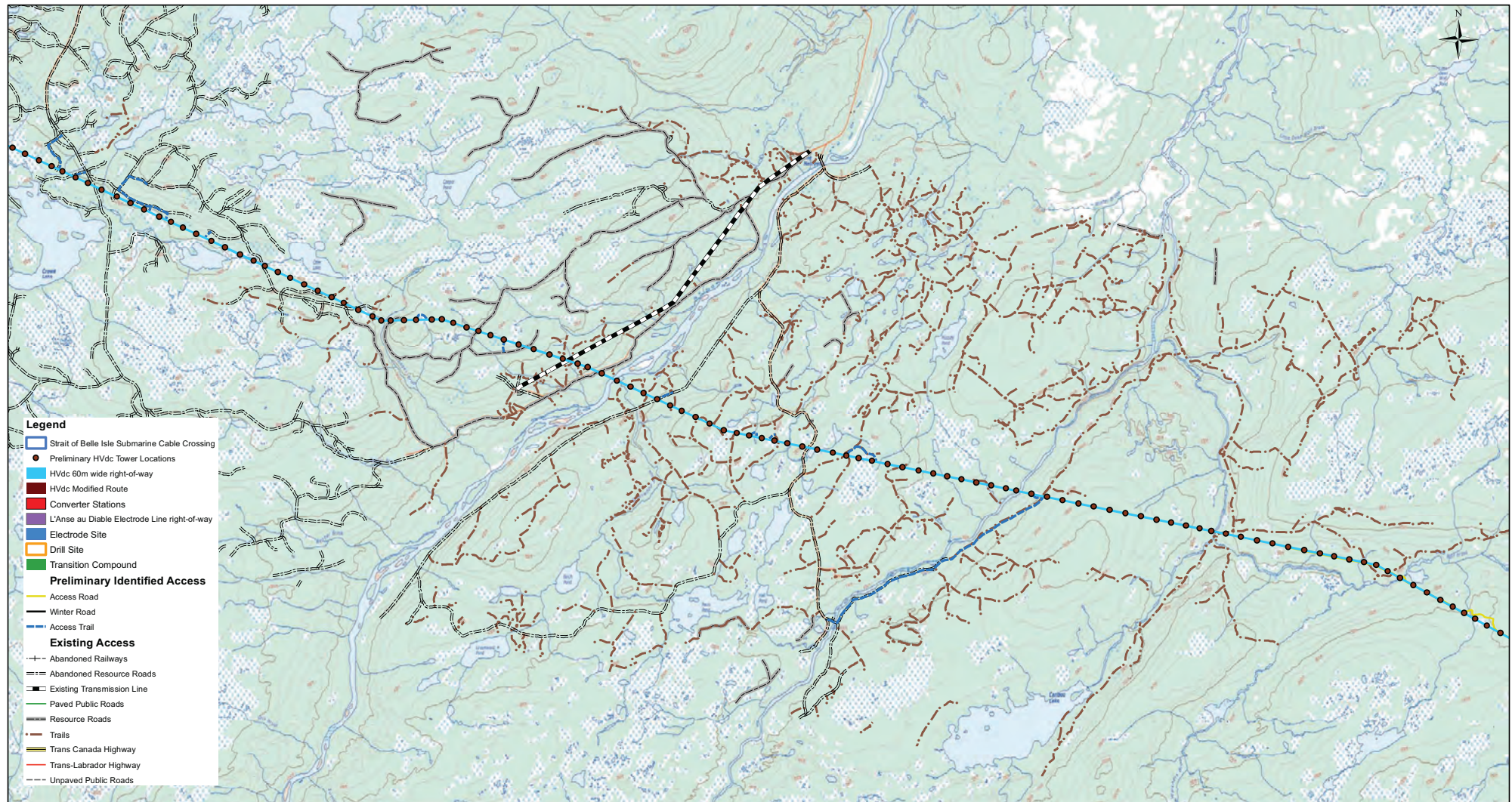
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DISCLAIMER:

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Labrador - Island Transmission Link Additional Project Description*

