

**LEGISLATIVE ASSEMBLY OF THE  
NORTHWEST TERRITORIES  
10<sup>TH</sup> ASSEMBLY, 4<sup>TH</sup> SESSION**

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GOVERNMENT OF THE NORTHWEST TERRITORIES  
RESPONSE TO THE  
BEAUFORT SEA ENVIRONMENTAL ASSESSMENT PANEL REPORT

JANUARY 1985

Energy, Mines and Resources Secretariat



PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Oil Spills and Risk</u>				
<p>3. The Proponents, the Department of the Environment and the Department of Fisheries and Oceans co-operate in a program to improve and validate oil-spill trajectory models that would be workable by the time production commences.</p>			Agreement	
<p>4. The Proponents complete sensitivity mapping of all areas potentially affected by oil spills in the production zone and along transportation routes before any transportation of oil takes place.</p>			<p>Agreement. The Department of Renewable Resources will be an information source.</p>	<p>This activity represents a continuation of current activities.</p>
<p>5. The Minister of the Environment and the Leaders of the Government of the Northwest Territories and the Government of Yukon jointly set minimum standards for oil-spill clean-up capability under various conditions and seasons of the year in the Beaufort Sea production zone and along any subsequent transportation corridors recognizing that sensitive areas will require especially stringent standards.</p>			<p>There are major technical constraints still to be overcome before realistic standards can be set. The Panel's recommendation implies that agencies have more control over spilled oil than they actually have.</p>	<p>This activity would represent a major commitment from the Wildlife Management and the Pollution Control Divisions of the Department of Renewable Resources.</p>

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<p><u>Oil Spills and Risk</u></p>			<p>Agreement</p> <p>The Department of Renewable Resources has committee involvement in the approval of the proponents contingency plans.</p>	<p>This activity represents a continuation of current activities. In addition it is recommended that Safety Division of Justice and Public Services should review the contingency plans.</p>
<p>7. Local people continue to be trained and employed through local businesses in the use of oil-spill clean-up procedures and equipment, and that these opportunities be extended to include other types of environmental protection programs.</p>			<p>Agreement</p>	<p>The Pollution Control Division will be devoting time and personnel to training programs, as well as minimal funding from the Department. Community response groups require training in identification of problem areas, remedial actions, the development of spill response plans and spill containment capability. A clean-up manual is also to be developed through NOGAP.</p>

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<u>Oil Spills and Risk</u>  8. The Government of Canada establish an effective funding mechanism immediately to ensure that the Department of the Environment, with the cooperation and participation of the Department of Fisheries and Oceans and the Department of Indian Affairs and Northern Development continue research on oil-spill clean-up equipment and on the behaviour, detection and effects of oil spills in the Arctic marine, fresh water and terrestrial environments.			Agreement	

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<p><u>The Human Environment</u> <u>Principal Recommendations</u></p>				
<p>9. The Panel recommends that arrangements be put in place by the federal and territorial governments upon approval of oil and gas production and transportation, to enable social agencies and the communities to manage the socio-economic effects of growth.</p>		<p>There should be greater local control over development activities.</p>	<p>Agreement.</p>	
	<p>[5-2-2] Funds should be allocated immediately to community development programs. Communities with social problems should have top priority for the funding available.</p>	<p>Additional funding is required.</p>	<p>Many GNWT programs have community development objectives and are delivered to communities by GNWT program departments. As well, the GNWT supports many community run programs that have community development objectives.</p>	
	<p>[5-2-7] Funding must be provided early enough to get services in place. Funding and staffing for social programs should be increased immediately to enable communities and social agencies to improve present social conditions to an acceptable standard. Each community should be given considerable authority and funds to define and shape its own social programs.</p>		<p>Many GNWT programs include local devolution options. Many GNWT programs are developed and implemented with the intention of supporting traditional lifestyles (Outpost camps, native language programs).</p>	
	<p>[5-2-3] Traditional lifestyles and cultures should be maintained and strengthened.</p>			

