



# PILITAK

## ENTERPRISES

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### **NUNAVUT IMPACT REVIEW BOARD (NIRB) ANNUAL REPORT -2025**

**File no.21YN032**

**Clyde River Harbour Development**

**DFO ET025-222050/A**

**Submitted to:**

Public Services and Procurement Canada

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## 1. DESCRIPTION OF PROGRESS

The construction project was awarded to Pilitak Enterprises Ltd (PEL) in May 2022 by Public Services and Procurement Canada (PSPC) for the Department of Fisheries and Ocean (DFO). The project was completed at the end of August 2025.

### 1.1 UNDERTAKEN ACTIVITIES DURING THE 2025 CONSTRUCTION SEASON

Our first crew was mobilized to Clyde River on May 22<sup>nd</sup>, 2025, to open the camp, remove snow at the different sites and de-winterizing our equipment. The constructions activities started at the beginning of June 2025 and were ended at the end of August 2025. The following main activities were performed:

- Drilling and blasting: About 8,600 cubic meters of rock were blasted from the existing quarry.
- Road maintenance: Roads from the harbour site to the quarry were maintained frequently to keep them in good condition. The reshaping of the surface was done with a grader and gravel was added on some road sections. Dust control was done by spreading calcium chloride and water on the road.
- Material preparation for the project: The rock crusher plant was used to produce type 1 and type 2 gravel for the project. Rocks were sorted to produce armourstone and filterstone.
- Gravel and rock transportation to harbour site: A total of 29,600 tonnes of rocks and gravel was transported between the quarry and the site this working season.
- Quarry: reclamation works were completed and the equipment was demobilized.
- The explosive magazines were left in place in accordance with the licence issued by Natural Resources Canada.
- Fixed Wharf: The light poles, the electrical facilities and the final layer of gravel were completed.
- Dredging: Dredge corrections were completed and the dredged spoil dewatering area closed.
- Upland upgrades: Dredge reuse, shot rock, type 1 and type 2 gravel was transported and placed in front of the harbour site (uplands).
- Revetement: Rip rap 300mm and 22.5-75 mm were placed on the revetement (beach).
- The boat ramp was completed.
- Float wharf: 16 guide piles were drilled and installed. Two strings of float wharf were installed.
- The Northeast breakwater: The last corrections were completed. The navigation light was installed.
- The Sealift breakwater: The last corrections were completed.
- The southwest breakwater: The navigation light concrete foundation, tower and light were installed. The installation of the electrical poles, overhead wires, buried conducts and underground wires was completed. The construction of the breakwater was completed.
- The southwest breakwater access road construction was completed.
- The existing ford crossing of the Clyde River was removed.
- All equipment and project supplies were removed from the harbour construction site.
- As per agreement with the Hamlet of Clyde River, the camp remains in place. The camp will no longer be associated with the Clyde River Harbour construction project.



June 29, 2025

*Drilling for blasting oversize rocks*



June 27, 2025

*Drilling at the quarry for the last blast*



*Quarry Before Starting the Project*



*Quarry at the end of the project*



*Material Processing Area before starting the project*



*Material Processing Area at the end of the project*



*Floating wharf guide pile installation*



*Floating wharf guide piles installed*



*Road Maintenance, road to airport*



*Road Maintenance, Hamlet Road*



June 14, 2025

*Nose construction of the southwest breakwater*



June 23, 2025

*Navigation light foundation installation at the end of the southwest breakwater*



*Dredging correction*



*Finalizing the construction of the southwest breakwater*



June 30, 2025

*Drilling piles for the power pole installation*



August 15, 2025

*Overhead lines and flood lights installation*



August 4, 2025

*Boat ramp construction*



August 05, 2025

*Uplands construction*



Uplands before the project



*Uplands, nearby completion*



August 29, 2022

*Dredge Spoil Dewatering Area Before the Project Beginning*



August 8, 2024

*Dredge Spoil Dewatering Area During the 2024 Construction Season*



September 04, 2025

*Harbour project completed*



October 17, 2025

*Harbour project completed*

## 1.2 LOCAL HIRING

The following occupations have been filled by local workers:

- Janitors
- Cook helpers
- Heavy equipment operators
- Truck drivers
- Scale operators
- Signalman
- Mechanic helper
- Wildlife monitor
- Night guards
- Labourers
- Waterwork safety

A total of 59 local workers were employed. Since the beginning of the project, they worked a total of 57,518 hours, which represents 55% of the total on-site manpower.

## 1.3 INITIATIVES

### Hamlet Roads maintenance

Pilitak participated to various hamlet roads maintenance. One culvert was replaced by a new one.

### Sewage truck and water truck repairs

The hamlet broken sewage truck and water truck were repaired by our mechanics at our facilities.

### Material transportation

Pilitak helped the hamlet to transport heavy material at different locations

## 1.4 MONITORING ACTIVITIES

The following monitoring activities took place:

### 1.4.1 Daily Wildlife Monitoring

The daily wildlife observations reported by the wildlife monitor on duty and other workers were recorded in the daily environmental reports. The summary of the wildlife observations is presented in **Table 5** of the section 4 of the present document.

### 1.4.2 Erosion and Sediment Control

Erosion was monitored at the different working sites, during the snow melting and during the entire construction season. Erosion and sediment control measures were installed during the previous construction seasons at the harbour site and along the haul road, from the quarry to the airport road.

At the quarry site, silt fences and hay logs were installed between the wetland and the north end of the quarry. At the harbour site, a dredge spoil dewatering area (DSDA) was built in 2023 including a decantation basin and filtration berm. In 2024, silt fences were added along the east berm. The decantation basin was upgraded in 2024, and the filtration berm was improved in 2025.

At the end of August 2025, when all project activities were completed, all silt fences were removed. Other permanent erosion and sediment control measures were left in place.



Permanent erosion protection measures on each side of the bridge approaches



Silt Fences Installed Between the Wetland and the Quarry North End



Silt Fences Installed Between the Wetland and the Quarry North End were removed



*Silt fences installed at the Dredge Spoil Dewatering Area*



*Silt fences removed at the Dredge Spoil Dewatering Area*



*New sediment decantation pond installed at the Dredge Spoil Dewatering Area in 2025*



*Sediment decantation pond removed*

### 1.4.3 Dust control

The dust induced by our operations was monitored by the site superintendent. Dust control measures were needed only on a few occasions during the months of July and August 2025, as summarized in the **Table 1** below:

**Table 1: Dust Control Measures**

Date	Dust Control Measures	
	Water Spreading on Roads and at the quarry	Calcium Chloride Spreading on Roads
June 30 <sup>th</sup> , 2025	10 m <sup>3</sup> spread on roads from the harbour site to quarry.	1,000 Kg spread on roads from harbour site to quarry (5 km)
July 10 <sup>th</sup> , 2025	10 m <sup>3</sup> spread on roads from the harbour site to quarry. 10 m <sup>3</sup> for dust control for the crushing operations.	
July 11 <sup>th</sup> , 2025	10 m <sup>3</sup> of water pumped from the river and spread on roads from the harbour site to quarry.	--
July 15 <sup>th</sup> , 2025	10 m <sup>3</sup> for dust control for the crushing operations.	--
July 16 <sup>th</sup> , 2025	10 m <sup>3</sup> for dust control for the crushing operations.	--
July 23 <sup>rd</sup> , 2025		1,000 Kg spread on roads from harbour site to quarry (5 km)
July 27 <sup>th</sup> , 2025	10 m <sup>3</sup> spread on roads from the harbour site to quarry.	1,000 Kg spread on roads from harbour site to quarry (5 km)
July 28 <sup>th</sup> , 2025	10 m <sup>3</sup> spread on roads from the harbour site to quarry. 10 m <sup>3</sup> for dust control for the crushing operations	

#### 1.4.4 Spill

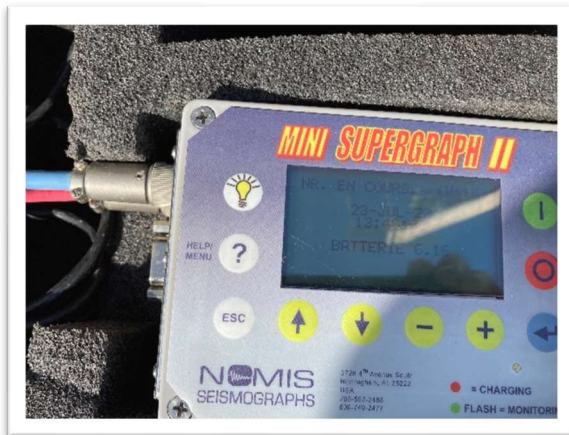
According to the Spill Contingency and Prevention Plan, spill kits were installed at the different working sites. Extra spill contingency equipment was stored into a marine container located beside the site office. Only one spill occurred during the 2025’s construction season, as presented in **Table 2**. A spill report was sent to the Nunavut Spill Line. The spill was under 100 litres but considering that it happened on the water, the Nunavut spill line was contacted. Absorbent pads and absorbent booms were immediately placed to collect the surface floating oil. No corrective action was instructed by the Nunavut Spill Line authorities.

**Table 2: Spill Log**

Date of Spill & Location	Source	Quantity & Product	Contingency Measures
August 4 <sup>th</sup> , 2025 Temporary dredge road no.2	Broken hydraulic hose on the excavator	20 liters of biodegradable hydraulic oil (Panolin)	Leak of Panolin biodegradable hydraulic oil on sea water surface. Absorbent pads and absorbent booms were immediately placed to collect the surface floating oil.

#### 1.4.5 Vibrations

Two blasts were conducted at the quarry during the 2025 construction season: one on June 23 and one on July 2. About 8,600 cubic meters of rock was blasted to produce a part of the material required for the project. There is only one building located within a perimeter of 1.5 km from the quarry, as per monitoring requirements. The Learning Center is located to 1.4 km to the northwest of the quarry. A seismograph *Mini Supergraph II* from *Nomis Seismographs* was installed on the concrete pad of the electrical transformer located beside the building. The seismograph was installed and removed before and after each blast. It was setup into “trigger mode”, in order to record any vibration over 6 mm/sec. No blast has triggered the seismograph during the 2025 construction season, meaning that no significant vibration was generated in the vicinity of the Cultural Learning Center. We have not received any complain of vibration from the clientele of the Cultural Learning Center or from any other buildings in the hamlet during the 2025 construction season.



*Seismograph Installed Before Each Blast Beside the Cultural Learning Center*

#### 1.4.6 Surface Runoff Quality Control

According to the water licence, all surface runoff or discharges impacted by construction activities associated with the Project, where flow may directly or indirectly enter Water, shall be monitored for the following parameters:

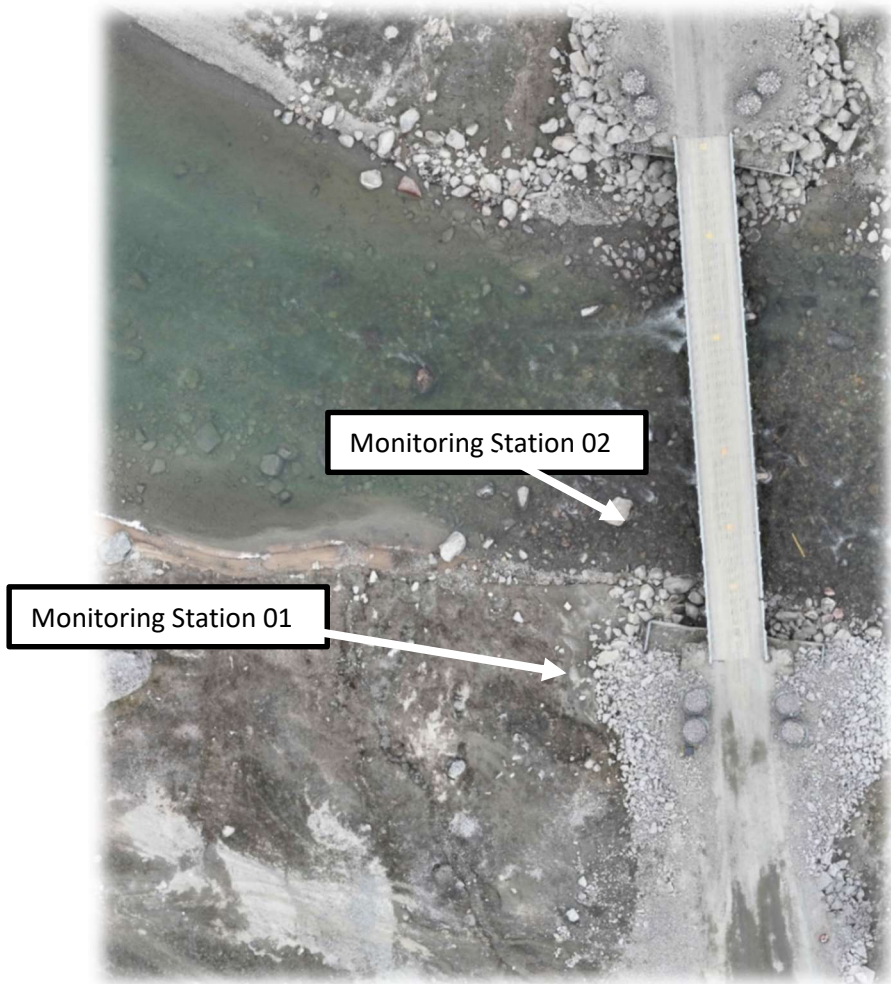
- Total Suspended Solids (TSS): Max grab sample of 100 mg/L and max average of 50 mg/L
- pH: Between 6.0 and 9.5
- Presence of hydrocarbon sheen: No visible sheen

The TSS was measured with a portable *Hach* turbidity meter LXV322 and the pH with a portable pH meter *Hanna* pHep 4. Two locations, where runoff from construction activities enter water body, were monitored, as presented within the next pages.

##### Monitoring Stations 01 and 02

The monitoring Stations 01 and 02 were located on the southwest side of the bridge to the quarry. The station 01 was established where the runoff coming out of the rock and granular material processing area reaches the Clyde River. The station 02 was established directly in the river, 3 meters upstream from the station 01. The river started flowing around June 9<sup>th</sup>, 2025, and became free of ice about 10 days later. The surface water quality at the stations 01 and 02 was monitored for the first time during the second week of June 2025, and for the last time during the third week of August, once the works in the quarry area were completed. Surface water was monitored regularly to ensure that no signs of pollution were observed. Special attention was given after rain or activities that could have affected the water quality. The pH and

TSS were measured, and observations were made regarding the presence of a hydrocarbon sheen.