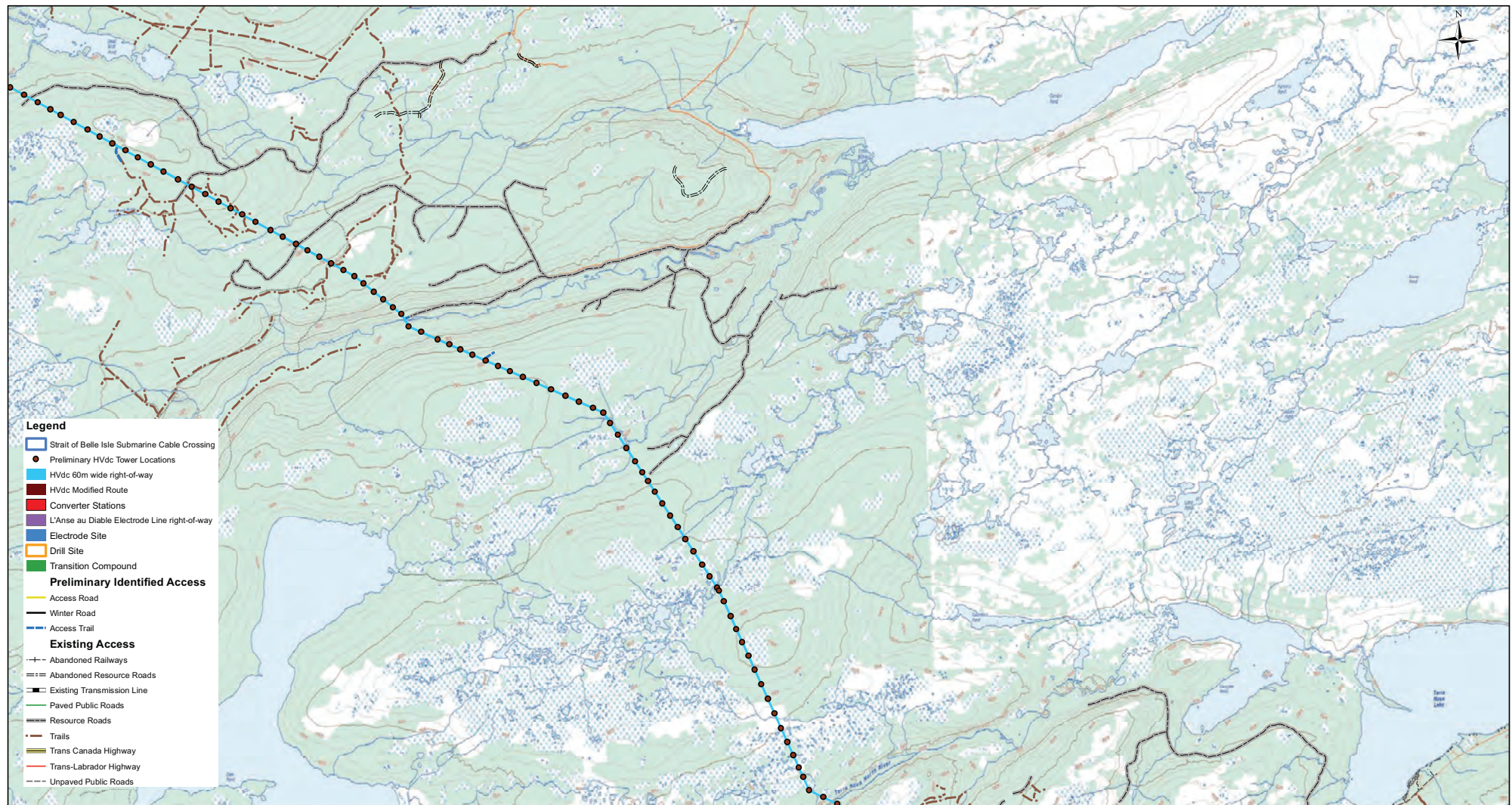
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DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

1:100,000

0 1.25 2.5 5 Kilometers



Labrador - Island Transmission Link Additional Project Description*

Figure #: 30

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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0 1.25 2.5 5 Kilometers