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<u>The Human Environment</u> <u>Principal Recommendations</u>				
<p>10. The Panel recommends that upon application, only small scale, phased production and transportation of oil and gas resources from the Beaufort Sea region be authorized.</p>		<p>The GNWT supports small scale phased production proposals for the Beaufort</p>	<p>Agreement</p> <p>The Panel has used the population impacts associated with a small diameter oil pipeline as a benchmark for acceptable impact</p>	<p>The GNWT does not have standard criteria for "small scale" projects.</p> <p>It is likely that the GNWT will develop criteria to differentiate levels of project activity.</p>
<p>11. The Panel recommends that</p> <ul style="list-style-type: none"> <li>o camps be used for the temporary construction workforce</li> <li>o these camps be located well away from communities except where a community agrees to accept a camp; and</li> <li>o the Proponents and communities cooperate to determine rules governing employee access to local communities.</li> </ul>			<p>Agreement</p>	

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<u>The Human Environment</u>	<p>[5-3-2] The projected growth rate for Tuk is unacceptable unless there are extra government social services and Tuk approves.</p> <p>[5-3-3-1] Growth should be encouraged in existing communities where approved by the GNWT and Council and where it can be managed</p> <p>[5-5-2] Municipal services should be upgraded to acceptable standards and maintained</p> <p>[5-5-3] The development of the private housing market should be supported</p> <p>[5-3-4-2] New communities should not be established.</p>	<p>Rate of growth should accommodate what the community can successfully manage</p> <p>Same as GNWT</p> <p>Same as GNWT</p> <p>Same as GNWT</p> <p>Same as GNWT</p>		<p>NOGAP funded development of Policy on Provision of Municipal Infrastructure for Impact Communities to commence January 1985 and to address GNWT recommendations to ESEAP on community growth, municipal services and new communities.</p>

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The Human Environment				
12. The Panel recommends that the proponents continue to develop public information campaigns in cooperation with government agencies to inform southern job seekers that northern employment can only be obtained through southern hiring halls.	[5-3-3-3] Immigration should be closely monitored. There should be strict enforcement of squatters' regulations. [5-3-3-1] The proponents should establish an employment office in Yellowknife.	Recruitment areas should be expanded.	Agreement  The Beaufort DIZ group has also recommended increased numbers of employment officers working in Beaufort-Delta communities.	
13. Before oil or gas production commences the Proponents should develop contingency plans for abandonment satisfactory to governments and that such plans be reviewed periodically.			Agreement.	The Energy, Mines and Resources Secretariat is undertaking a NOGAP funded study on Boom-Bust Cycles in the Western Arctic.
14. Governments give to the communities and local hunters and trappers a stronger role in harvesting studies in fish and wildlife resource planning and decision making, in monitoring and in enforcement.			Agreement.	This will be a major activity for the Department of Renewable Resources. A Beaufort/Delta/Valley harvest study are not yet underway.
15. Licensing authorities ensure that adequate supplies of sand and gravel are reserved to meet the long term needs of northern communities.	[5.4.4] A substantial reserve of energy sources should be maintained for one local market as an important mitigative measure for reducing the impact of abandonment.	GNWT position is to examine feasibility of local supply usage.	Agreement. There is not a mechanism to resolve conflicts between long range community needs and short term industrial needs.	The GNWT will develop a strategy for negotiations with the Inuvialuit Lands Administration.

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<p>The Human Environment</p> <p>16. The Panel recommends that the feasibility of establishing post-secondary, higher educational facilities at Inuvik and in the Eastern Arctic be explored thoroughly and immediately by governments and community representatives and that the results be published and distributed in the communities for discussion purposes and for subsequent government and community action.</p>	<p>[5-7-2] The GNWT should expand career counselling.</p> <p>[5-7-2] The GNWT should reinstate training allowances.</p> <p>[5-7-3] Training should be developed for all employment opportunities (not just oil and gas). The GNWT should sponsor career workshops.</p> <p>[5-8] The GNWT should expand adult education, give credit for work experience.</p>		<p>Agreement. At present the GNWT does not have the funding necessary to expand programs or facilities significantly in Inuvik or in the Eastern Arctic. Any significant change in GNWT programs is usually the result of extensive consultation and dialogue among the communities.</p>	
			<p>It is apparent from section 5-8 on Employment that the Panel believed that training programs need to precede employment programs and that northerners should focus on the employment opportunities of the operations and maintenance phase. The GNWT feels that construction phase opportunities are also an important source of employment benefits. The GNWT feels that training programs are useful only when the already trained workers are not available. Several issues remain of concern to the GNWT:</p> <ol style="list-style-type: none"> <li>1. the compliance of contractors and subcontractors to northern hiring and training programs.</li> <li>2. the availability of government and industry training for unqualified workers.</li> </ol> <p>Certification requirements for all recognized trades in the NWT give credit for work experience. As well, the GNWT offers a "Work Experience Book" which documents work experience of any participating worker. The GNWT would like to see more use made of this program by northern employers.</p>	

