INFORMATION REQUEST – T(3)-05
MIGRATORY BIRDS AND SPECIES AT RISK

Source: Environment and Climate Change Canada

Summary of Comment

Subsection 10.2.7 of the EIS Guidelines requires the EIS to identify and assess potential effects of the Project on common nighthawk and mitigation measures to address the effects. Follow-up monitoring is also required, pursuant to subsection 13.1.2 of the guidelines, to verify the prediction of effects and evaluate the effectiveness of the mitigation.

Figures T(2)-09-1 and T(2)-09-2 illustrate a partial length of the access road, with some segments of undefined habitat areas. It is unclear which habitat types are within the undefined areas and along the full length of the transmission line corridor and access road.

The measures identified in the response to T(2)-09 are presented as reactions to bird collisions and mortalities rather than mitigation to prevent or otherwise avoid harm to birds. The Migratory Birds Convention Act, 1994 and the federal Species at Risk Act prohibit harming individuals of the scheduled bird species. It is unclear which mitigation measures will be implemented to prevent or otherwise avoid bird collisions and mortalities. A description of the proposed monitoring for bird collisions and mortalities along the transmission line corridor and access road is also needed.

Reference to EIS

EIS Guidelines 10.2.7, 13.1.2
EIS Report Subsection 2.5.6; Tables 2-3, 8-8

Previous IR

T(2)-09, T-55, A-6

Information Request (IR) #1

Revise Figures T(2)-09-1 and T(2)-09-2 to define all habitat types, including the white coloured areas appearing in the figures, and to identify the areas with high collision risks along the full length of the transmission line corridor and access road.

Response

Figures T(2)-09-1 and T(2)-09-2 have been updated to define all habitat types and areas of high collision risk along the full length of the transmission line corridor and access road. A revised set of figures is attached.

Attachments

Figures T(3)-05-1 to T(3)-05-7
IR #2

Provide a science-based rationale to justify using the standardized classification system to define habitats along the entire length of the transmission line corridor and access road. Include the methodology used to characterize high, medium and low collision risk areas.

Response

For the purposes of the EIS/EA report, plant communities within the Mine Study Area (MSA) and along the road and transmission line were assessed and delineated based on two classification systems, which were used at the request of the Atikokan District MNRF. The Field Guide to the Wetland Ecosystem Classification for Northwestern Ontario (Harris et al. 1996) was used to assess wetlands, and the Terrestrial and Wetland Ecosites of Northwestern Ontario (Racey et al. 1996) was used to assess upland ecosites. The Ontario Wetland Evaluation System (MNRF 2014) was also used to supplement the wetland evaluations and to aid in the determination of wetland significance.

The preferred habitat characteristics of common nighthawk include open areas such as gravel beaches, woodland clearings, rocky outcrops, burned-over woodlands, flat gravel roofs, bogs and alvars (Brigham et al. 2011; Sandilands 2007). Some of the ecosites described using the above two classification systems correspond to these habitat preferences, such as the upland ecosite ES7 – rock barren. However, forested ecosites are primarily defined based on plant type and soil and are not differentiated based on the percentage of canopy cover. Based on the upland classification system used for the EIS/EA report, there was no distinction made between areas of sparse and dense forest. In addition, open cutover areas were often associated with seismic exploration lines and were not large enough to classify as a separate ecosite unit. As such, the cutover areas were grouped in and classified with the dominant surrounding ecosite, which was often forest.

Because dense forest is not suitable habitat for common nighthawk, a classification system that differentiated forested ecosites based on canopy cover, or degree of openness, was required to complete the mapping exercise for IR T(2)-09 for common nighthawk collision risk areas.

The classification system used for the mapping exercise in IR T(2)-09 and IR T(3)-05 was the Ministry of Natural Resources and Forestry's (MNRF) Provincial Land Cover Data Base, 2nd Edition (2000), which is based on 27 broad land cover types, including non-vegetated surfaces such as bedrock outcrops (MNRF 2016). One of the land cover types included in this classification system is sparse forest, which represents forest communities with a canopy cover between 10% and 25% and would be considered suitable habitat for common nighthawk.