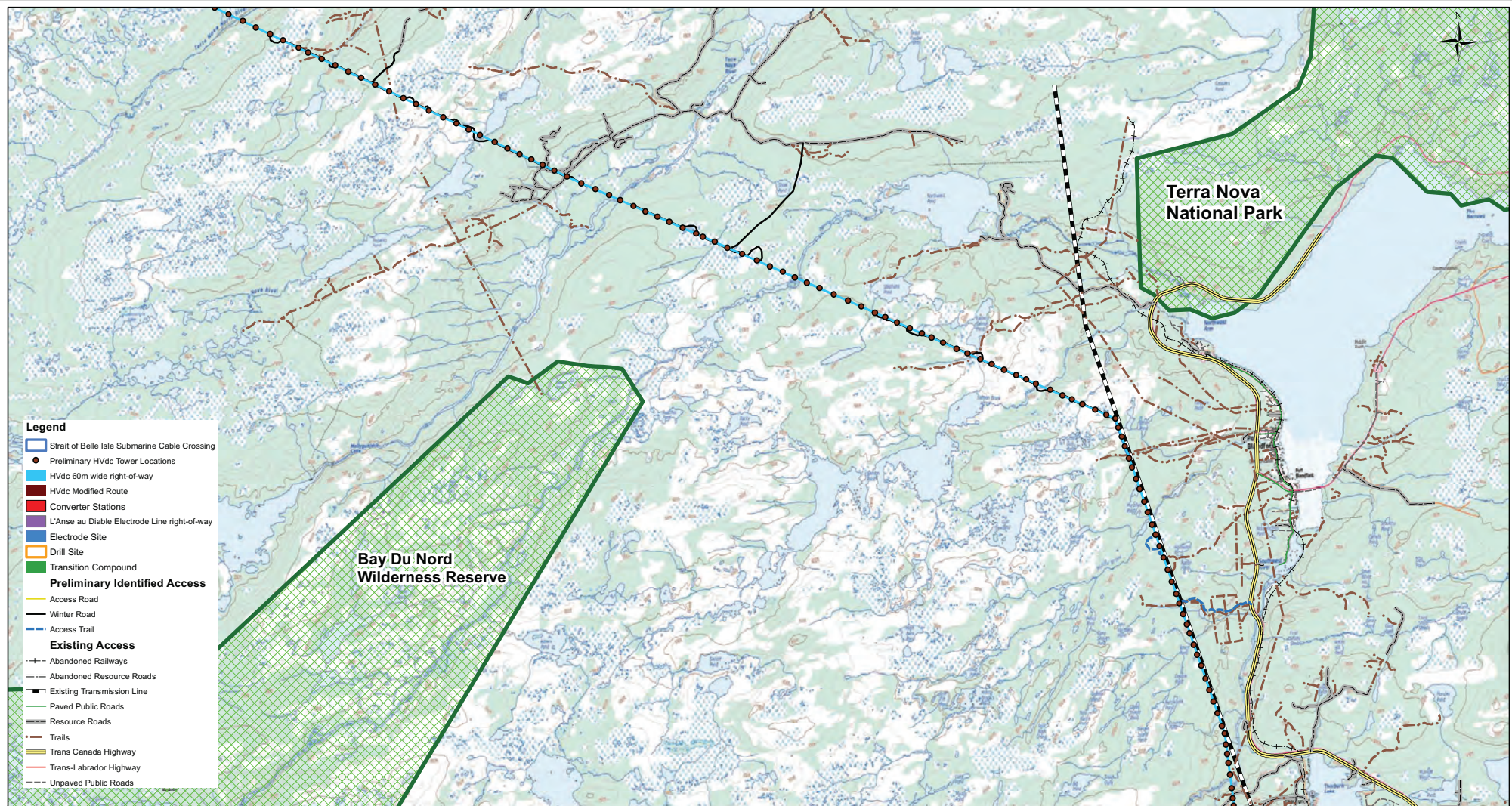


Figure #: 31

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