*Location of  
Monitoring  
Stations 01 and  
02, bridge to  
quarry*

The results for both monitoring stations 01 and 02 are presented in **Table 3** in **Appendix 1** and summarized here below.

At the station 01, no grab sample exceedance (100 mg/L) was measured during the entire monitoring season. The average measured TSS was 14.5 mg/L. No hydrocarbon sheen was ever observed. The measured pH values stayed within the permit criteria (6.0-9.5), with an average of 7.6.

In the river (station 02), no grab sample exceedance (100 mg/L) was measured during the entire monitoring season. The average measured TSS was 8.3 mg/L. The highest turbidity was observed during the existing ford crossing removal where a value of 50 mg/L was measured. The pH values stayed within the permit criteria (6.0-9.5), with an average value of 7.6. No hydrocarbon sheen was ever observed.



*Monitoring Station 01*

### Monitoring Stations 03 and 04

The monitoring Station 03 was located just upstream of the culvert that crosses the PPD pipelines, downstream from the water discharge point of the dredge spoil dewatering area (DSDA). The station 04 was established 70 meters upstream from the station 03. Monitoring station 4 is the point that best represents water quality sourced from off-site. Water from upstream sources flows through this area prior to being potentially impacted by the project activities. A sedimentation pond and a filtration berm were built at the drainage exit area of the DSDA. The water coming out of the filtration berm discharges into the existing ditch that drains the area located north of the community tank farm. The surface water quality at the station 03 was monitored for the first time on June 9<sup>th</sup>, 2025. Surface water quality monitoring at Station 4 began later in the summer on July 26, 2025, after correction work was completed on the filtration berm. The last measurements at stations 3 and 4 were taken on August 30, 2025, after the DSDA closeout work was completed.



*Location of Monitoring stations 03 and 04, Dredge Spoil Dewatering Area*



*Monitoring Station 03*



*Monitoring Station 04*

## Results

The results for both monitoring stations 03 and 04 are presented in **Table 3** in **Appendix 1** and summarized here below.

The total suspended solids (TSS) measurements at the station 03 exceeded the grab sample criteria (100 mg/L) at one time during the 2025 construction season. The exceedance (1,853 mg/L) was measured on July 25, at 14:05, when correction work was carried on the filtration berm of the dredge spoil dewatering area (DSDA). The works were completed at the end of the day. The TSS measured the next morning at the same station was below the grab sample criteria. During the entire monitoring season, the average TSS measured at station 03 was 21.05 mg/L, excluding the grab sample exceedance measured on July 25, 2025.

The station 4 was located upstream of the DSDA discharge point. Data were collected after the first TSS exceedance was measured at the station 3. The average TSS measured at station 04 was 24 mg/L.

No hydrocarbon sheen was ever observed at both stations. The measured pH values stayed within the permit criteria (6.0-9.5), with an average of 7.6 at the station 3 and 7.7 at the station 4.

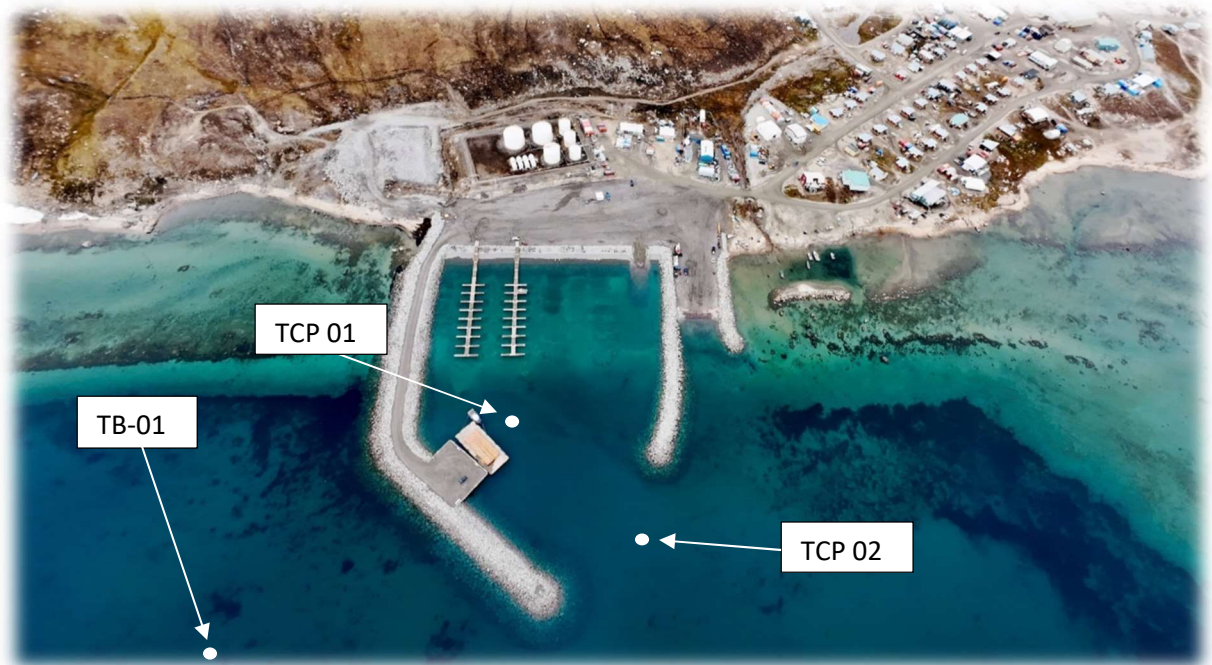
### **1.4.7 Ocean Water Turbidity Control**

According to the *Fisheries Act Authorization (FAA)*, “turbidity sampling should be taken outside the work area according to the *Canadian Council of Ministers of the Environment Canadian Water Quality Guidelines for the Protection of Aquatic Life*”. The quality guidelines stipulate that:

- 1- *“Turbidity (NTU) Allowance Over Background (“Induced” Turbidity): Maximum increase of 8 NTUs from background levels for a short-term exposure (e.g., 24-h period).*
- 2- *Maximum average increase of 2 NTUs from background levels for a longer-term exposure (e.g., 30-d period) in all waters during clear flow.*
- 3- *Maximum increase of 8 NTUs from background levels at any one-time when background the floating levels are between 8 and 80 NTUs. Should not increase more than 10% of background levels when background is >80 NTUs for high flow or turbid waters.*

Construction of the southwest breakwater resumed during the second week of June 2025. Sea ice was cleared from the work area to enable the installation of filter and armour stones. Measurements of water turbidity began when the sea ice left Patricia Bay and dredging operations started on 18 July 2025. From the beginning of the operations, it was decided not to install a floating silt curtain between the two breakwaters due to the risk of it being damaged by floating ice that could be blown back into the bay by a south-westerly wind. Following the initial

monitoring results, which demonstrated satisfactory performance even in the absence of a floating silt curtain, it was decided not to install one. However, the curtain was deployed on the beach and was ready to be installed if turbidity measurements exceeded the guidelines.



*Turbidity background (TB) and control points (TCP)*

One control point (TB-01) was established for the background measurement of the turbidity while two control points (TCP-01 and TCP-02) were used to control the turbidity variations during the in-water project activities. At each monitoring point, the turbidity was measured at 3 different depths: 1 m above the seafloor, mid-depth and one meter below the surface. The average value of the 3 measurements was used to be compared to the short term and long-term criteria. The monitoring results are presented in **Table 4**, in **Appendix 1**.

Based on the turbidity measurements, no exceedance of the 3 guideline conditions were noted:

- 1- *Short-term exposure (e.g., 24-h period)*: For each measurement event, the three depth-averaged readings taken at both monitoring points (TCP01 and TCP02) were compared with the average turbidity readings from the previous day and with the average background turbidity readings, as presented in Table 4. No turbidity increase of more than 8 NTU from the mean background value and from the mean turbidity measured the day before was observed during the monitoring period. The maximum turbidity increase (3.14 / 4.67 NTU) was measured on August 1<sup>st</sup>, 2025, at the control point TCP-01, during the dredging along the southwest breakwater. Occasionally, a small sediment plume could be observed in the water coming out from the harbour, depending on the tide conditions. However, generally, the plume was no longer visible the next morning.

- 2- *Longer-term exposure (e.g., 30-d period)*: The water turbidity at the harbour site was monitored during the in-water works ice-free period that lasted 23 days. The average background turbidity measurements collected during this period is 0.200 NTU. The background turbidity measured at the end of the period was 0.214 NTU, a difference of 0.014 NTU, which is below the threshold of 2 NTU. Similarly, the difference between the background turbidity and the turbidity measurements at control points TCP-01 and TCP-02 at the end of the monitoring period was also below 2 NTU.
- 3- *For conditions where background levels would be between 8 and 80 NTUs*: During the monitoring period, no background level over 8 NTU was measured.

#### 1.4.8 Fish and Fish Habitat

##### Small Craft Harbour Site

The construction of the southwest breakwater was completed during the 2025 construction season. A total of 8,000 tonnes of filter stone and 7,400 tonnes of armour stones were added below the high-water mark. Some dredging corrections were done in the sealift area and in the vessel basin area. About 2,500 m<sup>3</sup> of material was dredged and transported to the dredge spoil dewatering area.

At no time during these operations dead or injured fish were observed.

##### Existing Ford Crossing removal

As per contract requirement, the existing Clyde River Ford crossing was removed on August 12 and 14 of 2025. The crossing was located at coordinates 70° 28' 26.52'' N and 68° 31' 20.89'' W. The work included removing some portions of the approach roads on both sides of the river (north and south), as well as some sections of the riverbed path that were visibly forming windrows on each side. Some of the larger rocks were removed along the crossing path to make the river appear more natural. The entire operation was carried on under the supervision of the environmental monitor.

The procedures stated in the *Fisheries Act Authorization* were followed. The crossing report, attached in **Appendix 2**, was transmitted to DFO.



Existing Ford crossing (August 2024)



After Ford crossing removed (August 2025)

#### 1.4.9 Hydroacoustic Monitoring

No work requiring hydroacoustic monitoring was carried out during the construction season of 2025.

## 2. WORK PLAN FOR THE UPCOMING YEAR

No other contractual work is scheduled for the upcoming year, except for minor corrections to the floating wharf, which are planned for the beginning of summer 2026.

## 3. COMMUNITY RELATIONS

### 3.1 COMMUNITY CONSULTATIONS

#### 3.1.1 Community Meeting

A community meeting was held in Clyde River on June 11<sup>th</sup>, 2025. About 50 people attended the meeting at the community hall. The presentation material is included in **Appendix 3**. The following topics were discussed:

- Work achieved in 2024.
- Work planned for the current year (2025).
- General project schedule.
- Safety.
- Employment opportunities and training.

The following comments / questions were made/asked by the community members:

01	Comment on the end of the break water not being long enough to stop waves coming into the harbour. Wanting to know if the end of the breakwater would be extended to fix this and if the contractor would complete this work prior to demobilizing from site.	Pilitak: The southwest breakwater is not yet complete. Construction will resume this summer. The end of the breakwater will be built up to the final design elevation, which is about 1.5 metres higher than it is now.
02	Concern about if there is damage to the breakwaters, there would not be any money for future repairs.	DFO: As the owner of the facility, DFO will be responsible for maintaining it.
03	Wanting to make sure the armour is able to withstand ice and seismic forces	CBCL: The design took into account seismic criteria and ice forces.
04	Will there be a road to the end of the breakwater?	Pilitak: The road ends at the fixed wharf on the south-west breakwater.
05	Concern about big holes in the breakwater that kids could fall in.	CBCL/DFO: smaller rocks will be added to fill the voids on the northeast breakwater, in the section nearby the beach. The breakwaters were not designed for pedestrian use.
06	Will the quarry be closed at the end of the project?	Pilitak: The quarry will stay accessible for future usage. However, the road access to the top of the quarry will be blocked with rocks.
07	Concern expressed that ice would move rocks from the breakwater (ice plucking).	(DFO) Breakwater rock was designed to be large enough so the ice cannot move it – confirmed by CBCL during the response.

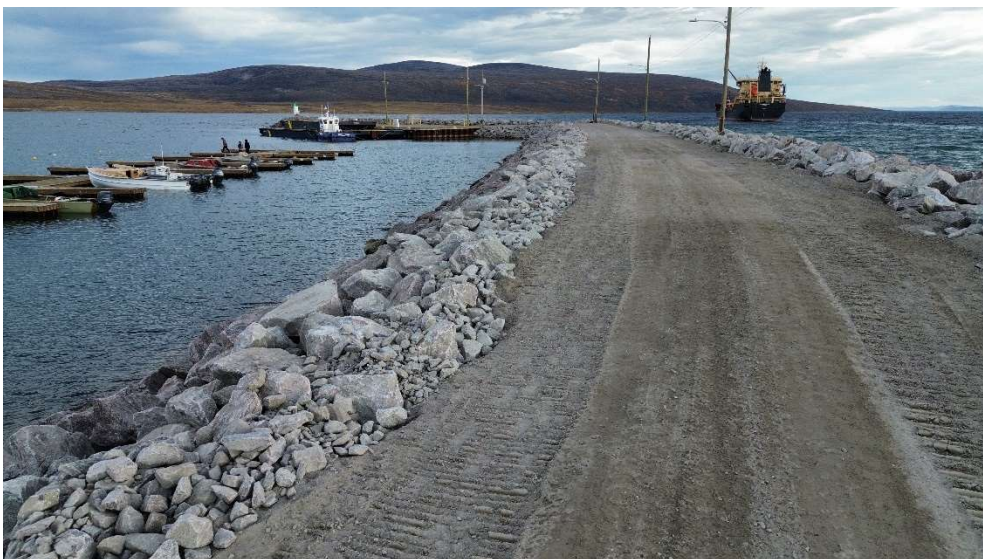
### 3.1.2 Follow Up on Community Concerns

#### Concern about big holes in the breakwater that kids could fall in

Smaller rocks were added on the northeast breakwater and on some sections of the southwest breakwater to fill the wider gaps between large armour stones.



