

LAKE MANITOBA LAKE ST. MARTIN

OUTLET CHANNELS PROJECT

MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

Site Decommissioning Plan

June 30, 2022

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DISCLAIMER

This document was developed to support the Environmental Management Program (EMP) for the Lake Manitoba and Lake St. Martin Outlet Channels Project (the Project). It has been prepared by Manitoba Transportation and Infrastructure as a way to share information and facilitate discussions with Indigenous rights-holders, stakeholders and the public. It has been prepared using existing environmental and engineering information and professional judgement, as well as information from previous and ongoing public and Indigenous engagement and consultation. The contents of this document are based on conditions and information existing at the time the document was prepared and do not take into account any subsequent changes. The information, data, recommendations, and conclusions in this report are subject to change as the information has been presented as draft. This draft plan should be read as a whole, in consideration of the entire EMP, and sections or parts should not be read out of context.

Revisions to draft plans have been informed by and will be based on information received from the engagement and consultation process, the Environmental Assessment process, Project planning activities, and on conditions of provincial and federal environmental regulatory approvals received for the Project. As these will be living documents, any changes to the plans that occur after Project approvals are received will be shared with regulators, Indigenous rights-holders and stakeholders prior to implementation of the change. Either a revision number or subsequent amendment would be added to the specific environmental management plan to communicate the revision or change.

PREFACE

The Lake Manitoba and Lake St. Martin Permanent Outlet Channels Project (the Project) is proposed as a permanent flood control mitigation for Lake Manitoba and Lake St. Martin to alleviate flooding in the Lake St. Martin region of Manitoba. It will involve the construction and operation of two new diversion channels: the Lake Manitoba Outlet Channel (LMOC) will connect Lake Manitoba to Lake St. Martin and the Lake St. Martin Outlet Channel (LSMOC) will connect Lake St. Martin to Lake Winnipeg. Associated with these outlet channels are the development of bridges, control structures with power connections, a new realignment of Provincial Road (PR) 239, and other ancillary infrastructure.

Manitoba Transportation and Infrastructure is the proponent for the proposed Project. After receipt of the required regulatory approvals, Manitoba Transportation and Infrastructure will develop, manage and operate the Project. This Site Decommissioning Plan is one component of the overall Environmental Management Program (EMP) framework, which describes the environmental management processes that will be followed during the construction and operation phases of the Project. The intent of the EMP is to facilitate the timely and effective implementation of the environmental protection measures committed to in the Environmental Impact Statement (EIS), the requirements and conditions of the provincial licence issued under *The Environment Act*, the federal Decision Statement issued under *The Canadian Environmental Act 2012*, and other approvals received for the Project. This includes the verification that environmental commitments are implemented, monitored, evaluated for effectiveness, and adjustments made if/as required. It includes a commitment that information is reported back in a timely manner for adjustment, if required.

A key component for the success of the EMP is environmental monitoring, such that environmental management measures are inspected and modified for compliance with environmental and regulatory requirements, including those set out in provincial and federal approvals received for the Project. As indicated, monitoring results will be reviewed and used to verify predicted environmental assessment conclusions and effectiveness of mitigation measures. If unanticipated effects occur, or if mitigation measures are inadequate, adaptive management measures and subsequent monitoring will be applied as described further in individual environmental management and monitoring plans.

Monitoring results and application of adaptive management measures will inform follow-up reporting to regulators and any required revisions to environmental management plans. Manitoba Transportation and Infrastructure has initiated discussions with rights-holders and the Rural Municipality (RM) of Grahamdale in the Project area on the establishment of an Environmental Advisory Committee (EAC). The EAC would be a platform for sharing monitoring results and discussing issues of concern. In addition, Manitoba Transportation and Infrastructure anticipates that the EAC will coordinate Indigenous Environmental Monitors and communications during the construction period and will be working with rights-holders and stakeholders on its structure and purpose.

Manitoba Transportation and Infrastructure remains committed to consultation and ongoing engagement with Indigenous rights-holders and stakeholders that are potentially impacted by the Project. Detailed EMP review discussions were incorporated into Indigenous group-specific consultation work plans. Engagement opportunities included virtual open house events, sharing draft environmental management and monitoring plans, sharing plan-specific questionnaires, and meetings to discuss related questions and recommendations.