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<u>The Human Environment</u>				
<p>17. The Panel recommends that the communities, governments and proponents work together to integrate cross-cultural orientation with existing training programs.</p>	<p>[5-8-2] Cross-cultural orientation should be made available to business and government employees as well as industry. Cross-cultural orientation would be better accomplished through a local education centre.</p>		<p>The continuing need for cross cultural orientation is recognized. The GNWT does not require or expect joint delivery or development of programs. The working relationships presently established provide for sufficient consultation and interchange.</p>	
<p>18. The Panel recommends that the proponents and the GNWT establish cross-cultural orientation programs that are developed and delivered by northerners who are thoroughly familiar with native and non-native cultures and with experience in the industry's oilfields.</p>	<p>[5-8-3] The proponents, governments and the communities must work together to develop effective career progression programs.</p>			
<p>19. The Government of Canada and the GNWT should establish an agreement, after consultation with labour unions, that includes legislation if needed, to ensure that unions are neither a barrier to employment for northerners nor to the development of northern business.</p>		<p>[5-8-5] The Proponents and the government should establish cost-shared employment liaison offices in communities with a large enough labour force.</p>	<p>Agreement</p>	<p>The Deputy Minister of Justice and Public Services is chairing an interdepartmental committee that is examining the issue and will recommend next steps for the GNWT.</p>

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The Human Environment	[5-8-5] The Proponents and the government should establish cost-shared employment liaison offices in communities with a large enough labour force.		<p>GNWT Labour Pool officers are already in place in many Beaufort Region communities. As well, there are often locally based industry expeditors. The GNWT is more than willing to explore cost shared arrangements. The Department of Education may pursue this task.</p> <p>Regarding Labour force estimation (Season 5-8-4) the panel has not addressed the supply side of the labour forecasting and the high costs associated with maintaining supply side data.</p>	<p>The GNWT (Section 5-8-5) would like to examine the available options for rotation programs and to identify recommendations for improvement.</p> <p>The Department of Education maintains supply side data and review labour needs forecasts.</p>
20. The Government of Canada and the GNWT should establish an agreement designating responsibility for regular inspection of the Proponents' facilities with respect to occupational health and safety.		GNWT should have increasing responsibilities for regular inspection of the Proponents' facilities with respect to occupational health and safety.	Agreement	The Department of Justice and Public Services has the mandate to pursue this.

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<p>The Human Environment</p>	<p>[5-9] An Annual Regional Business Opportunities Conference should provide assistance to businesses.</p> <p>[5-10-2&amp;3] The GNWT should continue its initiatives to support an effective monitoring program without delay.</p> <p>[5-10-5] Social research should be oriented to the expressed needs of communities. The GNWT should not wait for comprehensive analyses but begin community based problem-solving now.</p>	<p>GNWT should take the lead role in the development and implementation of socio-economic monitoring for the Beaufort.</p>	<p>Agreement</p> <p>Agreement</p>	<p>Staff from the Department of Economic Development and Tourism are determining recommendations on bonding assistance.</p> <p>Recently the GNWT began the final phase of the development of the indicators list for the Beaufort. NOGAP funding has been approved for this task.</p>

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<p><u>The Natural Environment</u></p> <p>22. The Government of Canada approve the use of oil tankers to transport Beaufort Sea oil only if:</p> <p>a) a comprehensive government Research and Preparation Stage is completed by governments and industry, and</p> <p>b) a Two Tanker Stage using Class 10 oil-carrying tankers demonstrates that environmental and socio-economic effects are within acceptable limits.</p> <p>23. Upon application, the transport of oil from the Beaufort Sea-Mackenzie Delta region through the Mackenzie Valley only be authorized to begin through a single, small-diameter buried pipeline.</p>		<p>The GNWT preferred the use of pipelines as the transportation mode and indicated that the GNWT is not able to support the use of tankers.</p> <p>The GNWT preferred the use of pipelines as the transportation mode.</p>	<p>The Federal Government should indicate a detailed response and commitment to the research and preparation stage necessary for the tanker option. In light of that commitment and program, the GNWT may be willing to re-examine its position on tankers.</p> <p>Agreement</p>	

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<u>The Natural Environment</u>		GNWT preferred small scale development.	Agreement. Furthermore the GNWT expect that it will participate fully in the determination of future review activities through direct involvement in such activities as setting terms of reference.	Participation in a public review process requires extensive commitment from most departments for assessment and response.
25. No port or supply base be permitted west of Kay Point.		Beaufort port should be located at NWT site; preferably an already used site.	Agreement, for NWT sites.	