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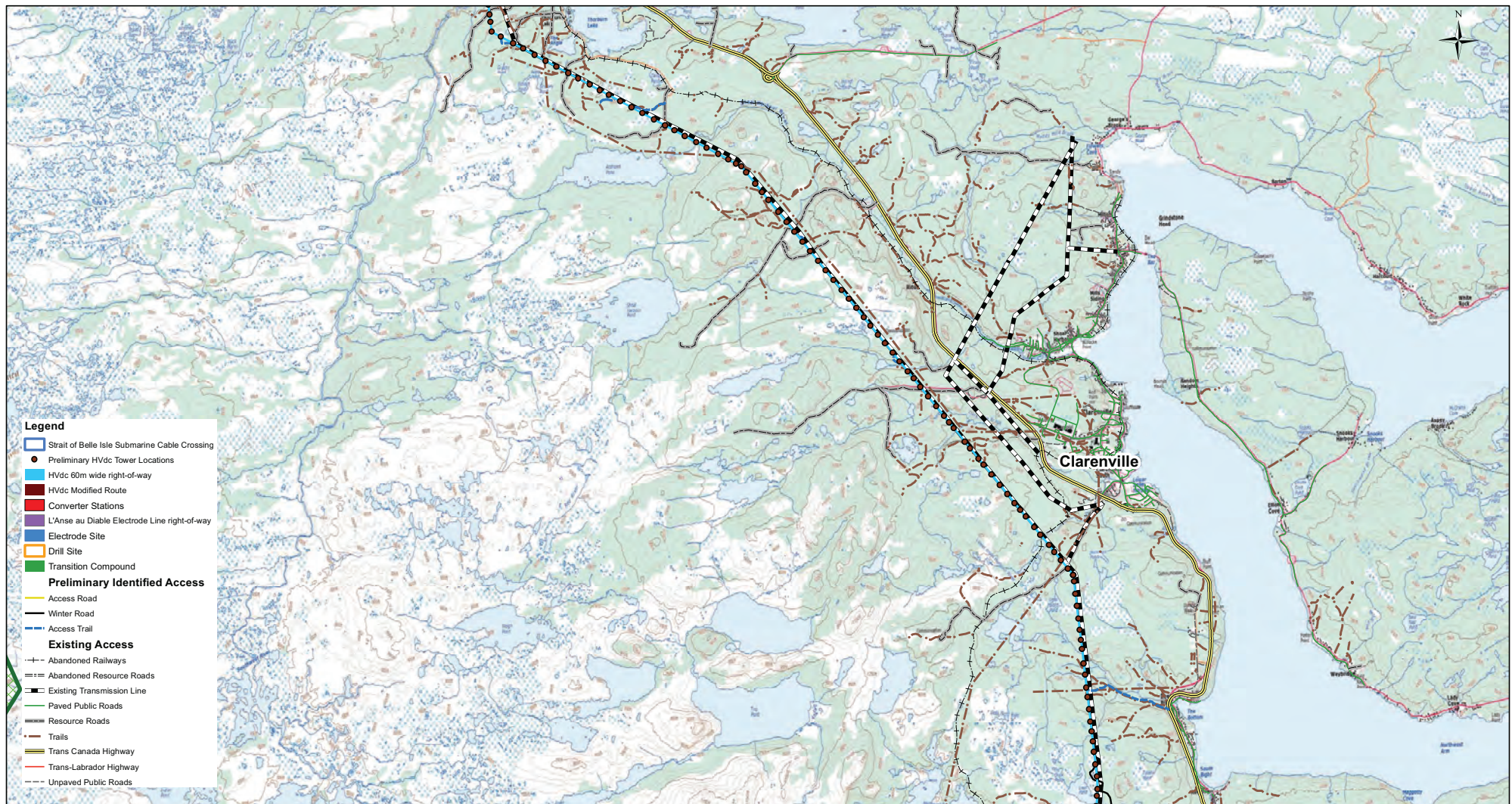