Excavator placing smaller rocks on the northeast breakwater



Smaller rocks placed on the left shoulder of the southwest breakwater access road

Roads to access the top of the quarry

Road access to the top of the quarry were blocked with big rocks



In 2024, some people were concerned that the access trail north of the tank farm would no longer be accessible. Access to the ATV trail was re-established in 2024, and the section running alongside the north side of the dredge spoil dewatering area was widened, as can be seen in the picture below.



### 3.1.3 End of Construction Season Inspection

Pilitak's representative and the hamlet chief administrator officer (CAO) participated in the final walk-through of both the harbour site and the quarry, ensuring that the hamlet is satisfied the way that the sites are left. The following persons were present at the tour:

- Pilitak: Jean-Marc Ballard (site superintendent).
  - Hamlet: Billy Palluk (CAO)
- 
- Site tour took place on September 4, 2025, at around 10:30 a.m. The purpose of this visit was to confirm that the hamlet has no issue with the way that the different sites are left at the end of the project.
  - The quarry and the material processing area were visited. The quarry decommissioning works were shown as well as the material processing area where gravel stockpiles were left for the hamlet usage.
  - The decommissioned former Ford Crossing, the upgraded bridge and the quarry road were also visited.
  - The decommissioned dredge spoil dewatering area was visited. The area has been reshaped and left with good access, as agreed by the hamlet council on 21 August 2025. The hamlet intends to use the stockpiled material for various projects.

Mr Palluk spoke with the hamlet foreman, the finance director and the council members about the visit, and no issues were raised.

## 3.2 COMPLAINTS

No complaint was received during the 2025's construction season.

## 3.3 TRANSIT THROUGH THE PROJECT AREA

### 3.3.1 Construction Site

The night guard posted at the site office noticed that people were sometimes accessing the southwest breakwater for fishing during evenings. Due to the intensive works this season, we asked to the community to avoid the southwest breakwater and the fixed wharf. The message was well received and respected most of the summer. People were still coming on the harbour site during evenings, but mostly for watching the work progress and for using the sealift ramp for their boats.

Some local people have used the trail located at north of the tank farm to access the area located west of the construction site, as previously described in the section 3.1.2.

### 3.3.2 Quarry Site

Some local people frequently used the quarry road after the working shift to access the beach area located southwest from the quarry. During the working shift, they were using an ATV trail, as presented in Figure 2.



*Figure 2: Transit Through the Quarry and Haul Road Area*

A log of instances in which community residents occupy or transit through the project areas is present in **Table 6** in **Appendix 4**.

## 4. ENVIRONMENTAL AND WILDLIFE MONITORING

### 4.1 ENVIRONMENTAL ISSUES

No environmental issue was experienced during the 2025 working season. As described within the section 1.4.4, only one minor biodegradable hydraulic oil spill occurred but rapid actions were taken, and no environmental impact was generated by this event.

### 4.2 WILDLIFE MONITORING

The wildlife observation summary is presented in **Table 5**.

#### 4.2.1 Ground Species

For the first time since the project began, many lemmings were observed at both the quarry and construction sites. An arctic hare was seen twice in the quarry area. No other ground species were observed during the 2025 construction season.

#### 4.2.2 Marine Mammal

Some polar bears were spotted in the Cape Christian area. Unlike in previous construction seasons, no polar bears were seen near the work sites or in Clyde River. Some narwhals came very close to the harbour in mid-July, shortly after the sea ice began to leave the area around Patricia Bay.

### 4.2.3 Migration Birds

No migration birds were observed in the surrounding of the quarry area and at the construction site.

**Table 5: Wildlife Observation**

Date	Observed species	Time	Location	Activity/observation	Mitigation/other
July 14 <sup>th</sup> , 2025	Narwhales	Morning	In Patricia Bay, in front of Clyde River and beside the fixed wharf 70° 27.993'N 68° 35.725'O	Hunters started to shoot at Narwhales from the fixed wharf.	The works at the site were stopped for safety reasons.
July 15 <sup>th</sup> , 2025	Narwhales	Morning	In Patricia Bay, in front of Clyde River Coordinates N/A	Hunters used their boats for hunting narwhales.	Not required.
July 16 <sup>th</sup> , 2025	Narwhales	Afternoon	In Patricia Bay Coordinates N/A	Hunters used their boats for hunting narwhales.	Not required.
July 18 <sup>th</sup> , 2025	Narwhales	Afternoon	Nearby the south end of the Patricia Bay Coordinates N/A	Hunters' observation	Not required.
July 20 <sup>th</sup> , 2025	Polar bear	night	Cape Christian area Coordinates N/A ± 6 km west of airport	Cabin owners reported the presence of a polar bear with cubs	No polar bear was seen nearby Clyde River
July 23 <sup>rd</sup> , 2025	Arctic hare	06:20	Quarry area 70° 28.137'N 68° 32.112'O	Observed before starting our operations	Ran out of the site, no mitigation measures required
Aug 8 <sup>th</sup> , 2024	Arctic hare	06:40	Quarry area 70° 28.122'N 68° 31.857'O	Observed before starting our operations	Ran out of the site, no mitigation measures required

*N/A: When coordinates of wildlife could not be recorded*

### 4.2.4 Mitigation Measures for Wildlife

In order to not attract wildlife, all waste at the camp and at the site were stored into close containers and transported to the local disposal facility frequently. This mitigation measure seems to have been efficient. No animal was seen around the garbage container.

Last autumn, the overburden was removed from the area of the quarry where drilling and blasting took place in 2025, in order to discourage bird nesting. From what we have observed, this mitigation measure seems to be effective.

## 5. HERITAGE SITE AND INUIT LAND USE

### 5.1 HERITAGE SITE

Before the beginning of the project, an archeological assessment was carried out by the consultant at each of the locations to be used for the construction activities. No heritage sites within these areas have been identified. No heritage features were seen or discovered during the works that were performed this year.

### 5.2 INUIT LAND USE NEARBY THE PROJECT

#### 5.2.1 Construction Site

Due to correction works around the northeast and the sealift breakwaters, the access to the existing sealift ramp was partially limited at the beginning of the boating season. The small boat ramp was completed only in late August. Last year, some of the boaters complained about the sealift ramp being too soft to use their ATV and trailer to launch their boats. Following their comments, the material on the top of the sealift ramp was modified to provide a harder surface. The same thing was done on the small boat ramp.

The access to the west side of the construction site was kept open through a trail that goes behind the tank farm.

Some boaters started to use the floating wharf as soon as it was installed. They were told that the facility could not be used until the project had been granted substantial completion. The users were cooperative and removed their boats until they were permitted to use the facility.

#### 5.2.2 Quarry Area

The area located west of the quarry is used by some locals for hunting and fishing activities. This area is accessible by ATV trails that start from the haul road, on the south side of the quarry bridge. The access to these trails has never become an issue. Extra care was asked to the users of the haul road to make sure that they stay visible and drive slowly. The truck drivers were instructed to yield the passage for local vehicles.

**Clyde River Harbour Development  
(NIRB) Annual Report, File no.21YN032**

**APPENDIX 1  
Monitoring Tables**



Date	Time	Station	Site/location	TSS (g/L) Max average 50 mg/L Max grab sample 100 mg/L	pH Between 6.0 & 9.5	Presence of HC sheen No visible sheen	Note
July 02	09:30	3	Downstream exit DSA, at culvert	30	7,4	no	
July 05	07:20	1	Downstream quarry	30	7,8	no	
July 05	07:22	2	River	0	7,7	no	
July 05	11:45	3	Downstream exit DSA, at culvert	30	7,4	no	
July 09	10:00	1	Downstream quarry	10	8	no	
July 09	10:05	2	River	0	7,6	no	
July 09	10:43	3	Downstream exit DSA, at culvert	30	7,8	no	
July 14	07:35	1	Downstream quarry	50	7,7	no	
July 14	07:38	2	River	10	7,6	no	
July 14	08:00	3	Downstream exit DSA, at culvert	40	7,7	no	
July 24	08:30	1	Downstream quarry	30	7,7	no	
July 24	08:33	2	River	20	7,8	no	
July 24	09:30	3	Downstream exit DSA, at culvert	30	7,7	no	
July 25	14:05	3	Downstream exit DSA, at culvert	1853	7,9	no	improvement works on the filter berm
July 26	06:45	3	Downstream exit DSA, at culvert	60	7,7	no	
July 26	06:47	4	Upstream from DSA	30	7,8	no	
July 27	09:00	3	Downstream exit DSA, at culvert	20	7,7	no	
July 27	09:03	4	Upstream from DSA	20	7,8	no	
July 31	08:30	1	Downstream quarry	10	7,7	no	
July 31	08:32	2	River	20	7,8	no	
July 31	09:00	3	Downstream exit DSA, at culvert	20	7,7	no	
July 31	09:05	4	Upstream from DSA	30	7,6	no	
Aug 7	06:30	1	Downstream quarry	10	7,6	no	
Aug 7	06:32	2	River	0	7,4	no	
Aug 7	10:30	3	Downstream exit DSA, at culvert	20	7,7	no	
Aug 7	10:33	4	Upstream from DSA	20	7,8	no	
Aug 12	09:15	1	Downstream quarry	10	7,6	no	
Aug 12	09:17	2	River	50	7,5	no	
Aug 14	14:11	1	Downstream quarry	10	7,7	no	
Aug 14	14:13	2	River	40	7,6	no	
Aug 15	07:16	1	Downstream quarry	10	7,6	no	

<b>Date</b>	<b>Time</b>	<b>Station</b>	<b>Site/location</b>	<b>TSS (g/L)</b> Max average 50 mg/L Max grab sample 100 mg/L	<b>pH</b> Between 6.0 & 9.5	<b>Presence of HC sheen</b> No visible sheen	<b>Note</b>
Aug 15	07:18	2	River	10	7,5	no	
Aug 20	09:30	1	Downstream quarry	10	7,6	no	
Aug 20	09:33	2	River	0	7,6	no	
Aug 30	09:00	3	Downstream exit DSA, at culvert	20	7,7	no	
Aug 30	09:05	4	Upstream from DSA	20	7,8	no	

**Clyde River Harbour Development**

**TABLE 4: 2025 Sea Water Turbidity Monitoring**

Date	Time	Site/location	Wind direction and speed at the time of measurement		Wave size N: < 0.1 m S: 0.1 - 0.25 m M: 0.26 - 0.5 m L: > 0.5 m	Turbidity top (1 m below surface)	Turbidity mid-depth	Turbidity bottom (1 m above seafloor)	Turbidity MEAN	Short Term Criteria Maximum turbidity increase in 24 hrs: 8 NTU		Long term Criteria Maximum turbidity increase from background turbidity in 30 days: 2 NTU Mean background: 0.2 NTU		Note
			Direction	Speed (km/hr)						24 hrs Mean Turbidity Variation	24 hrs Mean Turbidity Variation compared with the mean background turbidity (0.2 NTU)	Duration (day)		
						(NTU)	(NTU)	(NTU)	(NTU)	(NTU)	(NTU)	(NTU)		
July 18	07:00	TB-01 (Background)	E	16	N	0,226	0,213	0,180	0,206	--	--	--		
July 18	07:15	TCP-01				0,430	0,470	0,432	0,444	--	--	--		
July 18	07:20	TCP-02				0,221	0,334	0,420	0,325	--	--	--		
July 19	07:00	TCP-01	NNW	30	S	0,419	0,337	1,573	0,776	0,332	0,576	0,57	1	Building dredge road no.1
July 19	07:10	TCP-02				0,398	0,433	3,270	1,367	1,042	1,167	1,16		
July 20	07:00	TCP-01	N	20	S	0,211	0,209	0,354	0,258	-0,518	0,058	0,06	2	
July 20	07:10	TCP-02				0,177	0,866	0,334	0,459	-0,908	0,259	0,26		
July 21	06:45	TCP-01	SE	15	N	0,350	0,337	0,381	0,356	0,098	0,156	0,15	3	
July 21	06:55	TCP-02				0,364	0,294	0,406	0,355	-0,104	0,155	0,15		
July 22	06:30	TCP-01	N	20	N	0,330	0,681	1,750	0,920	0,564	0,720	0,72	4	
July 22	06:35	TCP-02				0,259	0,341	0,740	0,447	0,092	0,247	0,24		
July 23	07:00	TCP-01	ESE	13	N	1,620	1,690	1,550	1,620	0,700	1,420	1,42	5	
July 23	07:10	TCP-02				0,288	0,264	0,434	0,329	-0,118	0,129	0,13		
July 24	07:00	TCP-01	N	10	N	0,237	0,479	3,400	1,372	-0,248	1,172	1,17	6	Dredging from road no.1
July 24	07:10	TCP-02				0,199	0,209	0,245	0,218	-0,111	0,018	0,01		
July 25	06:30	TCP-01	N	11	N	0,641	0,511	2,920	1,357	-0,015	1,157	1,15		
July 25	06:35	TCP-02				0,193	0,331	1,520	0,681	0,464	0,481	0,48		
July 25	13:30	TCP-01	ENE	11	N	6,500	2,750	0,547	3,266	--	3,066	3,06	7	
July 25	13:40	TCP-02				0,259	0,245	0,180	0,228	--	0,03	0,03		
July 26	07:00	TB-01 (Background)	W	12	N	0,208	0,184	0,151	0,181	--	--	--		Building dredge road no.2
July 26	07:00	TCP-01				1,350	0,469	0,670	0,830	-0,528	0,630	0,63	8	
July 26	07:00	TCP-02				1,590	0,650	0,175	0,805	0,12	0,61	0,60		
July 26	13:30	TCP-01				2,610	0,876	0,289	1,258	-2,007	1,058	1,06		
July 26	13:26	TCP-02				0,524	0,295	0,250	0,356	0,13	0,16	0,15		