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<u>The Natural Environment</u>				
<p>With respect to pollutants entering the marine environment, the Panel recommends that:</p>				
<p>26. The discharge of formation waters containing hydrocarbons and trace metals to the Beaufort Sea be avoided. Formation waters containing these substances must be reinjected to the reservoir at the earliest date feasible. Until that date, any discharge of formation waters must meet government environmental standards.</p>			Agreement	
<p>27. An integrated regional hazardous and toxic chemical management strategy be prepared by the Department of Indian Affairs and Northern Development in consultation with the Department of the Environment, the Department of Fisheries and Oceans, the territorial governments and the Proponents for the handling, transport, storage, use and disposal of hazardous and toxic substances.</p>			Agreement	<p>Planning for hazardous waste handling will require minor involvement of the Department of Renewable Resources.</p>

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<u>The Natural Environment</u>	28. The Proponents' contingency plans for responding to spills and other accidents involving hazardous or toxic chemicals be subjected to regulatory review and approval.		Agreement	Review of contingency plans by Renewable Resources and the Safety Division of Justice and Public Services will require a moderate amount of time and the continuing involvement of staff.
	29. The Department of Fisheries and Oceans and the Department of the Environmental design a program to determine the rate of hydrocarbon, trace metals and hazardous substances in the Beaufort Sea originating from industry activities.		Agreement	

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<u>The Natural Environment</u>				
With respect to ice and ice-breaking, the panel recommends that:				
30. Further research be carried out by the Proponents, the Department of the Environment and the Department of Fisheries and Oceans to determine the influence of artificial islands on the growth and break-up of land-fast ice.			Agreement	
31. The effects of ice-breaking on ice regimes be further studied by the Proponents and the Government of Canada and that these studies include field research and monitoring during the Two Tanker Stage.			Agreement	
32. In order to assess the effects of icebreaking on human travel and safety a) the Government of Canada and the Proponents, in consultation with the communities in the affected area, gather information on the frequency and extent of human activity on the ice in relevant locations along the proposed tanker route; b) in areas of concern, the Government of Canada and the Proponents carry out experiments to evaluate the potential hazard created by vessel tracks;			Agreement. Likely GNWT staff, especially at regional levels, will need to be informed of the activities and may be able to assist in the program.	

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<u>The Natural Environment</u>	c) the Proponents, in areas where ship track crossing may be a potential problem, establish with local communities an effective notification system about the approach of ship traffic.			
	33. Necessary navigation and communication systems, and weather, ice and hazard detection systems be operational before transportation of oil by any tanker is permitted.		Agreement.	
	34. Hydrographic charting for the proposed tanker route be completed before transportation of oil by any tanker is permitted.		Agreement	

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<u>The Natural Environment</u>				
On the matter of wildlife, birds and fish, the Panel recommends that:				
35. The Government of Canada provide adequate funding to the Government of the Northwest Territories to resume an effective monitoring program on polar bears of the Beaufort Sea and Parry Channel regions to enhance management and protection of this species.			Agreement. NOGAP Funding will provide for a polar bear monitoring program. Ongoing requirements after NOGAP expires are a concern.	
36. The Department of Fisheries and Oceans conduct the research programs necessary to: a) identify distribution of seals along the proposed tanker route; and b) determine the effects of icebreaking on seal behaviour and mortality, including the loss of pups due to flooding of dens.			Agreement	
37. The Government of Canada explore the possibility of an international research program on the biology, distribution and ecology of the bowhead whale.			Agreement	
38. The Department of Fisheries and Oceans undertake research programs on beluga whales to develop effective monitoring and mitigation programs.			Agreement	