Figure #: 32

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*



Figure #: 33

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

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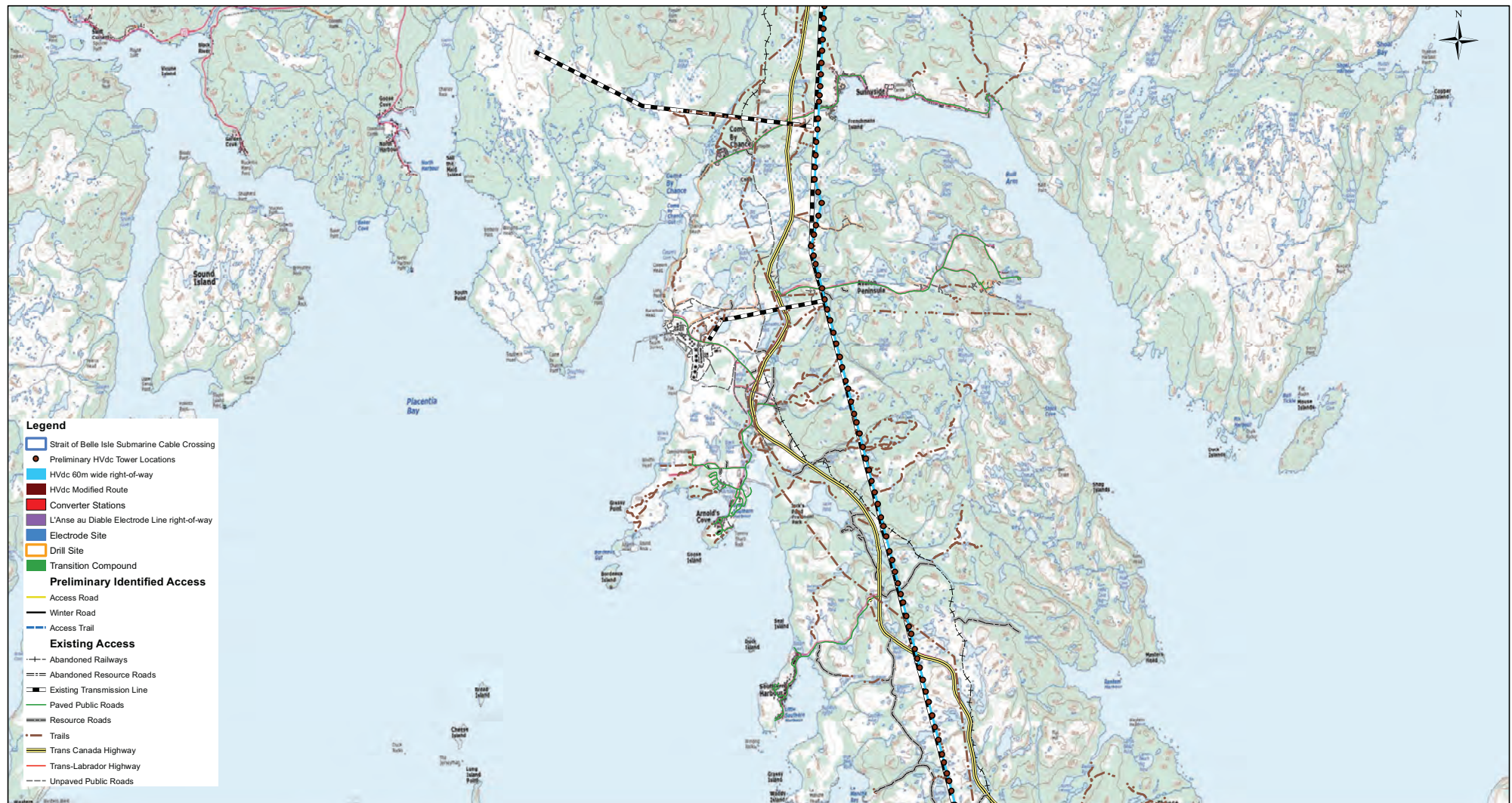