The intent has been to offer multiple avenues to share information about the Project so that rights-holders and stakeholders would be informed and could provide meaningful input into Project planning. The original draft EMP plans and questionnaires that were posted on the Project website for public review and comment are being replaced by the second draft of each plan as it becomes available. Feedback and recommendations received were used to update the current version of the draft plans, which are posted to the Project website at: <https://www.gov.mb.ca/mit/wms/lmblsmoutlets/environmental/index.html>.

Figure A displays a summary of the EMP process. The EMP provides the overarching framework for the Project Construction Environmental Management Program (CEMP) and the Operation Environmental Management Program (OEMP). These will be updated prior to Project construction and operation, respectively, and will consider applicable conditions of *The Environmental Act* provincial licence, *Canadian Environmental Assessment Act 2012* federal Decision Statement conditions and other approvals, any other pertinent findings through the design and regulatory review processes, and key relevant outcomes of the ongoing Indigenous consultation and public engagement processes. Until such time, these plans will remain in draft form.

The purpose of the CEMP and OEMP is to guide how environmental issues will be addressed during construction and operation, respectively, and how adverse effects of activities will be mitigated. The CEMP is supported by several specific or targeted management plans that will guide Manitoba Transportation and Infrastructure's development of the Project's contract documents and subsequently, the Contractor(s) activities, in an environmentally responsible manner and to meet regulatory compliance in constructing the Project. The OEMP will include some of the same targeted plans developed to manage issues during construction, but prior to construction completion, they would be revised and adapted to suit the specific needs during the operation phase.