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<u>The Natural Environment</u>				
<p>39. The Department of Fisheries and Oceans conduct research to define better both narwhal distribution patterns and the potential impacts of tanker traffic upon the species.</p>			Agreement	
<p>40. The Department of Fisheries and Oceans, as part of an Arctic coastal and estuarine fisheries research and management program, identify and study fish habitats within the Beaufort Sea coastal area, and fish species which could be sensitive to oil and gas production and transportation to develop effective monitoring and mitigation programs.</p>			Agreement	
<p>41. The Canadian Wildlife Service of the Department of the Environment expand the existing commitments to research on the most important Arctic marine and terrestrial bird species likely to be affected by the proposed development so that adequate baseline data are available for monitoring and mitigation programs.</p>			Agreement	

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<u>The Natural Environment</u>				
<p>42. Ship passage through polynyas be conducted in a manner that will minimize impacts on marine mammal and bird populations, and that further studies be conducted of the Cape Bathurst and Eastern Lancaster Sound polynyas to help define the best procedures to minimize impacts from ship traffic and from oil spills.</p>			Agreement	
<p>43. The Government of Canada provide full financial support to the Canadian Wildlife Service of the Department of the Environment and the Department of Renewable Resources of the Government of Yukon to undertake the following to allow the design of effective mitigation and monitoring programs:</p> <ul style="list-style-type: none"> <li>a) specific research related to the reaction of caribou to vehicle traffic and to overflight by jet aircraft;</li> <li>b) specific research on the Yukon North Slope caribou range ecology, particularly summer ecology, including the importance of insect relief habitat; and</li> <li>c) computer simulation modeling of caribou population dynamics</li> </ul>			Agreement.	

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<u>The Natural Environment</u>				
The Panel has made a series of recommendations on the subject of research related to vessel sound. The Panel recommends that:				
<p>44. The Department of Fisheries and Oceans continue and expand the research activities necessary to understand the potential impacts of vessel traffic upon Arctic marine mammals by:</p> <p>a) identifying the characteristics of sounds propagated by icebreaking tankers to be used to carry Beaufort Sea oil to southern markets to confirm present predictions about the nature of those sounds,</p> <p>b) obtaining baseline data on ambient sound before tanker traffic occurs, and</p> <p>c) determining propagation paths and energy losses of sound from tankers for representative marine coastal habitats.</p>			Agreement	
<p>45. The Department of Fisheries and Oceans gather baseline data on sea mammals distribution, movements, numbers and migrations prior to tanker traffic.</p>			Agreement	

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<u>The Natural Environment</u>				
46. The Department of Fisheries and Oceans undertake research on the behavioural response of marine mammals to the sounds produced by icebreaking ships in Arctic Waters.			Agreement	
47. The Department of Fisheries and Oceans undertake research on the extent to which vocal communication and echo-location used by marine mammals are masked or otherwise interfered with by ship-produced sounds and the effects of such interference on the mammals.			Agreement	
48. The Department of Fisheries and Oceans undertake research on the extent of any acute and sub-acute physiological responses resulting from ship-produced sounds.			Agreement	

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<u>The Natural Environment</u>				
The Panel on a variety of other matters, further recommends that:				
49. The Canada Oil and Gas Lands Administration have the Proponents' proposed under-ice repair methods for subsea pipelines tested under field conditions prior to operation of the pipelines.			Agreement	
50. Only one deep-draft port be permitted on the Beaufort Sea coast unless offshore production areas are so far apart that two separate deep-draft ports become necessary.		GNWT preferred that there would not be a proliferation of coastal ports.	Agreement. The GNWT would prefer the establishment of an NWT port.	
51. Each deep-draft port proposal be subject to a formal public review process, preferably the regional land use planning process.			Agreement	
52. Development of a quarry at Mt. Sedgewick not be permitted pending a further public review (preferably through the regional land use planning process) of the need for such rock and alternative sources of rock such as Mt. Fitton.			Agreement	

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<u>The Natural Environment</u>				
53. If there is a proven necessity for use of a quarry at Mt. Sedgewick, the Porcupine Caribou Management Board regulate access to the quarry.			Agreement	Involvement in the Porcupine Caribou Management Board, if it is necessary, will require a minor commitment from the Department of Renewable Resources.
54. The Beaufort Sea Coordinator's Office coordinate the monitoring and research projects associated with the production and transportation of Beaufort Sea-Mackenzie Delta oil and gas.			Agreement The GNWT will participate fully in the development of the terms of reference of a Beaufort Coordination Office.	
55. For the purpose of implementing an effective monitoring program, the Beaufort Sea Coordinator's office coordinate the establishment of suitable criteria and standards to be developed by the Government of the Northwest Territories, the Government of Yukon and relevant federal government departments.			Agreement Participation in the activities of a coordination office may require the extensive involvement of GNWT departments.	