Date	Time	Site/location	Wind direction and speed at the time of measurement		Wave size N: < 0.1 m S: 0.1 - 0.25 m M: 0.26 - 0.5 m L: > 0.5 m	Turbidity top (1 m below surface)	Turbidity mid-depth	Turbidity bottom (1 m above seafloor)	Turbidity MEAN	Short Term Criteria Maximum turbidity increase in 24 hrs: 8 NTU		Long term Criteria Maximum turbidity increase from background turbidity in 30 days: 2 NTU Mean background: 0.2 NTU		Note		
			Direction	Speed (km/hr)						24 hrs Mean Turbidity Variation	24 hrs Mean Turbidity Variation compared with the mean background turbidity (0.2 NTU)	Duration (day)				
July 27	13:30	TCP-01	WSW	11	S	1,090	2,630	0,651	1,457	0,199	1,257	1,25	9			
July 27	13:40	TCP-02				0,638	0,512	0,176	0,442	0,09	0,24	0,24				
July 28	13:40	TCP-01	NW	28	S	1,779	0,681	0,276	0,912	-0,545	0,712	0,71			10	
July 28	13:45	TCP-02				0,289	0,408	0,265	0,321	-0,12	0,12	0,12				
July 29	13:10	TCP-01	WSW	12	N	0,319	0,268	0,544	0,377	-0,54	0,18	0,17			11	
July 29	13:17	TCP-02				0,163	0,339	0,397	0,300	-0,021	0,100	0,10				
July 30	07:51	TB-01 (Background)				0,241	0,165	0,162	0,189	--	--	--	12			
July 30	06:26	TCP-01	NNW	27	S	0,268	0,298	0,271	0,279	-0,098	0,079	0,08				
July 30	07:40	TCP-02				0,214	0,181	0,171	0,189	-0,11	-0,01	-0,01				
July 30	13:30	TCP-01				4,120	4,980	0,503	3,201	--	3,001	3,00				
July 30	13:30	TCP-02				3,360	1,510	0,227	1,699	--	1,50	1,50				
July 31	06:50	TB-01 (Background)				0,232	0,217	0,221	0,223	--	--	--	13			
July 31	06:39	TCP-01	N	6	N	0,245	0,343	0,430	0,339	0,060	0,139	0,14				
July 31	06:45	TCP-02				0,173	0,169	0,317	0,220	0,03	0,02	0,02				
July 31	13:30	TCP-01				2,080	1,570	1,530	1,727	-1,474	1,527	1,52				
July 31	13:30	TCP-02				0,164	0,169	1,370	0,568	-1,13	0,37	0,36				
August 1	07:03	TCP-01	SE	11	N	1,590	0,198	0,272	0,687	0,347	0,487	0,48	14	Dredging along SWBW		
August 1	07:10	TCP-02				0,202	0,165	0,316	0,228	0,01	0,03	0,02				
August 1	13:30	TCP-01				5,940	8,140	0,522	4,867	3,141	4,667	4,66				
August 1	13:30	TCP-02				0,312	0,141	0,187	0,213	-0,35	0,01	0,01				
August 2	06:20	TCP-01	ESE	13	N	1,090	0,609	0,462	0,720	0,034	0,520	0,52	15			
August 2	06:29	TCP-02				0,174	0,142	0,451	0,256	0,03	0,06	0,05				
August 2	13:09	TCP-01				3,420	1,680	2,990	2,697	-2,171	2,497	2,49				
August 2	13:21	TCP-02				1,680	0,163	0,144	0,662	0,45	0,46	0,46				
August 3	06:49	TCP-01	NW	30	S	0,374	0,418	0,318	0,370	-0,350	0,170	0,17	16	Dredging from road no.2		
August 3	06:59	TCP-02				0,260	0,139	0,131	0,177	-0,08	-0,02	-0,03				
August 3	13:09	TCP-01				5,760	2,170	1,870	3,267	0,570	3,067	3,06				
August 3	13:30	TCP-02				2,010	2,200	0,633	1,614	0,95	1,41	1,41				
August 4	06:16	TCP-01	SSW	9	S	0,454	0,468	0,656	0,526	0,156	0,326	0,32	17	Dredging from road no.2		
August 4	06:25	TCP-02				0,137	0,153	0,268	0,186	0,01	-0,01	-0,02				
August 4	13:13	TCP-01				5,610	2,170	1,870	3,217	-0,050	3,017	3,01				
August 4	13:19	TCP-02				2,010	2,200	0,633	1,614	0,00	1,41	1,41				

Date	Time	Site/location	Wind direction and speed at the time of measurement		Wave size N: < 0.1 m S: 0.1 - 0.25 m M: 0.26 - 0.5 m L: > 0.5 m	Turbidity top (1 m below surface)	Turbidity mid-depth	Turbidity bottom (1 m above seafloor)	Turbidity MEAN	Short Term Criteria Maximum turbidity increase in 24 hrs: 8 NTU		Long term Criteria Maximum turbidity increase from background turbidity in 30 days: 2 NTU Mean background: 0.2 NTU		Note
			Direction	Speed (km/hr)						24 hrs Mean Turbidity Variation	24 hrs Mean Turbidity Variation compared with the mean background turbidity (0.2 NTU)	Duration (day)		
August 5	06:30	TCP-01	NW	47	M	3,190	2,850	0,994	2,345	1,819	2,145	2,14	18	Dredging from road no.2
August 5	06:35	TCP-02				1,880	1,370	0,239	1,163	0,98	0,96	0,96		
August 5	13:06	TCP-01				7,590	1,520	0,414	3,175	-0,042	2,975	2,97		
August 5	13:23	TCP-02				8,400	0,338	0,143	2,960	1,35	2,76	2,76		
August 6	07:00	TCP-01	SE	35	M	2,990	1,210	1,290	1,830	-0,515	1,630	1,63	19	
August 6	07:12	TCP-02				0,661	0,169	0,174	0,335	-0,83	0,13	0,13		
August 6	13:16	TCP-01				3,200	1,220	3,690	2,703	-0,471	2,503	2,50		
August 6	13:06	TCP-02				0,242	0,163	0,297	0,234	-2,73	0,03	0,03		
August 7	07:00	TCP-01	NNW	13	N	2,990	1,210	1,290	1,830	0,000	1,630	1,63	20	
August 7	07:00	TCP-02				0,586	0,867	1,430	0,961	0,63	0,76	0,76		
August 7	13:30	TCP-01				2,060	0,621	0,379	1,020	-1,683	0,820	0,82		
August 7	13:30	TCP-02				0,586	0,867	1,430	0,961	0,73	0,76	0,76		
August 8	07:00	TCP-01	E	10	M	0,263	0,345	1,090	0,566	-1,264	0,366	0,36	21	
August 8	07:00	TCP-02				0,287	0,187	0,182	0,219	-0,74	0,02	0,02		
August 9	07:00	TCP-01	N	21	S	0,211	0,226	0,179	0,205	-0,361	0,005	0,00	22	
August 9	07:00	TCP-02				0,297	0,129	0,488	0,305	0,09	0,10	0,10		
August 9	13:30	TCP-01				0,734	0,446	0,343	0,508	--	0,308	0,30		
August 9	13:30	TCP-02				1,190	0,513	0,253	0,652	--	0,45	0,45		
August 10	06:55	TB-01 (Background)				0,210	0,207	0,226	0,214	--	--	--	23	
August 10	07:10	TCP-01	NNE	11	N	0,453	0,416	0,388	0,419	0,214	0,219	0,01		
August 10	07:15	TCP-02				0,229	0,208	0,284	0,240	-0,06	0,04	0,04		

**Clyde River Harbour Development  
(NIRB) Annual Report, File no.21YN032**

**APPENDIX 2  
Existing Ford Crossing Removal Report**

# Submittals

**No. :** 109  
**Rev. :** 00  
**Date :** August 19, 2025

**Project :** CLYDE RIVER HARBOUR DEVELOPMENT **Project No. :** 2022-034  
**DFO ETO-025-222050**  
**Subject :** Ford crossing removal -2025 report

**Submitted to :** CBCL Limited **David Parsons**  
 1505 Barrington St [davidp@cbcl.ca](mailto:davidp@cbcl.ca)  
 Halifax, NS, B3J 3K5 506-633-6650 ext 3233

**Copy to :** Kenton Thiessen [kenton.thiessen@pwgsc-tps.gc.ca](mailto:kenton.thiessen@pwgsc-tps.gc.ca)  
 PSPC 204-229-6375

<b>Speciality :</b> Environment	<b>Submitted for :</b> Review
<b>Specification section :</b>	<b>Revision required by :</b> August 29, 2025
<b>Drawing reference :</b>	<b>Color choice required :</b>
<b>Submitted as :</b>	<b>Total Page incl. cover :</b> 9

**Subcontractor or supplier :**

**Manufacturer :**

**Description :** Ford crossing removal -2025 report

**Supplier No :**

**Comments :**

**Revised and submitted by :**



François Bourassa, P.Eng.  
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 418-781-6114 ext 213  
[fbourassa@pilitak.biz](mailto:fbourassa@pilitak.biz)

**Review by the consultant or the client :**



the north side of the river, above the sloped area, and piled in an existing sand pit located around 500 meters from the river. The hamlet wants to keep this material for future use.

August 14:

The environmental monitor conducted fish monitoring at the Ford crossing one hour before excavation work began in the river. No fish were observed. The re-excavation work was carried out according to the map provided by CBCL (Figure 5). Work began at 10:30 a.m. on the north side of the river and was finished in two hours. The riverbed was reworked to remove any visual traces of the windrow. Finally, the south side was lightly re-excavated, and rocks were placed to create a more natural appearance. See the attached pictures (Figures 6-9).

Overall, the removal of the existing Clyde River ford crossing had minimal impact on water quality. Throughout the rehabilitation work, the visible trace of sediment in the water remained minimal, no more than a few meters wide.

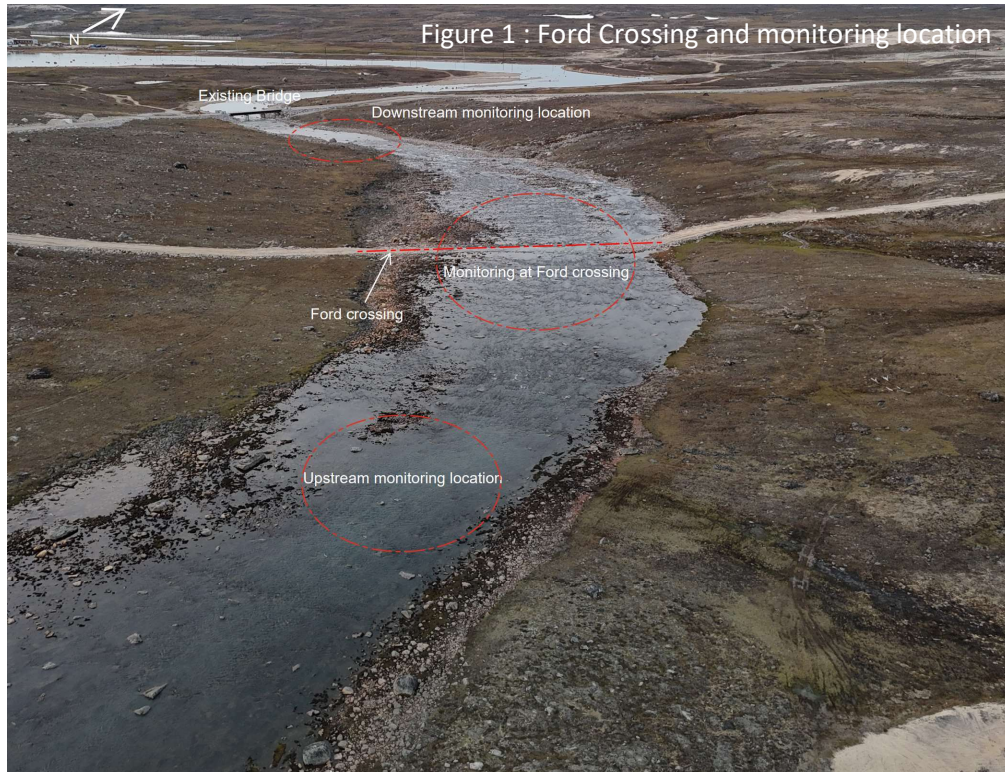


Figure 3: Removal of the South side



Figure 4: Removal of the North side



Figure 5: Additional removal of some portions of the crossing based on CBCL comments



Figure 6: Re-excavation of the North side



Figure 7: Aerial view of the crossing removal completed



Figure 8: Aerial view of the crossing removal completed



Figure 9: Aerial view of the crossing removal of the South side completed





**Clyde River Harbour Development  
(NIRB) Annual Report, File no.21YN032**

**APPENDIX 3  
Community Presentation Material**

# PILITAK

## ENTERPRISES

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**CLYDE RIVER HARBOUR DEVELOPMENT  
COMMUNITY MEETING  
JUNE 2025**

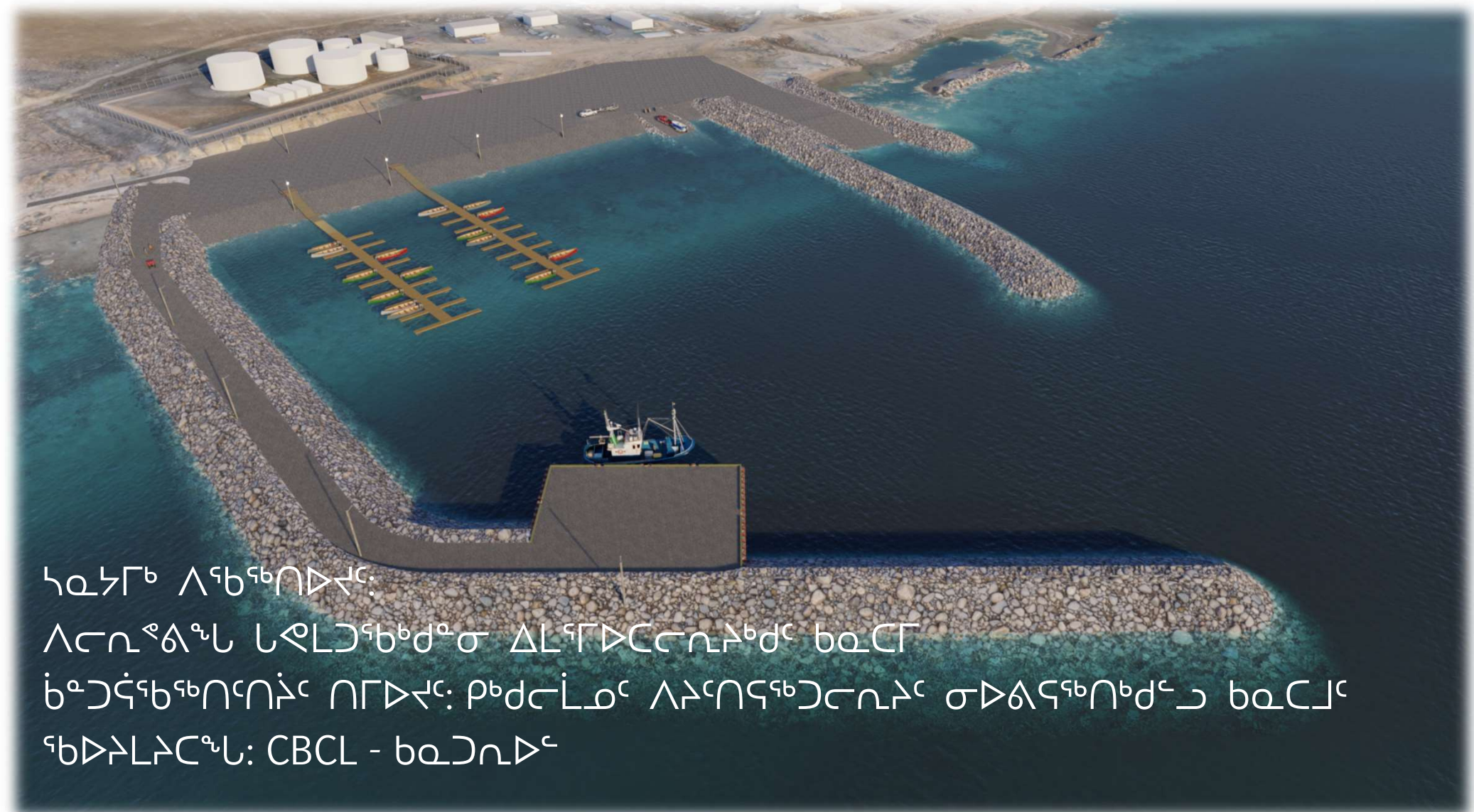




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**PRESENTED BY PILITAK  
ENTERPRISES LTD**