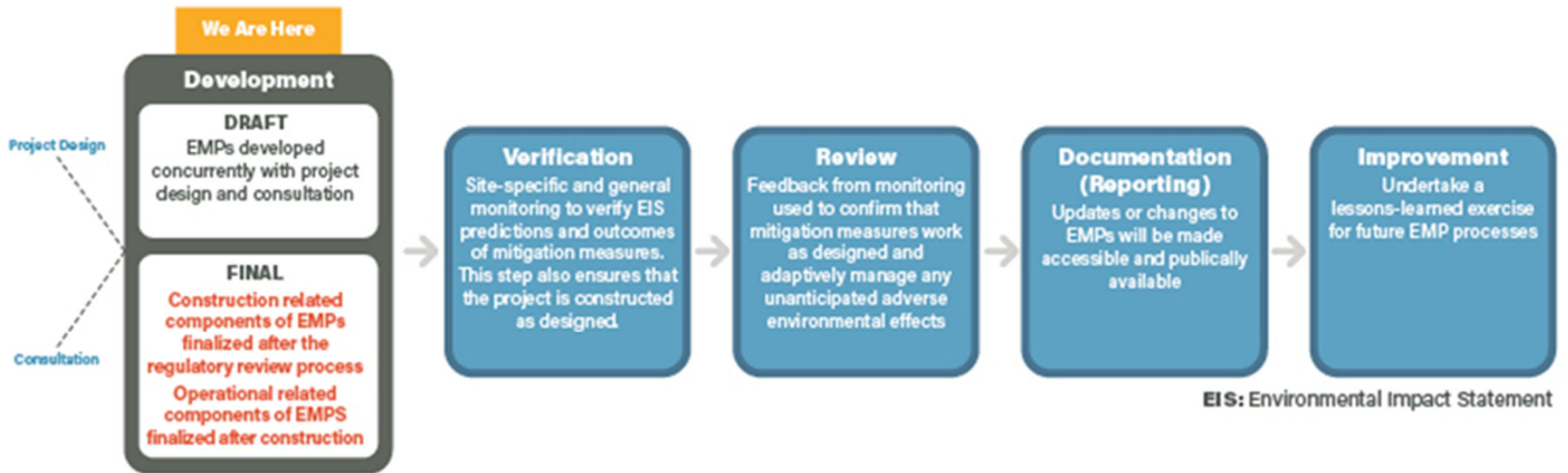


Figure A: EMP Process

LIST OF ACRONYMS AND GLOSSARY OF TERMS

Acronyms

AMP	Access Management Plan
CCME	Canadian Council of Ministers of the Environment
CEMP	Construction Environmental Management Program
CRP	Complaint Resolution Process
EAC	Environmental Advisory Committee
EIS	Environmental Impact Statement
EMP	Environmental Management Program
LMOC	Lake Manitoba Outlet Channel
LSMOC	Lake St. Martin Outlet Channel
OEMP	Operation Environmental Management Program
PER	Project Environmental Requirements
PR	Provincial Road
the Project	The Lake Manitoba and Lake St. Martin Permanent Outlet Channel Project
QMP	Quarry Management Plan
RM	Rural Municipality
SWMP	Surface Water Management Plan

Glossary of Terms

Casual Quarry Permit: An annual permit issued for the production of a specified quantity of Crown quarry mineral (*Quarry Minerals Regulation 1992*).

Contractor: Refers to the individuals, entities or groups contracted by Manitoba Transportation and Infrastructure to undertake specific Project construction, operation or maintenance activities, and includes all subcontractors and affiliates.

Designated Area(s): Refers to specific sites that have been identified for a specific purpose which requires special approvals and/or careful documentation, maintenance, and decommissioning.

Detailed Design: The project phase where structural engineering design principles and applicable design codes are utilized to produce a structural design complete with drawings and tender documents in sufficient detail to construct the specific structure/rehabilitation identified as the preferred alternative from the preliminary design phase. While detailed design is primarily structural in nature, it may also include the development of the hydraulic, hydrotechnical, geotechnical, environmental and traffic control aspects of the project to support the structural design of the bridge or structure.

Environmental Monitor: refers to the individuals, groups or designated representatives engaged by Manitoba Transportation and Infrastructure to monitor, inspect, and document compliance with contractual and regulatory requirements associated with the construction activities and associated works for the Project. The monitor may also be an active member (or representative) of the Project's Environmental Advisory Committee.

Inspector: Refers to the individuals or designated representatives delegated by Manitoba Transportation and Infrastructure to monitor, inspect, document, and enforce compliance with contractual and regulatory requirements associated with the construction and/or maintenance activities and associated works for the Project.

Preliminary Design: An engineering process undertaken at the pre-structural design phase. For structures, preliminary design includes some or all of the following: collection of survey information, preliminary foundation report (including soils investigation), hydrological analysis, hydraulic analysis and design, hydrogeological investigation, historical ice thickness and ice levels, condition assessment, geometric design, traffic forecasting, hazard protection, site location, environmental determinations, consideration of traffic accommodation, identification of constructability issues and possible construction staging, development of alternatives for advancement to structural design, life cycle cost analysis of alternatives, evaluation and selection of the preferred replacement structure/rehabilitation work. This phase of the design process typically supports the pre-construction engagement and consultation process with the public and rights-holders, as well as the environmental submissions that satisfy environmental and/or regulatory requirements.

Rights-holders: Include First Nations, Metis Communities and other Indigenous communities who hold Aboriginal or Treaty rights that are protected under Section 35 of *The Constitution Act 1982*. Commonly, these include hunting, trapping, fishing or gathering rights.

Technical Support Team: Refers to Manitoba Transportation and Infrastructure or a designated representative delegated by Manitoba Transportation and Infrastructure to provide specialized technical support services for Project construction, maintenance or operation. Specialized support may include, but is not limited to: design, contracting, contract disputes, auditing, inspections, construction methods and sequencing.

The Owner: Refers to Manitoba Transportation and Infrastructure or a designated representative delegated by Manitoba Transportation and Infrastructure with overall responsibility for, and oversight of, Project design, construction and operation.

Quarry: An open excavation or pit from which stone, gravel or sand is obtained by digging, cutting or blasting.

Quarry Lease: Refers to a 10-year lease granted by the Crown with the exclusive rights to excavate quarry minerals (e.g., sand, gravel, clay, shale, gypsum, peat, salt, rock or stone).