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<p><u>Compensation</u></p> <p>The Panel has made only one recommendation concerning compensation but this may well prove to be one of the most difficult recommendations to implement. The Panel recommends that:</p> <p>56. The Government of Canada, the Government of the Northwest Territories and the Government of Yukon develop and implement a comprehensive compensation plan for the North encompassing the objectives set out by the Beaufort Sea Environmental Assessment Panel before production and transportation of Beaufort Sea oil and gas proceeds.</p>		<p>The GNWT submitted the draft GNWT Compensation Policy.</p>	<p>GNWT is going ahead with its own compensation policy. The GNWT is willing to work with DIAND although experience to date indicates that the GNWT will have to implement its own policy.</p>	<p>A significant amount of legal work remains on marine compensation issues.</p> <p>Issues, such as the applicability to harvesters and the kinds of compensation implied by the major federal acts that regulate marine activities, have not been resolved.</p>

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<p>Government Management <u>Principal Recommendations</u></p>	<ul style="list-style-type: none"> <li>o Government management structures should be located in the Beaufort region</li> <li>o Coordination mechanisms should be strengthened and improved</li> <li>o A mechanism should be provided for rapid and adequate funding of capital and social programs</li> <li>o shipping regulations and legislation should be improved</li> <li>o Arctic research and monitoring capabilities should be expanded</li> <li>o Standards should be designed for environmental and socio-economic monitoring</li> <li>o An effective surveillance and enforcement capability should be established</li> <li>o Adequate expertise should be available to evaluate the Proponent's technical proposals</li> <li>o A system should be developed to publically review the actions taken on the Panel's recommendations.</li> </ul>		<p>Agreement The NOGAP funding for research and planning activities necessary to prepare for Arctic development will ensure that much of that work is done. This recommendation is obviously dependent to a great extent on recommendation #58 - Transfers of Authorities.</p>	<p>The GNWT is soliciting input from Mackenzie Delta-Beaufort residents on appropriate regional bodies.</p> <p>NOGAP funded Development of Policy on Provision of Municipal Infrastructure for Impact Communities to commence in January 1985.</p>

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<u>Government Management</u> <u>Principal Recommendations</u>				
<p>58. The federal and territorial governments should negotiate as soon as possible the further transfer of administrative control to the Territories.</p>			<p>Agreement. The GNWT is encouraged by the new DIAND Minister's recent remarks and stated intentions to strengthen the role and responsibilities of the GNWT. Discussions about transfers of authorities have begun with the new federal minister.</p>	
<p>59. The role of the Beaufort Sea Coordinator's office should be expanded to make it the coordinating office not only among the community-based DIZ Group and governments but also among industry and governments.</p>	<ul style="list-style-type: none"> <li>o This office should be the principle coordinating mechanism</li> <li>o It should be located in Inuvik</li> <li>o The Coordinator should have the rank of a federal deputy minister</li> <li>o The Coordinator should be a facilitator, ombudsman and advisor without regulatory responsibilities</li> <li>o should be appointed not later than approval date</li> <li>o staff from secondments</li> <li>o Coordinator should chair a senior interdepartmental, industry committee on site.</li> </ul>	<p>The Norman Wells Project Coordination structure should be evaluated.</p>	<p>Agreement  The GNWT has not yet reviewed further options for an expanded Beaufort Coordinating Office. Obviously the GNWT will have a major role in the development and implementation of a Beaufort Coordinating Office.</p>	

