

## Tailored Impact Statement Guidelines - Disposition Table

Response requested by: **May 17, 2021**

Department/Agency:	Transport Canada		
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Section / Page	Issue (i.e. rationale, including if critical or recommended, project-specific or general)	Suggested edit (show original text with Track Changes)
7. Assessment methodology  7.2. Selection of valued components  p. 20	The right of navigation is a public right that may potentially be impacted by the Project. It is recommended that as a public right, it be unambiguous that this is a Valued Component that must be considered in the Impact Statement.  Recommended Project specific	<ul style="list-style-type: none"> <li>other land and resource use (including compliance with land use planning objectives, recreational and commercial activities), <u>navigation activities</u>;</li> </ul>
8. Biophysical environment  8.5. Groundwater and surface water  8.5.1. Baseline conditions  p. 34	Potential project and cumulative impacts to water quantity, and in turn navigation, on a seasonal and long-term basis are a potential concern. Navigational users experience the system through water levels, e.g., is a rock or other hazard exposed because of low water levels? Having flow hydrographs translated to the water levels navigational users would experience in various stretches of the system would likely make the Project's impacts more easily understood by participants in the impact assessment.  Recommended Project specific	<p>The Impact Statement must:</p> <ul style="list-style-type: none"> <li>...</li> <li>...</li> <li>...</li> <li><u>provide flow hydrographs and corresponding water levels for nearby streams and rivers showing the full range of seasonal and inter-annual variations, as well as seasonal baseflow, including...</u> the North Saskatchewan River, Beaverhill Creek, and Astotin Creek in the full range of seasonal and inter-annual variations, and seasonal baseflow . The hydrographs may be based on data from nearby gauging stations or from gauging stations on site;</li> <li>...</li> </ul>
10.3 Navigation  10.3.1 Baseline conditions  p. 66	1. The requested change to the Tailored Impact Statement Guidelines provides clarity to the information required from the Proponent. It also makes the final bullet in Section 10.3.1 redundant.  Recommended Project specific  2. The right of navigation is a public right. Identifying certain specific	<p>The Impact Statement must describe baseline conditions for navigation, including:</p> <ul style="list-style-type: none"> <li>...</li> <li>provide a list of <u>all</u> potentially affected waterway users, <del>including Indigenous groups and recreational</del>, and existing concerns regarding waterway use and access;</li> <li><u>provide plans and other information on the dewatering of all streams, waterbodies including reservoirs, and wetlands, both ephemeral and permanent, during project construction, operation and decommissioning.</u></li> </ul>

**Commented [PH1]:** This appears to be missing the beginning of the similar bullet point in the Suncor guidelines

	<p>uses may suggest that other uses are not as important.</p> <p>Recommended Project specific</p> <p>3. Potential project and cumulative impacts to navigation on a seasonal and long-term basis are a potential concern. Transport Canada assesses a project's impacts to navigation on a waterway system, not simply at the site of the project. As such, Transport Canada requires detailed information for all project components and activities that may impact navigation.</p> <p>Recommended Project specific</p>	
<p>10.3 Navigation</p> <p>10.3.1 Baseline conditions</p> <p>p. 66</p>	<p>1. The right of navigation is a public right. Identifying certain specific uses may suggest that other uses are not as important.</p> <p>Recommended Project specific</p>	<p>The Impact Statement must:</p> <ul style="list-style-type: none"> <li>describe how <u>all</u> potentially affected waterway users have been consulted; <del>including Indigenous groups and recreational</del>; regarding navigational use and the issues that were raised and how they were addressed;</li> </ul>
<p>15 Cumulative Effects Assessment</p> <p>p. 90</p>	<p>Potential project and cumulative impacts to navigation on a seasonal and long-term basis are a potential concern. Transport Canada assesses a project's impacts to navigation on a waterway system, not simply at the site of the project. As such, Transport Canada requires detailed information for all project components and activities that may impact navigation.</p> <p>Recommended Project specific</p>	<p>The cumulative effects assessment ...where appropriate:</p> <ul style="list-style-type: none"> <li>...</li> <li>effects at the watershed scale on water quality;</li> <li><u>effects on navigation from the project in conjunction with surrounding works in the regional study area</u></li> <li>...</li> </ul>