1.0 INTRODUCTION

The Site Decommissioning Plan is a component of the overall Environmental Management Program (EMP) for the Lake Manitoba and Lake St. Martin Outlet Channel Project (the Project). It describes the activities that are required to address Section 2.1.5 of the Project Environmental Requirements (PERs), which discusses site decommissioning. The purpose of the Site Decommissioning Plan is to describe the processes and environmental requirements for the removal and closure of temporary designated areas, temporary access roads and quarry areas required during construction or operation of the Project.

The Site Decommissioning Plan does not discuss decommissioning of the permanent Project components such as the channels and ancillary structures required for on-going operation. As noted in Volume 1, Section 3.3.3 of the Project Environmental Impact Statement (EIS), decommissioning of the Project is not anticipated; however, should portions of the Project require decommissioning in the future, these activities will be undertaken in accordance with applicable guidelines and regulations at that time.

The Site Decommissioning Plan addresses any temporary facilities and structures that are not needed for future maintenance activities. These will be decommissioned and reclaimed by the Contractor following the construction phase and are detailed in this Site Decommissioning Plan.

The Site Decommissioning Plan is organized into three main sections, which address the following:

- Communication from Manitoba Transportation and Infrastructure to contractors, rights-holders and residents of nearby communities.
- Decommissioning measures to be implemented during construction.
- Processes to be implemented during operation and maintenance.

1.1 Applicable Legislation and Reference Documents

As indicated, the key reference document for site decommissioning is the PERs, and particularly the following sections:

- Designated Areas and Access (Section 2.1)
- Erosion and Sediment Control (Section 2.3)
- Working Within or Near Surface Water (Section 2.5)
- Machinery, Fuel Storage, Materials Handling and Storage, Spill Response and Remediation (Section 2.6)
- Dust Suppression (Section 2.7)
- Noise and Noise Limitations (Section 2.9)
- Wildlife and Species of Conservation Concern (Section 2.11)
- Wildfires (Section 2.12)
- Heritage Resources (Section 2.13)
- Quarries and Borrow (Section 2.14)
- Site Decommissioning (Section 2.15)

- Revegetation and Vegetation Maintenance (Section 2.16)
- Planned and Unplanned Shutdowns (Section 2.17)

Federal and provincial legislation and applicable reference documents will be followed by Contractors during the decommissioning of infrastructure and associated temporary works during the Project. Appendix 1 of the Construction Environmental Management Program (CEMP) outlines key legislation and supporting documents to be followed, as required, for temporary works that will be decommissioned. There is no intent to decommission any permanent works; however, in the event that may occur, applicable legislations and regulations would apply at that time.

1.2 Occupational Safety, Health and Risk Management

Occupational safety, health and risk management are issues that apply to all Manitoba Transportation and Infrastructure facilities and operations, employees, contractors, and visitors. Effectively managing risks to the safety, health and well-being of employees, visitors and the public arising out of the work activities performed by or on behalf of the Department is an important priority. The Site Decommissioning Plan will contribute to the safety of Manitoba Transportation and Infrastructure employees, contractors, visitors and the public in adherence to *The Workplace Safety and Health Act* and its associated regulations so they are not adversely affected by Project construction or operations.

1.3 Project Schedule

A schedule outlining the physical activities required for completion of the Project leading up to operation is being developed as part of the Detailed Design stage. Construction is currently anticipated to occur over approximately two and half to three years followed by an additional one to two years for site clean-up, surveying and environmental offset works following the major construction works. Decommissioning of the channels and ancillary structures required for on-going operation is not anticipated as these would be permanent infrastructure. However, any temporary facilities and structures that are not needed for future maintenance activities will be decommissioned and reclaimed by the Contractor following the construction phase.

2.0 COMMUNICATION

Effective public education and communication about the Project is an important priority to the successful achievement of the objectives of the Site Decommissioning Plan. The education and communication approach for the construction and operations phases of the Project is intended to:

- Promote safety for all and to maintain an understanding among all identified rights-holders, stakeholders, and the public-at-large regarding the decommissioning measures being implemented and maintained, and the rationale for doing so.
- Provide clear information as to how the Site Decommissioning Plan will be implemented, as detailed in Section 3.0.