Figure #: 34

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

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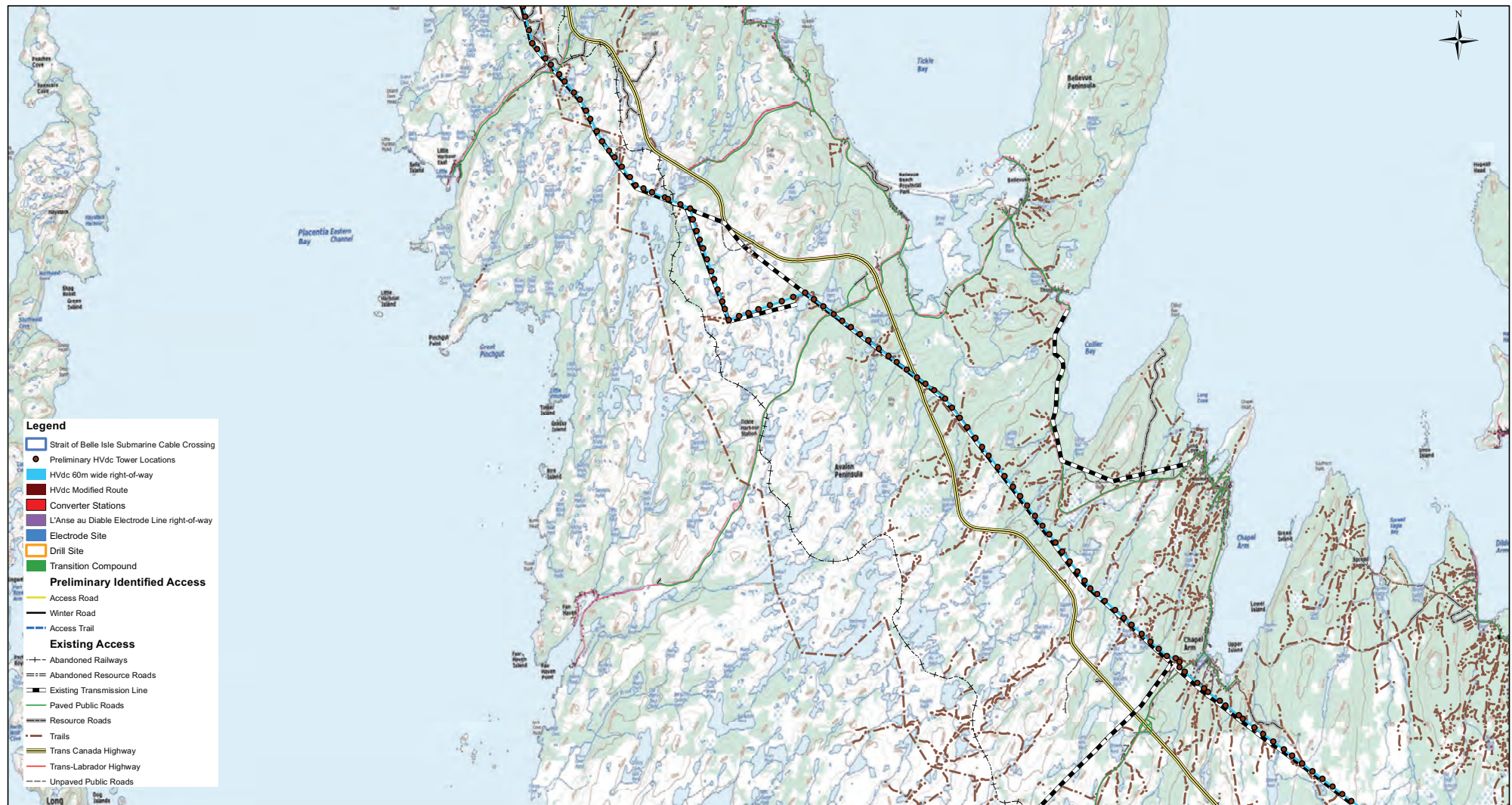


Figure #: 35

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

1:100,000

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Labrador - Island Transmission Link Additional Project Description*

