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Nunavut Impact Review Board

Please see below for the Part 2 Screening General Project Information Requirements.

Project Coordinates and Maps

As per our meeting of May 22 2013 at your office, we have agreed with AANDC that once the weather is indicative of being on the land we will provide coordinates that are accurate with respect to the Quarry borrow areas. The maps provided are attached with respect to the borrow areas. We hope this will be to the satisfaction of NIRB as well.

Your patience and understanding is appreciated with this matter.

Project General Information:

We have been awarded two contracts. The first project that we will be attending to will be for the Fuel Tank Farm. The second project will be for the airport expansion. We will be borrowing from the aforementioned borrow pits we will then size the aggregate to the predefined size and stockpile for use at both projects.

Schedule for activities.

Fuel Tank Farm

June to September of 2013 we will be constructing the containment area for the tank farm. This will include borrowing from the predefined areas and building the containment pit in the first phase of the civil construction.

Airport Expansion

June to October of 2013

We will be borrowing and sizing 50% of the aggregate needed for the project. We will be stockpiling the aggregate in the area defined in the tender documents.

Please refer to Part 1 of our submission for the acts and regulations and guidelines that apply to these projects as well as the approvals, permits and licenses.

Transportation;

We will use the existing roadways to and from the existing borrow areas; dust control will be as what exists in the local Cambridge Bay area at this time.

Please refer to Section 1 for additional information and what the contract tender documents outline for the projects.

No camp will be evident at either site.

Equipment;

Please refer to Section 1 list is defined in AANDC application.

Water:

We have contacted the Nunavut Water Board and they have no permit that would need to be issued for either project. We will have our water supplied by the Hamlet of Cambridge Bay if needed.

Waste water or grey water.

For our workers at the quarry area we will have in place a honey bucket. We will have a disposable bag inside a pale which will be replaced as and when needed. The disposal or the waste will be to the local waste facility and the bag disposed of in the local land fill.

Fuel:

No fuels grease or lubes will be stored at any quarry location, we will have fuel delivered by way of a tank on a truck, we will have a specific area used to refuel all machinery and equipment. We will have a refueling area at the quarry area. The area will be excavated in a way that will accommodate an approved matt that will catch any spill of fuels or lubricants that are deemed hazardous to the environment. This is in addition to a spill plan. We fully believe in being good stewards to the land and will make every effort to be mindful of our environment.

Greases and lubes:

We will only use grease guns; the cartridges will be disposed of daily to our local shop and be disposed to our local landfill.

Work force and human Resources/Socio-Economic Impacts:

As a local Inuit company, 75% of the work force is Inuit. As most of our projects are smaller in scale but the work performed is similar, this project will expand the experience of our current work force. The schedule we currently work with and will continue using is 6 days per week 10 hour per day. Qillaq Innovations strives to hire local Inuit to direct the economic benefit back into the local economy.

Public Involvement / Traditional Knowledge

As these major projects are in whole the visions of the Government of Nunavut and Community Government Services in guiding the process for the need of these projects. The Project Team has contacted all the local organization in which they would directly impact such as the Hamlet of Cambridge Bay, NIRB, and the Nunavut Water Board.

Traditional knowledge in the initial planning has been done through CGS and the Project Management team please refer to the Tender package for a more in depth description.

Project Type

Pits and Quarries

Section C

The Pits/Quarries as predefined in the tender packages we will be borrowing from have been in existence for a period of time. At this time no overburden has been anticipated of being removed, however if at any time any overburden would be removed, it will be placed in an area that will prevent leaching and erosion for site reclamation when the quarries life expectancy has been met. The existing road system will be utilized and maintained at its current standard for safe travel by our company and local residents who from time to time will cross when travelling to traditional camp and fishing areas. No navigable water will be involved in any of our work in the borrow areas. As the borrow areas are existing we will not be utilizing any drills or blasting procedures to fracture any of the borrow areas for extraction.

Stockpiling will be evident at the quarry locations, keeping this in mind while the initial borrow will constitute a small stockpile that will be hauled to a location near the airport. The proper procedure for stockpiling currently is to level an area that creates a slight slope for the water to run off in a manner to not create erosion in its natural habitat. This will be the manner on how we will approach the stockpiling in the borrowing area.

Crushing;

Our company will set up a crusher in one of the borrow areas; we have not defined what borrow area it will be placed in at this time. This will be determined by the onsite engineer, he will need to decide through consultation with the contractor where it will be placed. We will advise the coordinates at that time to AANDC and NIRB as discussed in previous correspondence.

Field Investigations:

Please see tender documents for existing quarries, there are no new extraction sites that will be implemented for either project so no investigation has been identified.

Carving Stone deposits (N/A)

Please see tender documents for conceptual design and footprint.

Volume of Material to be extracted please refer to tender documents.

Overburden (N/A)

Thermokarst: (N/A)

Flooding and flood control:

As part of the site setup the entire borrow areas will be managed with the areas being formed to offer slight drainage utilizing the existing natural contours. This will encourage the proper drainage of the area and utilize the existing contour of the land. This will also offer the proper control for water to enter into the natural areas of the existing watershed.

Sedimentation: Borrowing areas will be developed to minimize runoff sedimentation, however in the case that we have an issue; we will have on hand silt fence to place in strategic areas to control sedimentation.

Slumping and slump control:

The mass wasting that will take place will be on the existing slope of the wall of the borrow area. It will not be of consequence due to the existing slope, which is not of an angle that deterrent to area such as erosion or causing sedimentary deposits. No slump control will be necessary due to the existing slope.

Moisture content of ground:

This will be subject to the rainfall condition that will exist through the projects. Detailed moisture tests have been conducted by Worley Parson they again can be referred to in the Tender documents disclosed earlier to NIRB.

Ice lenses:

Will not be at issue due the borrow areas as the existing borrow areas have been worked to expose a face indicative of fast thawing.

Items 14, 15 and 16 none of these are evident operations at any of the borrow areas so are not applicable.

Safety Measures:

Qillaq Innovations follows occupational health and safety for all operations as well as WCB rules. With respect to the borrow areas. All of our staff is instructed to wear safety glasses, protective wear steel toe foot wear as well as reflective vests. The borrow area will be posted and signage advising the public

construction and heavy equipment are working in the area. This will include but not limited to speed control signs, men at work. We are in consultation with Hamlet to get further advice on what signs will be required to make the area safe for the general public and our own staff.