Ongoing communications with respect to the Site Decommissioning Plan will include information such as:

- Changes to schedule for certain Project components and closure of temporary construction work areas, temporary access roads, and temporary facilities.
- Manitoba Transportation and Infrastructure's commitment to working with stakeholders, the public and rights-holders to mitigate disruptions in areas for specific land and resource use and providing timely communication about Project activities and about possible restrictions.

During the construction and decommissioning period of temporary works, Manitoba Transportation and Infrastructure will maintain communication with rights-holders and local residents. Information will be distributed through established public communication platforms, such as Manitoba Transportation and Infrastructure's Project Website, monthly newsletters and other media used to enable effective and timely delivery to affected or interested parties. Regular construction and construction activity updates will also be provided to the Environmental Advisory Committee (EAC) at regular frequency. Additionally, Manitoba Transportation and Infrastructure has developed a draft Complaint Resolution Process (CRP) intended to collect, respond to, and resolve any Project-related complaints.

2.1 Contact Persons

Manitoba Transportation and Infrastructure, as the Owner, is responsible for implementing, monitoring and amending the environmental aspects of the Project. The overall Project organization structure is outlined in Section 2.2 of the EMP Framework. The Manitoba Transportation and Infrastructure Inspectors will monitor, inspect, document, and enforce compliance with contractual and regulatory requirements associated with the construction, operation and/or maintenance activities and associated works for the Project, and will oversee daily activities. These individuals will be supported by advice from a Manitoba Transportation and Infrastructure technical support team comprised of off-site environmental and design personnel. Manitoba Transportation and Infrastructure will coordinate information sharing between on-site activities and off-site support teams.

Throughout the construction phase, Manitoba Transportation and Infrastructure will be the main contact for communications between the construction team and rights-holders and local residents. Manitoba Transportation and Infrastructure will be responsible for maintaining regular communications and will facilitate communication between the construction site staff and the local communities, including keeping the EAC apprised of Project activities.

The Contractor is responsible for informing Manitoba Transportation and Infrastructure of their schedule to perform construction-related activities and when decommissioning of temporary construction works would begin. Prior to decommissioning, and as required, Manitoba Transportation and Infrastructure will provide rights-holders and members of local communities with information about any Project activities and restrictions that will be put in place for overall public safety. Manitoba Transportation and Infrastructure will work collaboratively on measures to address community concerns.

If decommissioning of Project-related infrastructure is required during the operations phase, Manitoba Transportation and Infrastructure will provide timely communication to stakeholders, the public, and rights-holders about Project activities and restrictions that may be put in place for overall public safety on an as-needed basis.

2.2 Reporting

Upon completion of any decommissioning works the Contractor is responsible for ensuring the work is documented and reported to Manitoba Transportation and Infrastructure. If any soil sampling or remediation activities are required, all third-party reporting completed by Environmental Consultants should be included in the report submission. Reporting should generally include:

- Location of site.
- Description of decommissioning activities.
- Mitigation measures required for construction activities.
- Environmental monitoring plans and activities required for reclamation.
- Records of actions taken to address environmental incidents such as accidents, spills, leaks, and releases, the reporting and clean-up procedures used.
- Third-party reporting for any required environmental sampling or remediation activities.

3.0 CONSTRUCTION

As detailed in the Project EIS, the construction activities and accommodations required for the Project include, but are not limited to, temporary construction camps, waste disposal, temporary work areas, laydown areas and other ancillary infrastructure such as temporary construction access roads. The construction phase also includes transporting equipment, vehicles, machinery, construction materials and supplies to the Project site, as well as the preparation of equipment marshalling areas. Existing licensed and permitted quarry and borrow areas will be used as required and may remain after Project construction. Temporary facilities and work areas that will not be needed for future maintenance activities will be decommissioned and reclaimed at the end of the construction phase.

Site decommissioning requirements are described in Section 2.1.5 of the PERs. Quarry decommissioning requirements are described in Section 3.5 of the Quarry Management Plan (QMP). The Contractor will be responsible for decommissioning construction components as detailed in the following sections.