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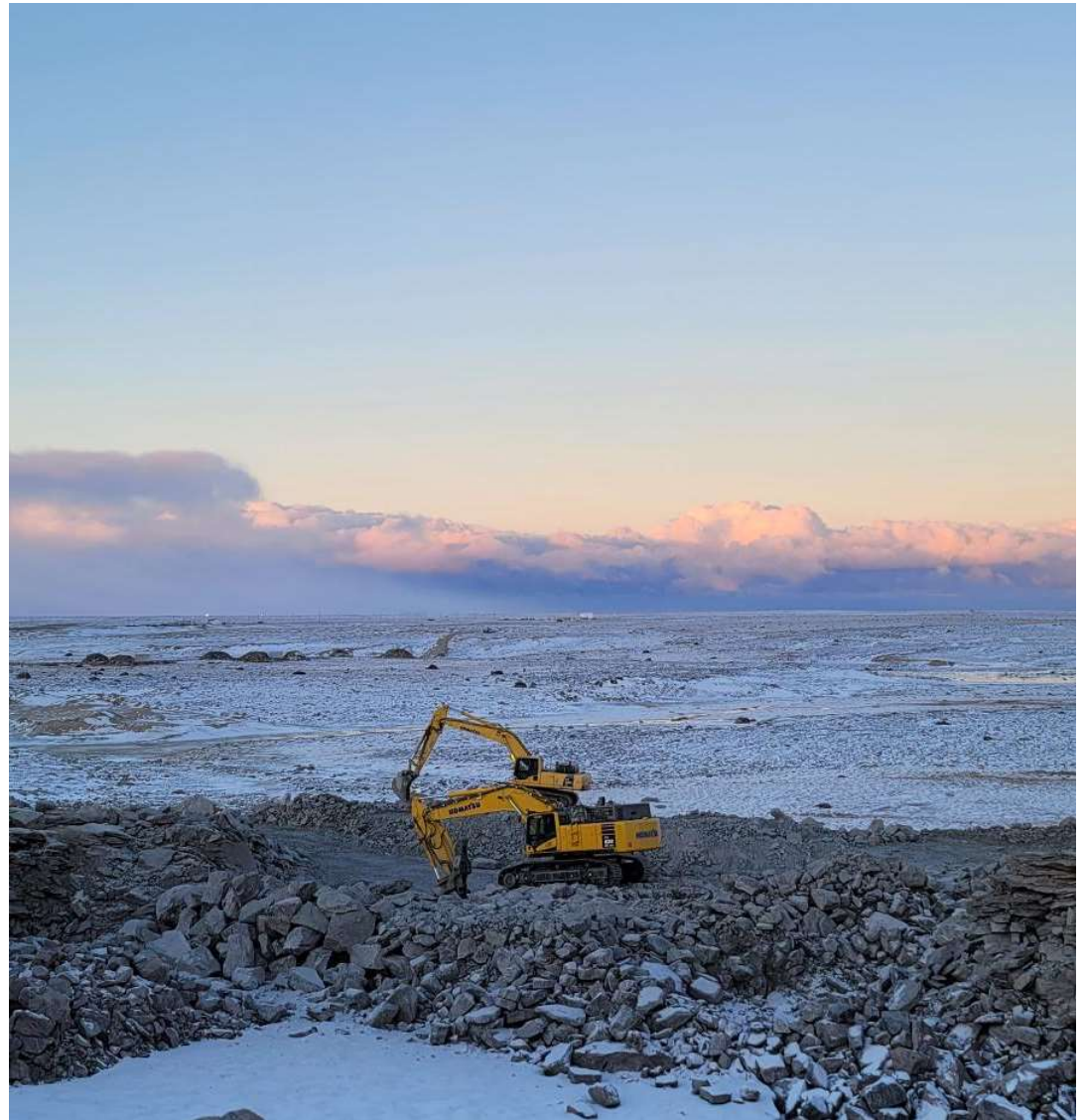
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- Project Owner: Department of Fisheries and Ocean (DFO)
- Contracting Authorities: Public Services and Procurement Canada (PSPC)
- Consultant: CBCL-Canadrill

# ፎጅፎጅጅጅጅጅጅጅጅ PRESENTATION PLAN

- 1. 1. ለክፍሎች 2024-ግ ←
- 2. ፎጅጅጅጅጅ ለፍጅጅጅጅጅጅጅጅጅ
- 3. ፎጅጅጅጅጅጅጅጅጅጅ
- 4. ፎጅጅጅጅጅ ካጅጅጅጅጅጅጅጅጅጅ
- 5. ፎጅጅጅጅጅጅጅጅጅጅ

- 1. Work completed in 2024 ←
- 2. Work planned for this year
- 3. Safety
- 4. Environment protection
- 5. Questions





Drilling and blasting at the quarry



Rock removal at the quarry

ᐃᓴᓴᓴᓴᓴᓴᓴ  
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Production of various sizes of rocks

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ᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦ





Material Transportation

▶ ንግድ ልማት ስራ

ካዊኔጋሪቶሪያ ጋራጋሪቶሪያ ጋራጋሪቶሪያ ጋራጋሪቶሪያ



Northeast Breakwater Construction



Northeast Breakwater Construction  
July 5, 2024

ካሊፎርኒያ ፕሮጀክት  
ኮንስትራክሽን ሲቲ  
ጥቅምት 05, 2024



ካዲኒጋሚ ጋሎግራፊክ ቤሎግራፊክ ሊኒፍሎግራፊክ, ጊሩጋ 21, 2024

Northeast Breakwater Construction  
July 21, 2024



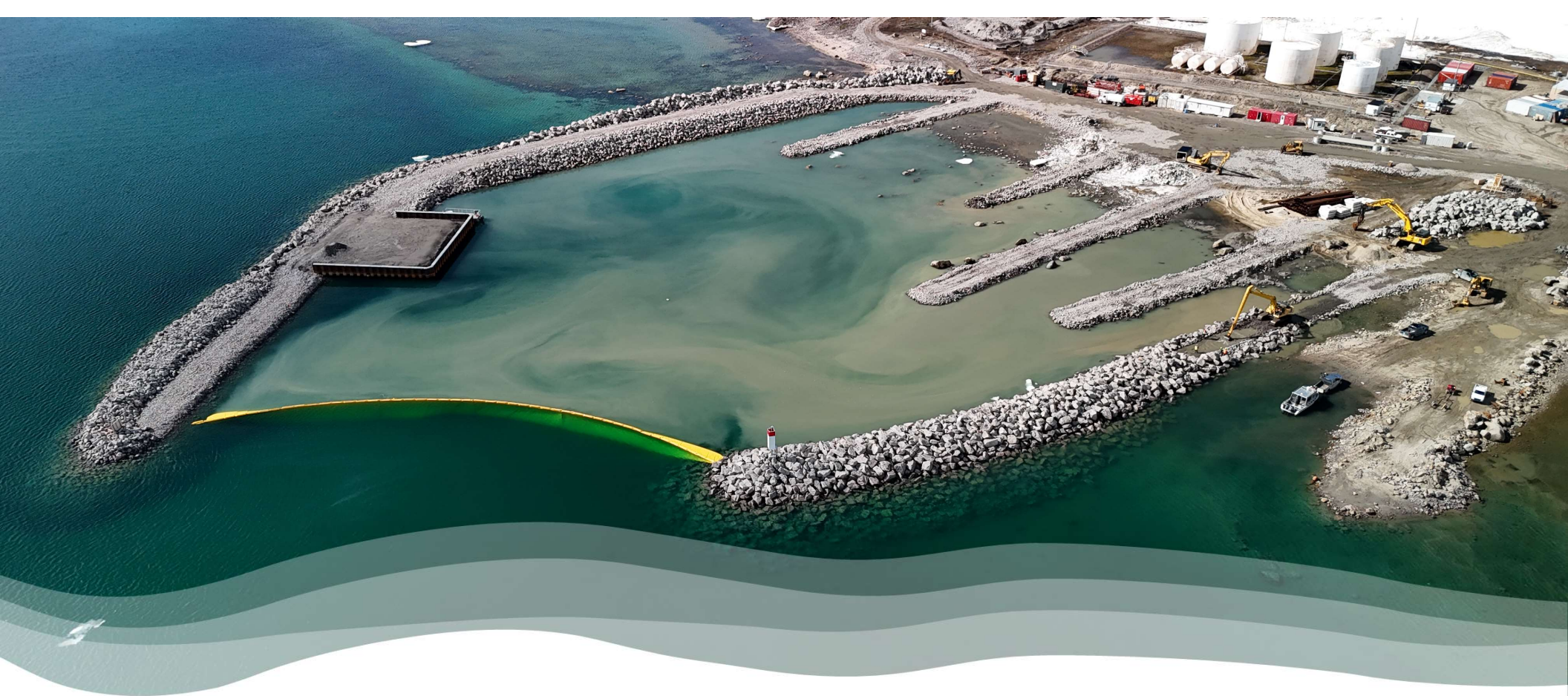
ካዲንጋሎስ ጋላሎሎስር ኮሎሎሎስሎ ሊሮሮካገልገሮ, ጊሮገ 23, 2024