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<p><u>Government Management</u> With regard to government research, the Panel recommends that:</p>	<p>60. The Government of Canada make a commitment to a fifteen year program of accelerated Arctic research that includes the following elements:</p> <ul style="list-style-type: none"> <li>a) a federal policy for Arctic research which provides a national focus for short and long-term Arctic research and provides a mechanism for funding this research;</li> <li>b) a commitment to encourage research in the North by northerners;</li> <li>c) increased support for basic research during this period for federal agencies such as the Arctic Biological Research Station, the Canadian Wildlife Service, the Ocean Sciences and Surveys Directorate, the Polar Continental Shelf Project, and other centres of Arctic expertise;</li> <li>d) a program designed to strengthen university centres for Arctic research;</li> <li>e) a special tax write-off for the cost of industry-sponsored research in the Arctic that is made public within two years of the completion of field work; and</li> <li>f) funding for NOGAP.</li> </ul>		<p>Agreement Encouragement of the Science Institute should be explicit. There should be a stated objective to continue to develop northern expertise rather than southern experts.</p>	<p>Support of research programs involves a minor commitment from most departments.</p>

PANEL RECOMMENDATION

MINOR RECOMMENDATIONS TO  
THE GNWT FROM THE CONTENTS  
OF THIS REPORT

GNWT POSITION AT HEARINGS

GNWT RESPONSE

STATUS - NEXT STEPS  
WITHIN GNWT

Government Management

61. The Senior governments should cooperate in designing funding mechanisms for the regulatory surveillance for any Beaufort-Sea Mackenzie Delta project which will avoid such problems as those identified by the Norman Wells experience.

The Norman Wells Project should be evaluated.

Agreement

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<p>Government Management</p> <p>62. All parties should proceed to establish a regional land use planning process and to complete land use plans as soon as possible.</p> <p>63. If no regional land use plan is in place, a process should be used to ensure local public involvement in the site selection for major facilities.</p>	<ul style="list-style-type: none"> <li>o A joint Yukon-NWT planning mechanism for the Beaufort sea coast should be identified.</li> <li>o A planning process for Arctic offshore areas should be identified.</li> <li>o Integration of the LUP with COPE and CYI agreements should occur</li> <li>o The Planning Commissions and associated staff and committees should be established</li> <li>o The applicable policies of government should be identified.</li> </ul>		<p>Agreement</p> <p>Establishing land use planning has been and continues to be a major effort of the Department of Renewable Resources.</p>	<p>The Department of Renewable Resources is responsible for GNWT's involvement in Land Use Planning.</p>

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<u>Government Management</u>				
64. A single authority, the Canadian Coast Guard, should be empowered to administer, plan and direct a government contingency plan for any oil spill in Arctic marine waters whether it originates from production platforms, pipelines, islands, ships or onshore sources.			Agreement	
65. The Canadian Coast Guard should have a consultation mechanism with all government agencies responsible for marine environmental management and protection throughout the region.			Agreement	
66. The Arctic Seas Contingency Plan for oil spill containment and cleanup should take into consideration the necessity of cooperation between international agencies.			Agreement	

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Government Management</u>				
<p>67. The Canadian Coast Guard be empowered, through amendments or additions to existing Acts and Regulations, to direct shipping away from, or issue instructions for the safe operation of vessels within, specific areas, at times or locations of environmental sensitivity.</p>			Agreement	
<p>68. The present vessel traffic management system, NORDREG, be made mandatory for all vessels which enter Canadian Arctic waters. The management system must be extended now to the Beaufort Sea region so that the Canadian Coast Guard and all others concerned can become familiar with the system before Arctic tankers enter these waters.</p>			Agreement	
<p>69. The Government of Canada immediately commence the construction of an icebreaker that would meet at least Arctic Class 8 specifications.</p>			Agreement	
<p>70. The Minister of Transport establish a single port authority to control and manage all port and harbour developments on the Beaufort Sea coast.</p>		<p>Local port authorities, if established, should include northern residents.</p>	<p>Agreement. The GNWT is available to advise and assist the Minister of Transport with consultation activities and expects to be kept informed of the Department's plans.</p>	

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<u>Government Management</u>				
71. The port authority include northern residents selected from nominations made by local communities, native organizations and the territorial governments.	Multi user ports should be encouraged rather than the proliferation of port facilities.	Agreement		
72. Multi-user ports be encouraged so that the proliferation of facilities is minimized.		Agreement		
73. The Panel recommends that for each recommendation made in the Panel report, the appropriate funding agency provide adequate and timely funds for its implementation.	[8-9] The Panel supports the creation of a Northern Heritage Fund as an interim measure that would allow negotiations on revenue sharing to proceed.	The GNWT tabled the Resource Revenue Sharing Proposals as well as a paper reviewing considerations for funding mechanisms.	<p>Agreement</p> <p>The GNWT, at present, has limited capacity to respond to additional needs for government programs and services. NOGAP funding will respond to most of the GNWT research and planning needs. Funding provided under the new "formula based" financing arrangement is for base level programs only and will not be sufficient to enable the government to respond to resource development impacts.</p> <p>Other mechanisms for funding special needs associated with resource development projects have not been prepared.</p>	GNWT will keep pressing for discussion of resource revenue sharing.