The assessment of common nighthawk collision risk along the transmission corridor and access road was based on an evaluation of existing habitat presence or absence at the coarse landscape level. Areas where there was an absence of suitable habitat were considered to be at low risk for collisions. Areas that had groupings of land cover types that would provide suitable habitat were considered at high risk for collisions.

Attachments

None

IR #3

Describe all mitigation measures to be implemented to prevent or otherwise avoid bird collisions. Re-assess and report on the residual effects, including the magnitude, geographic extent, duration, frequency, and reversibility of the effects, and the significance of the residual effects.
Response

Mitigation measures identified previously in the response to T(2)-09 related to preventing bird collisions with vehicles will be implemented on all site roads and the main access road prior to commencement of the project and throughout project operations. Mitigation measures will include the following:

- Providing awareness training to all staff, visitors, and contractors;
- Implementing and enforcing speed limits on the Site;
- Requiring wildlife to have the right-of-way; and
- Communicating sightings of nighthawks, especially on or near roads.

Proactive mitigation measures to prevent or avoid bird collisions during the operations phase of the Project, along the entire length of the transmission corridor, will be installed immediately following construction of the transmission line and will be developed in consultation with Environment and Climate Change Canada (ECCC). Mitigation measures may include the following:

- Installing reflective spinners on the transmission line; and
- Installing cone-shaped pole caps and cross arm perch preventers.

Based on the implementation of mitigation measures as described above, the assessment of residual effects previously described in the Terrestrial Ecology TSD report remains valid, and the overall significance of a residual effect (i.e., bird injury or mortality due to collision) on common nighthawk is considered to be low.

Attachments

None

IR #4

Describe how the proposed monitoring measures will verify predicted effects on migratory birds along the full length of the transmission line corridor and access road.

Response

Methods for any monitoring surveys for migratory birds requested by ECCC will be developed in consultation with ECCC prior to commencement of the construction phase.

Attachments

None
References


GRT Review Findings and Comments on above Responses
(Provided in letter to proponent dated August 16, 2016)

The response clarifies potential effects on common nighthawk; however with respect to the proposed mitigation measure to communicate sightings, the proponent is expected to include field identification skills as part of its commitment to provide awareness training to all staff, visitors and contractors.

Required Clarification

Clarification of this commitment, by incorporating field identification skills in awareness training, should be included in the updated commitments registry, i.e. response to T(2)-16.

CMC Response

CMC will include field identification skills as part of the awareness training that is provided to all staff, visitors and contractors. This commitment will be included in the updated commitments registry.
LEGEND

Road

River/Stream

Mine Site Road

Access Road (Hardtack / Sawbill)

Project Transmission Line

Lake

Potential Area of Increased Bird Collision Rates

Landcover

Forest - Depletion Cuts

Forest - Sparse

Forest - dense deciduous

Forest - dense mixed

Forest - dense coniferous

Fen - open

Fen - treed

Bog - open

Bog - treed

Other - Unknown

REFERENCE

Base Data - Provided by OSISKO Hammond Reef Gold Project Ltd.
Base Data - MNR NRVIS, obtained 2004

Produced by Golder Associates Ltd under licence from
Ontario Ministry of Natural Resources, © Queens Printer 2008

Projection: Transverse Mercator   Datum: NAD 83   Coordinate System: UTM Zone 15N

INDEX MAP

Submitted as part of the Version 3 HRGP Amended EIS/EA Documentation
January 2018 – 1656263

FIGURE:

T(3)-05-3

AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE
LEGEND

- Road
- River/Stream
- Mine Site Road
- Access Road (Hardtack / Sawbill)
- Project Transmission Line
- Lake
- Potential Area of Increased Bird Collision Rates

Landcover
- Forest - Depletion Cuts
- Forest - Sparse
- Forest - dense deciduous
- Forest - dense mixed
- Forest - dense coniferous
- Fen - open
- Fen - treed
- Bog - open
- Bog - treed
- Other - Unknown