Northeast Breakwater Construction  
July 23, 2024



ካዲንጋሪ ግሪን ስፕሪንግ ኮንስትራክሽን ኮርፖሬሽን, ጥርጣሬ 23, 2024

Northeast Breakwater Construction  
July 23, 2024



ካዲታሪ ስፔሻል ኮንስትራክሽን ኮርፖሬሽን ሲቲዮፊል፣ ጥርጣሬ 30, 2024

Northeast Breakwater Construction  
July 30, 2024

ՄՈՆԻՏԻՆԳ ԳԵՂԱԳԵՂ

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Navigation light





ካዊኒጋሪ ስፔሻላይዥን ስፔሻላይዥን

Fixed Wharf Construction



ካዲጋጋሪ ስፔሻላይዥን ፎር ስፕራንግ ስፕራንግ, ጊዮ 13, 2024

Fixed Wharf Construction, June 13, 2024



ካዲጎጋሽ ጠባቢ ገጽ ለገጽ ለገጽ, ጥቅም 26, 2024

Fixed Wharf Construction, June 26, 2024



# Underwater sound monitoring

Δἰσ σἈσᵇ Δᵋᵗᵍᵇᵗᵍσᵍᵇ





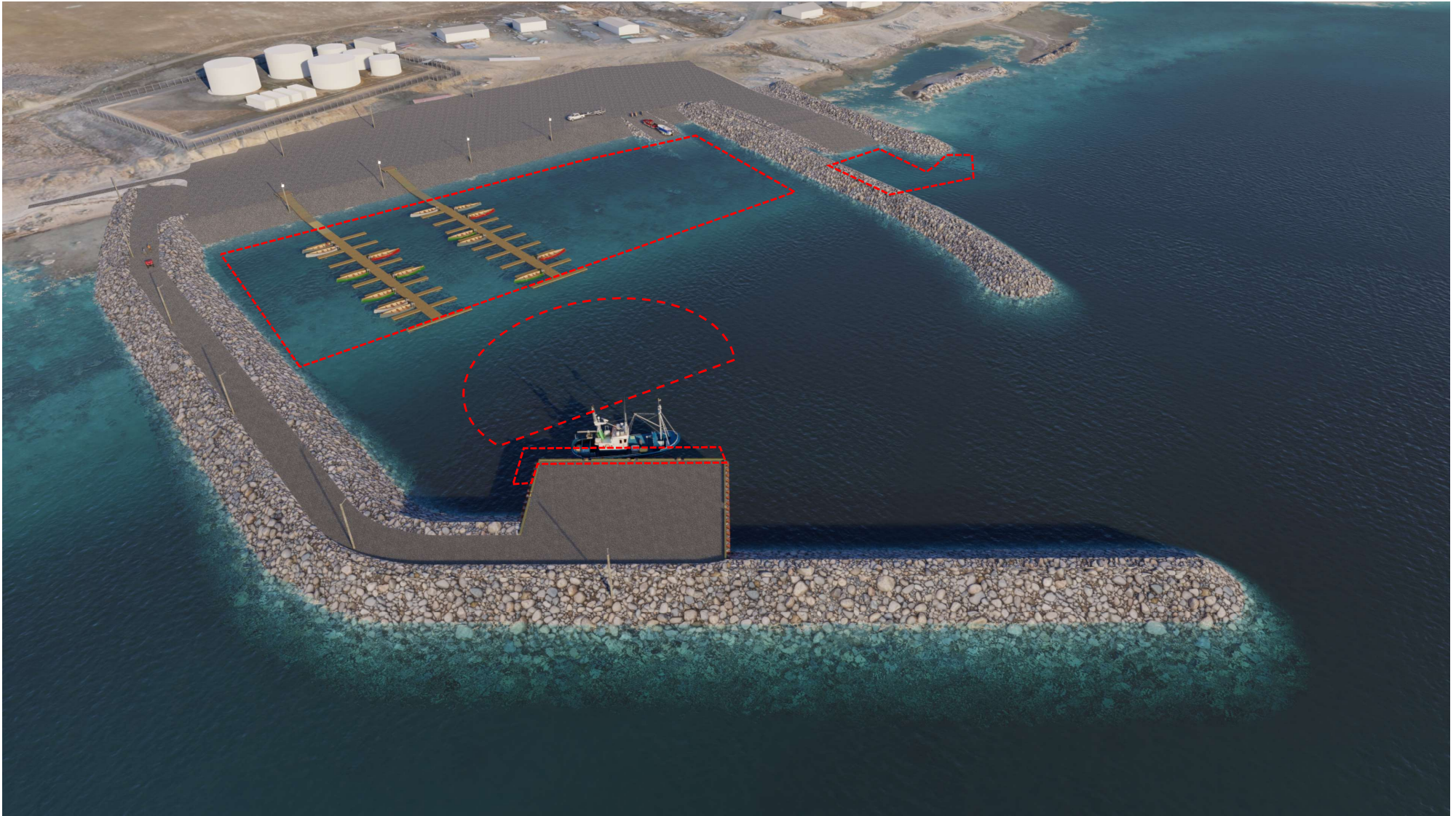
Կապիտալ ծրագրերի մշակում, ՎԸՈ 26, 2024

Fixed Wharf Construction, July 3, 2024



ካዲኒድራ ማህተም ማህተም ማህተም, ለኮንስትራክሽን 27, 2024

Fixed Wharf Construction, August 27, 2024



ፍጅጋፍጋፍጋ

Dredging



▷↳ᄁᄁᄁᄁ ᄁᄁᄁᄁ

Boulders removal

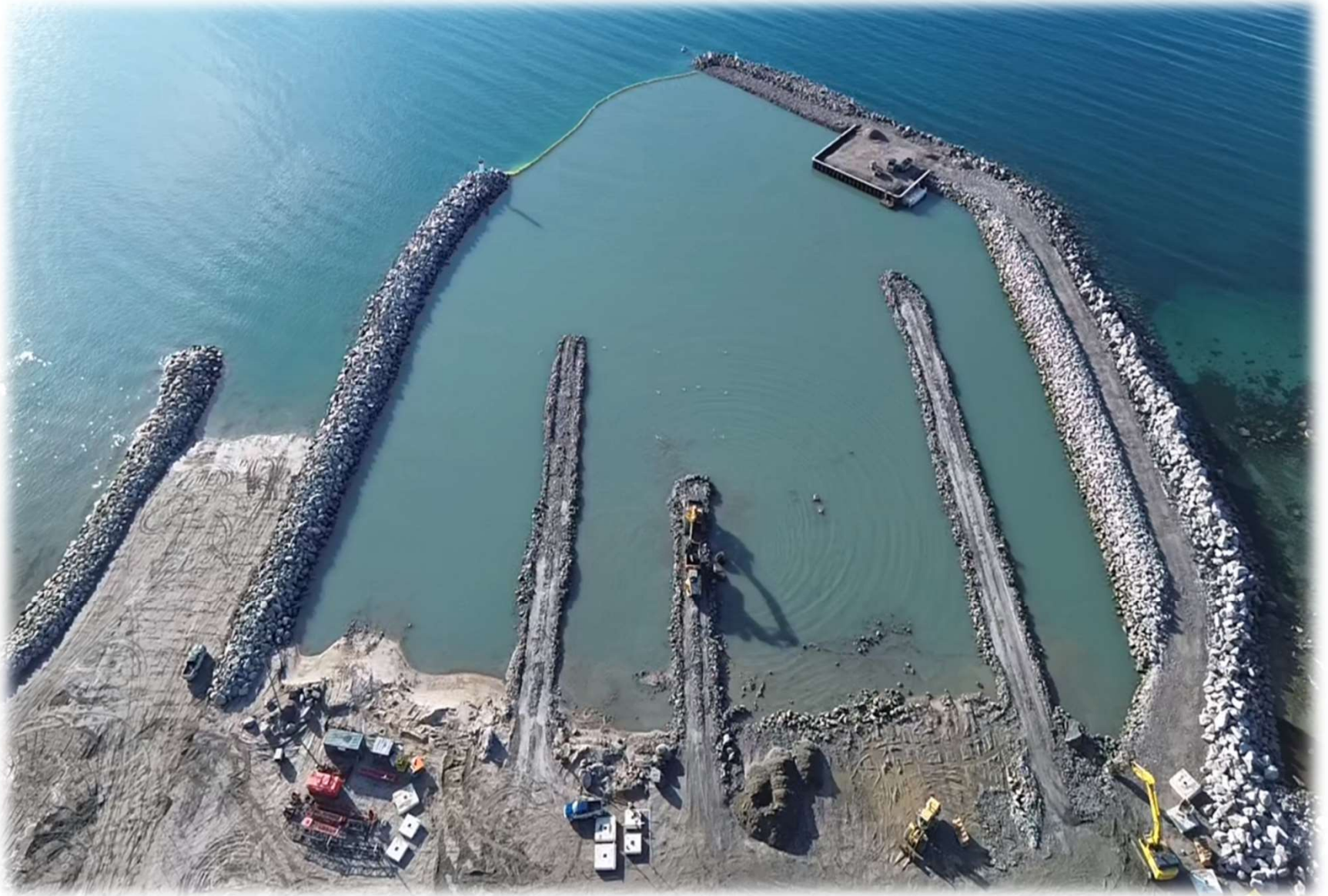


Boulders blasting



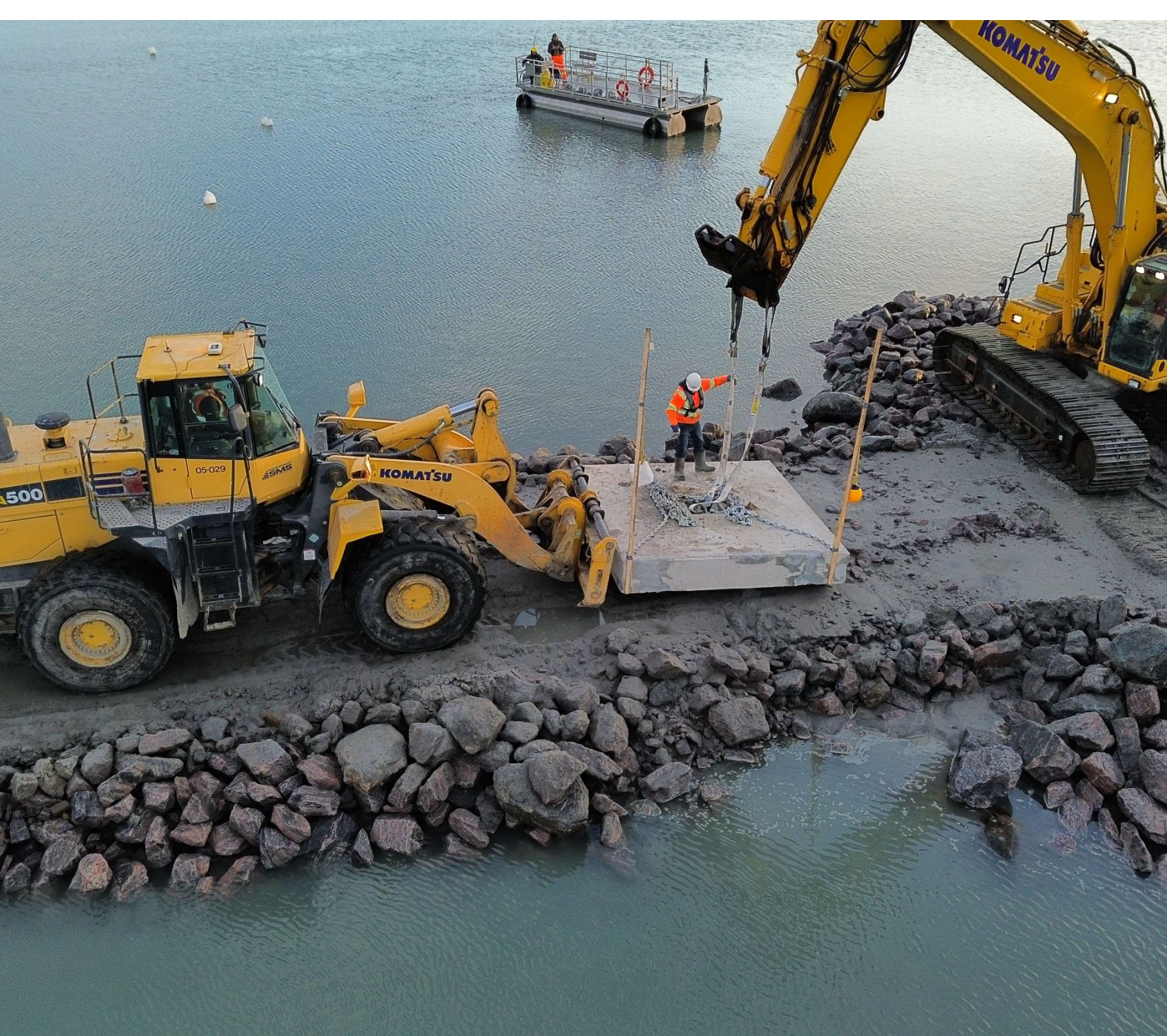
Dredging

ᄒᄒᄒᄒᄒᄒ



ጥገና

Dredging



Anchor blocks installation for floating wharfs

ᐱᓐᓂᓐ ᐱᓐᓂᓐ  
ᐱᓐᓂᓐ ᐱᓐᓂᓐ  
ᐱᓐᓂᓐ ᐱᓐᓂᓐ  
ᐱᓐᓂᓐ ᐱᓐᓂᓐ



ካዊብግግግግግግ ስጦግግግግግግ ለግግግግግግግግ

Retro fit of the existing sealift breakwater and sealift ramp



Retro fit of the existing sealift breakwater  
and sealift ramp

ካዊብጥጥጥጥጥጥጥ  
ጥጥጥጥጥጥጥጥጥ  
ጥጥጥጥጥጥጥጥጥ



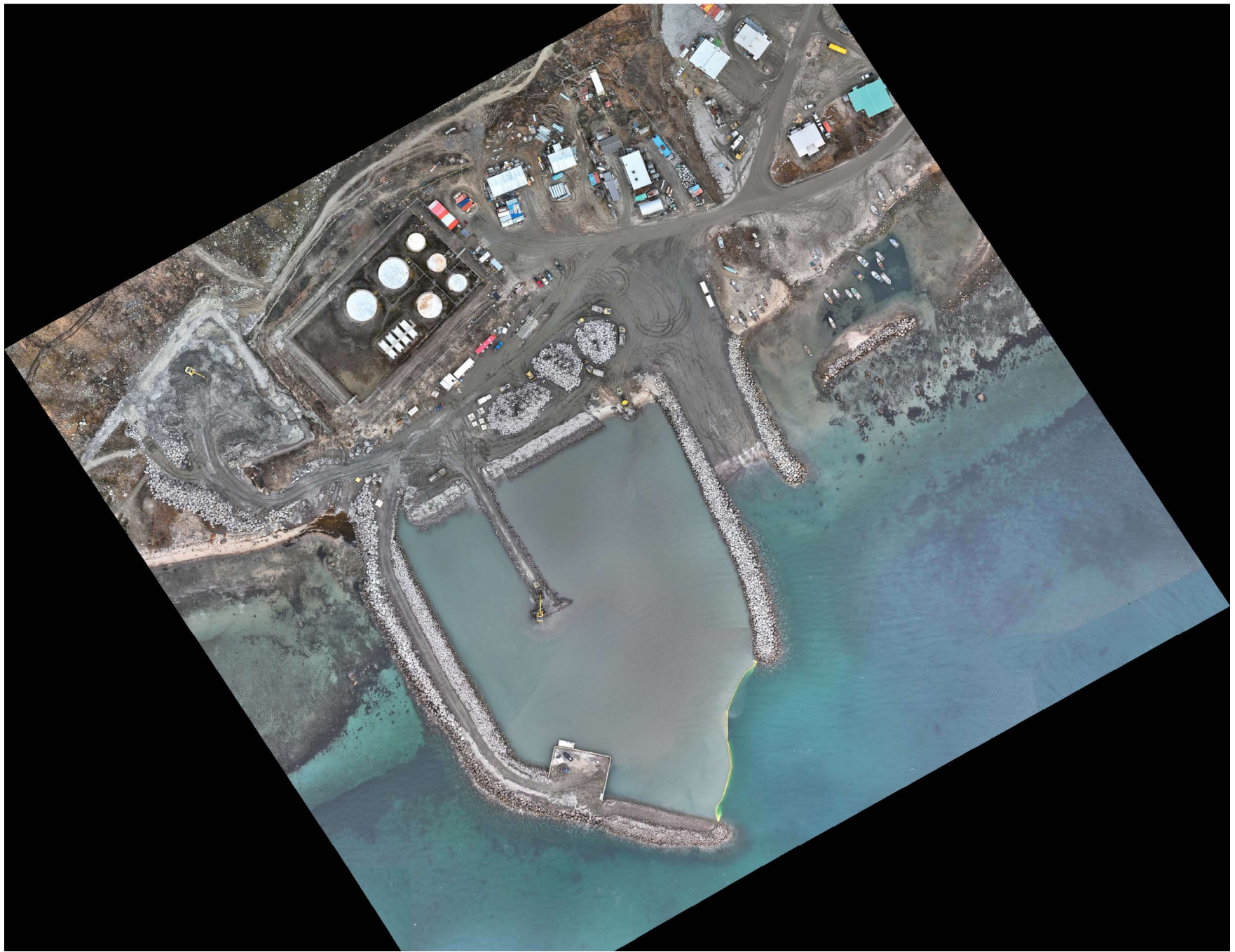
ካዊታፍጋጋጋጋጋ ስጋጋጋጋጋ ለጋጋጋጋጋጋ

Retro fit of the existing sealift breakwater and sealift ramp



ካዊታፍርጋጋጋጋ ስጋጋጋጋ ለጋጋጋጋ