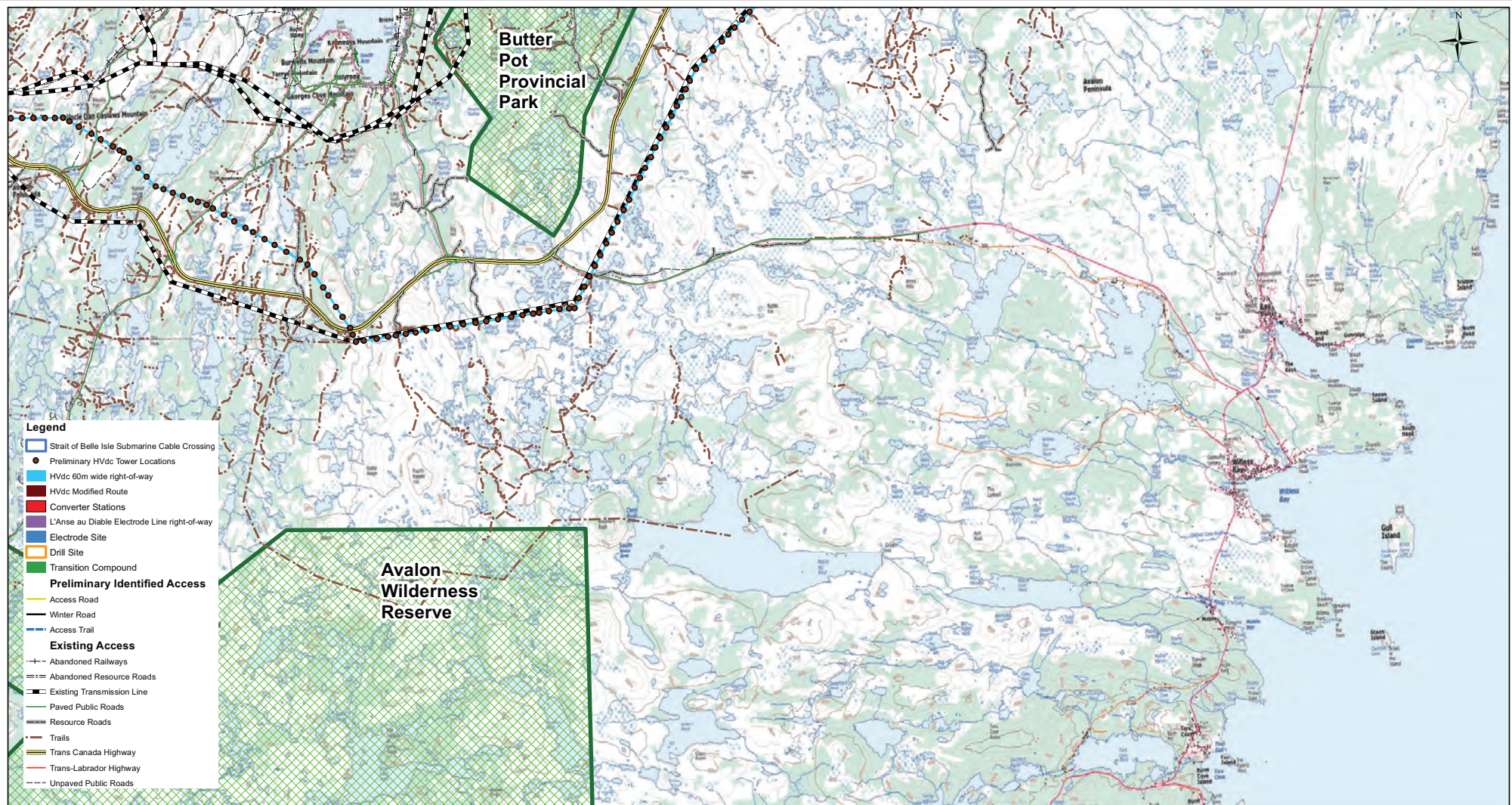
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Figure #: 36

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis



Labrador - Island Transmission Link Additional Project Description*

Figure #: 37

DISCLAIMER:

* Based on Nalcor's current stage of detailed engineering and design (November 2012) - subject to change based on further analysis

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