INDEX MAP

REFERENCE

Base Data - Provided by OSISKO Hammond Reef Project Ltd.
Base Data - MNR NRVIS, obtained 2004
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Projection: Transverse Mercator Datum: NAD 83 Coordinate System: UTM Zone 15N

PROJECT
HAMMOND REEF GOLD PROJECT
ATIKOKAN, ONTARIO, CANADA

AREAS OF POTENTIAL INCREASED COLLISION RATES OF
COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

FIGURE:
T(3)-05-4
LEGEND

- Road
- River/Stream
- Mine Site Road
- Access Road (Hardtack / Sawbill)
- Project Transmission Line
- Lake
- Potential Area of Increased Bird Collision Rates

Landcover:
- Forest - Depletion Cuts
- Forest - Sparse
- Forest - dense deciduous
- Forest - dense mixed
- Forest - dense coniferous
- Fen - open
- Fen - treed
- Bog - open
- Bog - treed
- Other - Unknown

REFERENCE
Base Data - Provided by OSISKO Hammond Reef Project Ltd.
Base Data - MNR NRVIS, obtained 2004
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INDEX MAP

AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

FIGURE:
T(3)-05-5
LEGEND
- Road
- River/Stream
- Mine Site Road
- Access Road (Hardtack / Sawbill)
- Project Transmission Line
- Lake
- Potential Area of Increased Bird Collision Rates

Landcover
- Forest - Depletion Cuts
- Forest - Sparse
- Forest - dense deciduous
- Forest - dense mixed
- Forest - dense coniferous
- Fen - open
- Fen - treed
- Bog - open
- Bog - treed
- Other - Unknown

REFERENCE
Base Data - Provided by OSISKO Hammond Reef Project Ltd.
Base Data - MNR NRVIS, obtained 2004
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INDEX MAP
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AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

FIGURE: T(3)-05-6

HAMMOND REEF GOLD PROJECT
ATIKOKAN, ONTARIO, CANADA
REFERENCES

Base Data - Provided by OSISKO Hammond Reef Project Ltd.
Base Data - MNR NRVIS, obtained 2004
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Projection: Transverse Mercator Datum: NAD 83 Coordinate System: UTM Zone 15N

INDEX MAP

AREAS OF POTENTIAL INCREASED COLLISION RATES OF
COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE
LEGEND

Road
River/Stream
Mine Site Road
Access Road (Hardtack / Sawbill)
Project Transmission Line
Lake
Potential Area of Increased Bird Collision Rates

Landcover
Forest - Depletion Cuts
Forest - Sparse
Forest - dense deciduous
Forest - dense mixed
Forest - dense coniferous
Fen - open
Fen - treed
Bog - open
Bog - treed
Other - Unknown

INDEX MAP

REFERENCE
Base Data - Provided by OS/GEO Hammond Reef Gold Project Ltd.
Base Data - ONR 50020, obtained 2004
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AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

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LEGEND

- Road
- River/Stream
- Mine Site Road
- Access Road (Hardtack / Sawbill)
- Project Transmission Line
- Lake

Landcover
- Forest - Depletion Cuts
- Forest - Sparse
- Forest - dense deciduous
- Forest - dense mixed
- Forest - dense coniferous
- Fen - open
- Fen - treed
- Bog - open
- Bog - treed
- Other - Unknown

INDEX MAP

REFERENCE
Base Data - Provided by OSISKO Hammond Reef Project Ltd.
Base Data - MNR NRVIS, obtained 2004
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AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

FIGURE:
T(3)-05-9

HAMMOND REEF GOLD PROJECT
ATIKOKAN, ONTARIO, CANADA

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REFERENCE

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AREAS OF POTENTIAL INCREASED COLLISION RATES OF COMMON NIGHTHAWKS WITH THE TRANSMISSION LINE

FIGURE: T(3)-05-10