Retro fit of the existing sealift breakwater and sealift ramp



Δσ<sup>β</sup>η<sup>Δ</sup> < Λ<sup>ρ</sup> < < σ<sup>μ</sup> < : Δ < Δ < Δ 2024

Site progress: October 2024

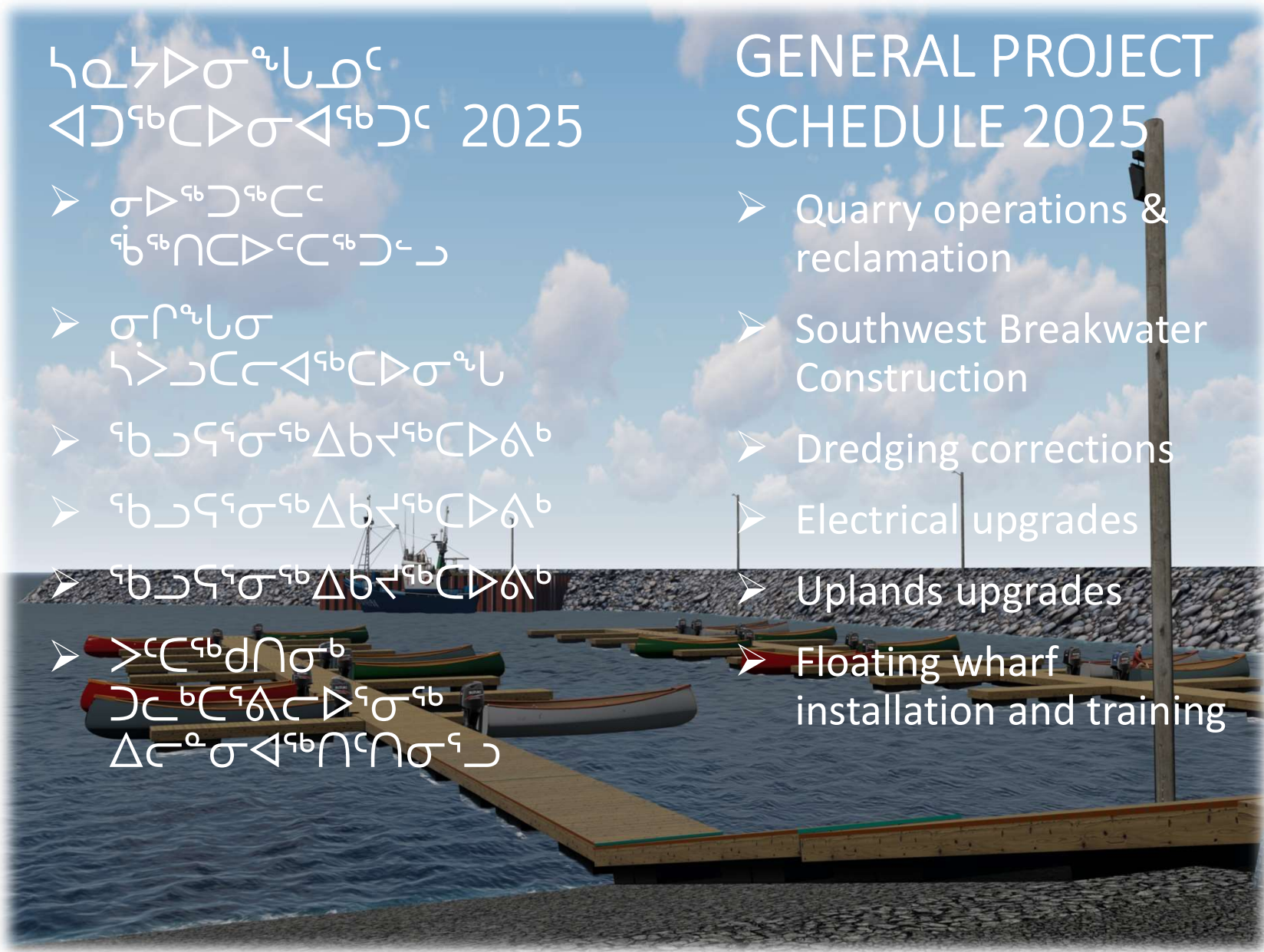


# አዲስ አበባ ከተማ አስተዳደር ግንባታና ጥበቃ 2025

- ማህንደስና ግንባታ
- ማህንደስና ግንባታ
- ማህንደስና ግንባታ
- ማህንደስና ግንባታ
- ማህንደስና ግንባታ
- ማህንደስና ግንባታ
- ማህንደስና ግንባታ

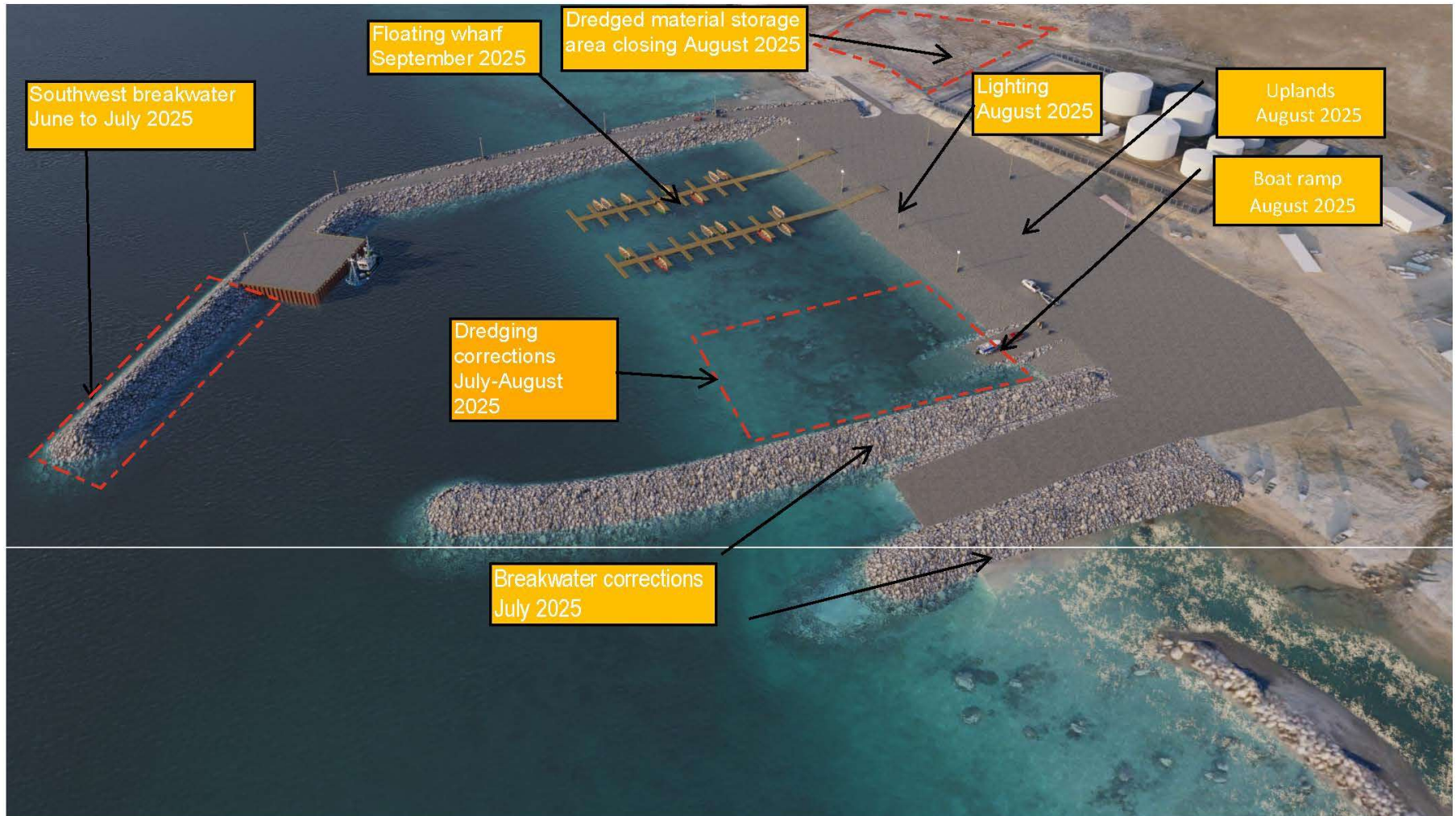
# GENERAL PROJECT SCHEDULE 2025

- Quarry operations & reclamation
- Southwest Breakwater Construction
- Dredging corrections
- Electrical upgrades
- Uplands upgrades
- Floating wharf installation and training



# ካዊኒጋል ለገቢ ለገቢ ለገቢ ለገቢ ለገቢ 2025

FIGURE 1: Yearly main construction activities at the harbour



## GENERAL PROJECT SCHEDULE 2025





# ገጥሞች ለግብርና ለግብርና ለግብርና 2025

## Quarry operations 2025

- Drilling & blasting
- Excavation
- Material screening
- Material crushing

- ለግብርና ለግብርና ለግብርና
- ለግብርና ለግብርና ለግብርና
- ለግብርና ለግብርና ለግብርና
- ለግብርና ለግብርና ለግብርና
- ለግብርና ለግብርና ለግብርና



# የኮንስትራክሽን ፍላጎት BLASTING

- ድንበይ ላይ የሚሰጠው የኮንስትራክሽን ፍላጎት ለማሟላት የሚያስፈልገውን ድንበይ ለማቆም ይህ ዓይነት ፍላጎት ይኖራል
- ደንበኞችን ለማስጠንቀቅ
- የደንበኞችን ግንኙነት ለማረጋገጥ
- የኮንስትራክሽን ፍላጎት ለማሟላት የሚያስፈልገውን ድንበይ ለማቆም 30 ሰከንድ ለጊዜው ይዘጋጃል (3 ጊዜ ለጊዜው ይዘጋጃል)

- የድንበይ ላይ የሚሰጠው የኮንስትራክሽን ፍላጎት ለማሟላት የሚያስፈልገውን ድንበይ ለማቆም ይህ ዓይነት ፍላጎት ይኖራል

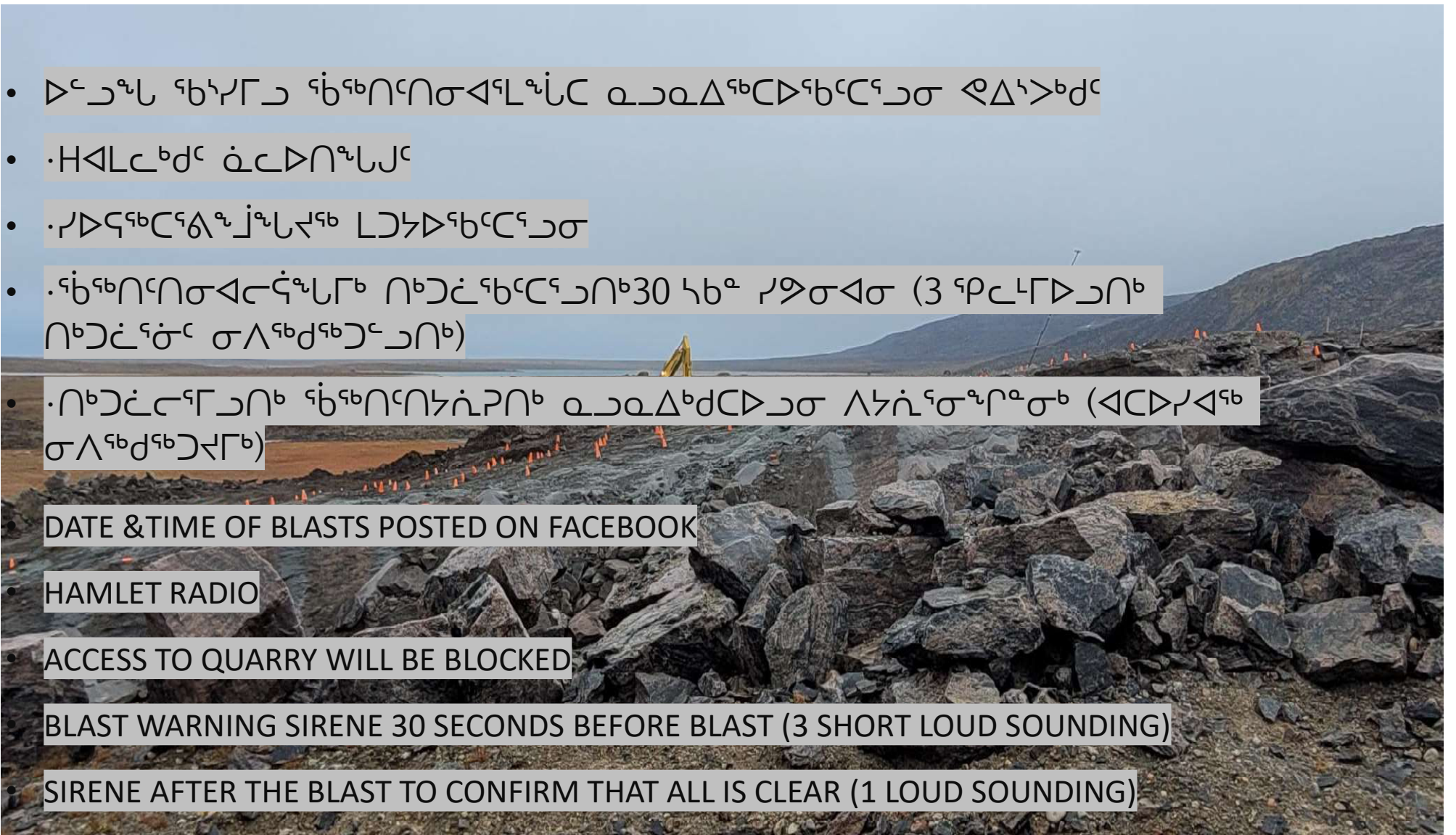
• DATE & TIME OF BLASTS POSTED ON FACEBOOK

• HAMLET RADIO

• ACCESS TO QUARRY WILL BE BLOCKED

• BLAST WARNING SIRENE 30 SECONDS BEFORE BLAST (3 SHORT LOUD SOUNDING)