3.1 Designated Areas

Proposed Designated Areas required to complete components of the Project will be submitted by the Contractor for review and acceptance by the Engineer prior to the development and commencement of work. The Contractor is responsible for decommissioning and restoring the Designated Areas not required for on-going maintenance. Decommissioning of Designated Areas, temporary facilities and work areas, shall be conducted in accordance with applicable legislation, regulations, permits, approvals, authorizations or licenses. Temporary facilities and work areas that will not be needed for future maintenance activities will be decommissioned and reclaimed following the construction phase by the Contractor.

As described in the PERs (Section 2.1), Designated Areas include, but are not limited to the following:

- Laydown and Staging Area(s)
- Waste Storage Area(s)
- Fuel Storage and Refueling Area(s)
- Equipment Servicing Area(s)
- Work Camp(s)
- Parking Area(s)
- Cement Batch Plant(s)
- Quarry and Borrow Sites
- Cement Washout Area(s)
- Other Designated Areas (as required by Manitoba Transportation and Infrastructure)

During decommissioning of the Designated Areas, the Contractor is required to complete the following:

- Dismantle and/or remove buildings, outbuildings, above-ground storage tanks and associated infrastructure.
 - Dismantling of buildings will include disconnecting services such as potable water and septic holding tanks and removal of associated infrastructure.
 - Dismantling electrical and telephone services including removal of overhead lines, poles and transformers.
- Remove and clear non-hazardous debris, construction waste and solid waste to existing permitted waste disposal sites in accordance with the Contractor's Waste Management Plan.
 - Removal of hazardous materials will be handled by licensed contractors and in accordance with specific legislation and the Waste Management Plan.
- Collect soil samples in areas with fuel storage or refueling, hazardous substance handling or vehicle or heavy equipment parking.
 - Should soil concentrations result in exceedances above applicable criteria the area will be fully remediated (i.e., below Canadian Council of Ministers of the Environment [CCME] guidelines).
- Collect soil samples in areas that were used for cement/concrete washout.
 - Should soil concentrations result in exceedances above applicable criteria the area will be fully remediated (i.e., below CCME guidelines).
- Level areas to natural or pre-existing grade and slope and restore to original condition, where possible.
- Provide signage and flag persons at the site as part of the decommissioning and reclamation activities if the activities pose a risk to the safety of local residents.
- Redistribute topsoil and other organic materials to encourage natural vegetation and regeneration.
- Re-seed, as required, following the Revegetation Management Plan developed for the Project.
 - Should re-seeding be required, and when conditions permit, re-seeding should be completed following grading, capping and trimming operations. If conditions do not permit re-seeding immediately, the Contractor is responsible to re-seed the next growing season. Seeding operations should not be carried out during high wind events, snow cover, ice conditions or in standing water.

Decommissioning of Designated Areas will also follow the details outlined in the following topic specific EMP plans (as applicable): Access Management Plan (AMP), Dust Control Plan, Surface Water Management Plan (SWMP), CEMP (for waste management and hazardous materials management), and QMP.