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Government Management</u>	74. The Panel recommends that the Federal Government provide funds now for the development of both social and environmental monitoring systems for the Beaufort Sea Region.	The GNWT has supported the DIAND Regulatory review.	Agreement. NOGAP is funding GNWT programs examining socio-economic and environmental monitoring.	Coordination and involvement in monitoring activities requires a minor to moderate commitment from GNWT staff.
	[8-11] The Panel supports the DIAND Regulatory Review.		The GNWT has expressed frustration with the lack of progress and consultation associated with the Northern Regulatory Review.	

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Government Management</u>				
<p>75. The Panel recommends that the government departments with surveillance and enforcement responsibilities form a surveillance working group that would include representatives from native and non-native groups and would work through the Beaufort Sea Coordinator's Office.</p>			<p>Agreement The GNWT will work cooperatively to develop the necessary terms of reference for a coordination office, and particularly on surveillance and monitoring.</p>	<p>There could be extensive involvement in the activities of a coordination office.</p>
<p>76. A Beaufort Sea Coastal Archaeological Program be established with the National Museum of Man as the lead agency. The participants in the Program should include the Beaufort Sea-Mackenzie Delta communities, the Proponents and the agencies responsible for archaeological heritage matters at the territorial and federal levels.</p>			<p>Agreement</p>	
<p>77. The Government of Canada provide additional financial assistance to develop further the local education, interpretation and training components of the heritage preservation programs of both Yukon and the Northwest Territories.</p>			<p>Agreement</p>	

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Government Management</u>				
<p>78. The responsible government agencies, through contract if necessary, acquire expertise of the highest calibre, where it is not now present, to evaluate designs, construction techniques and operating procedures proposed by the Proponents and new to these agencies.</p>			Agreement	
<p>79. The Department of Indian Affairs and Northern Development, in consultation with the territorial governments, prepare for the increased development of northern energy resources which may result from approval of a Beaufort Sea transportation project to ensure that the rate and pace of growth of these developments is consistent with a small scale, phased approach for each region of activity.</p>			<p>NOGAP funding is providing for a study on Boom/Bust issues.</p>	<p>NOGAP funded development of policy on Provision of Municipal Infrastructure for Impact Communities to commence January 1985.</p>

PANEL RECOMMENDATION	MINOR RECOMMENDATIONS TO THE GNWT FROM THE CONTENTS OF THIS REPORT	GNWT POSITION AT HEARINGS	GNWT RESPONSE	STATUS - NEXT STEPS WITHIN GNWT
<u>Government Management</u>				
<p>80. The Minister of the Environment either:</p> <p>a) appoint with the Government of Newfoundland an independent review body to conduct a public review on the environmental and socio-economic effects of tanker traffic in the Labrador Sea:</p> <p>or</p> <p>b) sponsor a review of this issue at a conference called for that purpose to be held in Newfoundland. Recommendations made at the conference should be published and the Department of the Environment should attempt follow-up action where appropriate.</p>			Not applicable.	
<p>81. The Government of Canada, the territorial governments and the native groups strive to resolve the outstanding aboriginal claims as soon as possible.</p>			Agreement	
<p>82. The Beaufort Sea Environmental Assessment Panel Report be made available by the Department of External Affairs to the Government of the United States, the Government of the State of Alaska, the North Slope Borough of Alaska, the Government of Denmark and the Home Rule Government of Denmark.</p>			Agreement	

PANEL RECOMMENDATION

MINOR RECOMMENDATIONS TO  
THE GNWT FROM THE CONTENTS  
OF THIS REPORT

GNWT POSITION AT HEARINGS

GNWT RESPONSE

STATUS - NEXT STEPS  
WITHIN GNWT

Government Management

83. The initiator of this review, the Department of Indian Affairs and Northern Development, publish a yearly report describing the progress that has been made in addressing the recommendations of the Panel or the reasons why the recommendations were not accepted.

Agreement

As well, the GNWT is willing to provide an annual submission to the report.