3.2 Access Roads

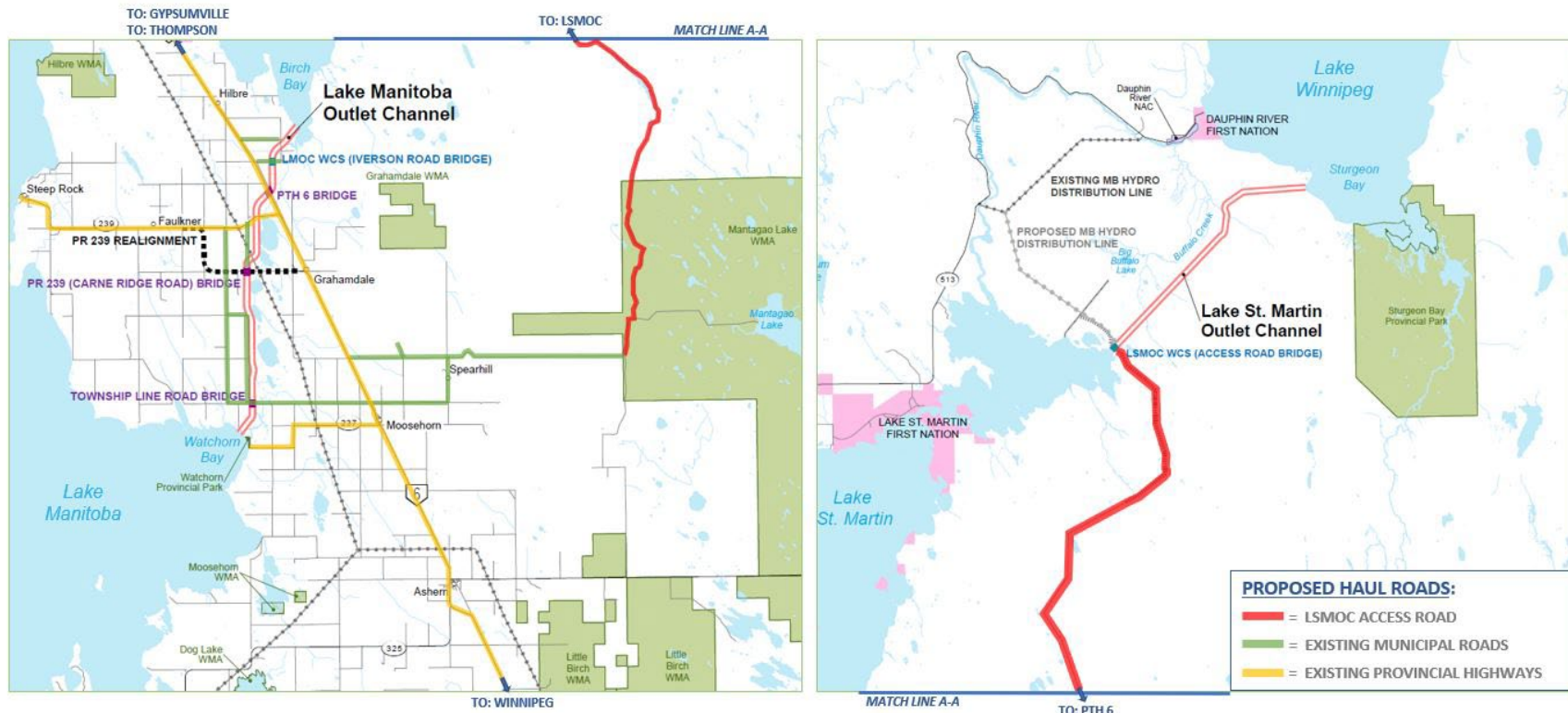
Temporary construction roads within the right-of-way for the Project that are not required for the operation and maintenance phases will require removal (Figure 1). The Contractor is responsible for leveling the roads to the natural or pre-existing grade and slope and restoring the site to original conditions, where possible. Any granular material will require stripping and removal from the site. Temporary construction roads will be contoured, de-compacted and trimmed to encourage natural vegetation. If the public will be affected during the decommissioning of any temporary construction roads the Contractor will require signage or flag persons to support the health and safety of workers and residents in the area.

Any existing or constructed roads that are required as part of the Project that will be used during the operation and maintenance phases of the project are not required to be decommissioned.

3.3 Quarry Areas

Reclamation of quarry and borrow areas will occur following the completion of construction if the sites are no longer needed for operation and maintenance. The remediation and reclamation of quarry and borrow areas will follow those measures in place at the time of remediation/decommissioning and in full compliance with legislation and regulatory standards as detailed in the QMP.

Lake Manitoba & Lake St. Martin Outlet Channels – Proposed Site Access Roads



**LAKE MANITOBA
LAKE ST. MARTIN**
OUTLET CHANNELS PROJECT



Figure 1: Access Roads within the LSMOC Right-of-Way

4.0 OPERATION

As stated in the Project EIS, the operation phase of the Project is expected to be indefinite. The Project components will be permanent infrastructure, will be maintained and not be decommissioned. Major maintenance or upgrade activities that require designated areas, construction of temporary construction roads or use of a quarry or borrow areas will be required to follow decommissioning details outlined in Sections 3.1, 3.2 and 3.3.

As indicated, if decommissioning of the proposed Project is required at a future date, a decommissioning plan consistent with the environmental conditions and regulatory requirements at that time would be developed for federal and provincial review prior to implementation.