• SIRENE AFTER THE BLAST TO CONFIRM THAT ALL IS CLEAR (1 LOUD SOUNDING)





## Material Transportation

4300 truck loads were delivered to site in 2023

3000 truck loads were delivered in 2024

About 1100 truck loads will be delivered in 2025

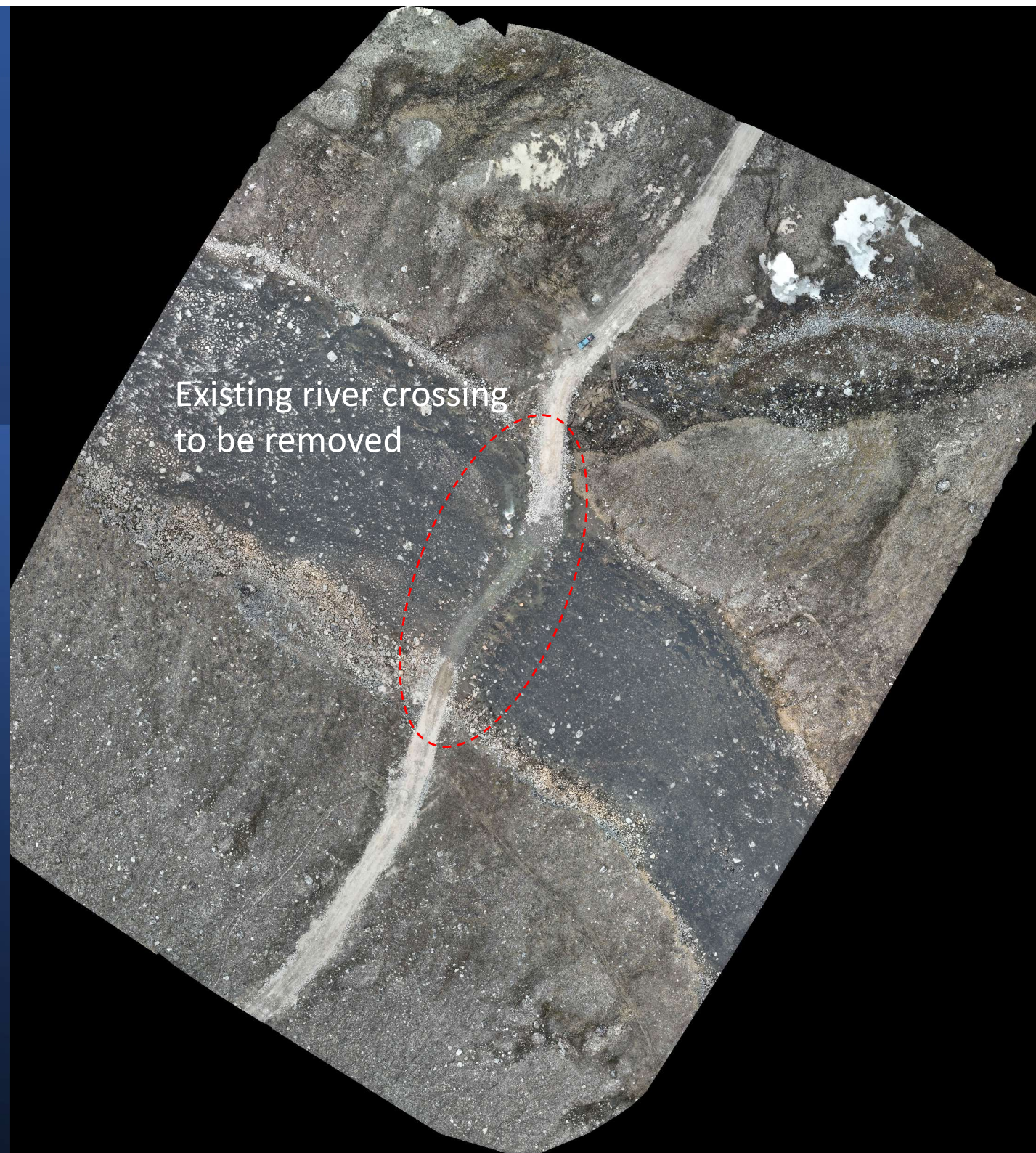
▶ ንግድ ልማትና የግብርና ሚኒስቴር





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Existing river  
crossing removal





Ճեզմեմբ ԼՃեմեմ  
Quarry closure



ᐅᑦᑕᑦᑲᑲᑲᑲᑲᑲ ᑲᑕᑲᑲᑲᑲᑲᑲ ᐱᑦᑲᑲᑲᑲᑲᑲᑲ

Floating wharf installation and training, beginning of September 2025

# TRAFFIC CONTROL

- Speed limits
- Road signage
- Barricades
- Escort for trucks
- Signalers
- Restricted areas
- Collaboration of everyone

# ጉዳይ ላይ የሚከተሉት ጉዳዮችን ለመፍታት

- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን
- ለጉዳይ ላይ የሚከተሉት ጉዳዮችን

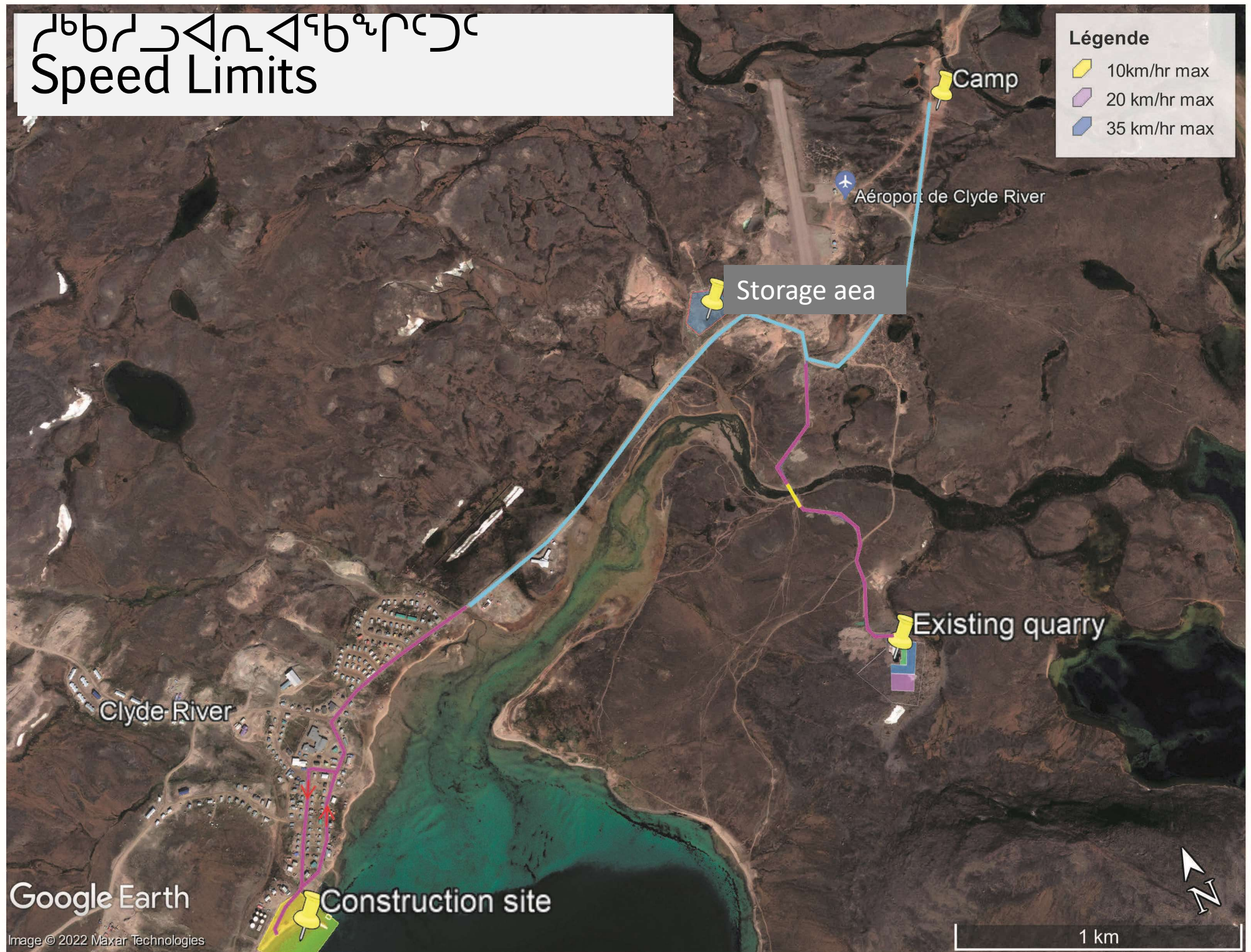




# Speed Limits

**Légende**

- 10km/hr max
- 20 km/hr max
- 35 km/hr max



Google Earth

Image © 2022 Maxar Technologies


Construction site

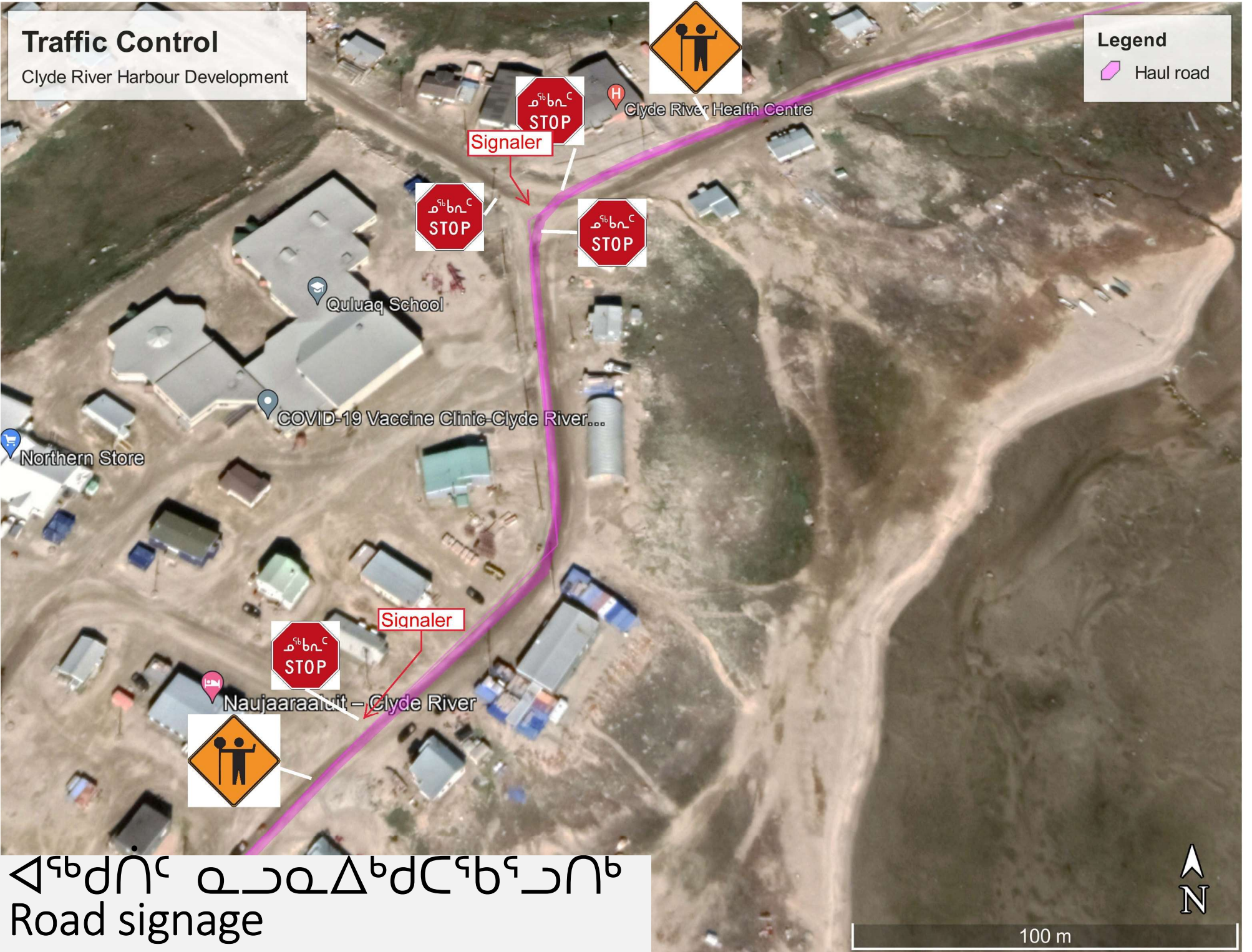
1 km

**Traffic Control**

Clyde River Harbour Development

**Legend**

 Haul road



ᐱᓐᐱᓐᐱᓐᐱᓐᐱᓐ  
Road signage



100 m

ᐃᑦᐱᑦᐱᑦᐱᑦᐱᑦᐱᑦᐱᑦ  
Barricades

Legend

- Construction site
- road from airport to town
- Site Offices
- temporary fence

Alternate trail to reach the area located on the west side of the tankfarm



Construction site



Google Earth

Image © 2022 Maxar Technologies

100 m



Δρ<sup>6</sup>ΔΔρ<sup>2</sup>Ω ρ<sup>b</sup>Ϸ<sup>6</sup> Ϸ<sup>6</sup>d∩

Access trail







# የሙያው የዕድገት ደንብ ስምምነት ቅጽ ላይ የተካተተው የዕድገት ደንብ Health and Safety Plan

- የዕድገት ደንብ ላይ ለማስፈጸም ያለው ልማት
- ለዕድገት ደንብ ላይ የሚገለጹ የሥራ ደንቦች
- የዕድገት ደንብ ላይ የሚገለጹ የሥራ ደንቦች
- በዕድገት ደንብ ላይ የሚገለጹ የሥራ ደንቦች  
የዕድገት ደንብ ላይ የሚገለጹ የሥራ ደንቦች
- የዕድገት ደንብ ላይ የሚገለጹ የሥራ ደንቦች

- Health and Safety Plan for workers
- Tool Box meetings
- General Health and safety meetings
- Joint Health & Safety committee meetings
- Safety trainings

የሥራውን ለማስፈጸም ለማስቀመጥ ለሚያስችሉ

**Help us to keep everyone safe**

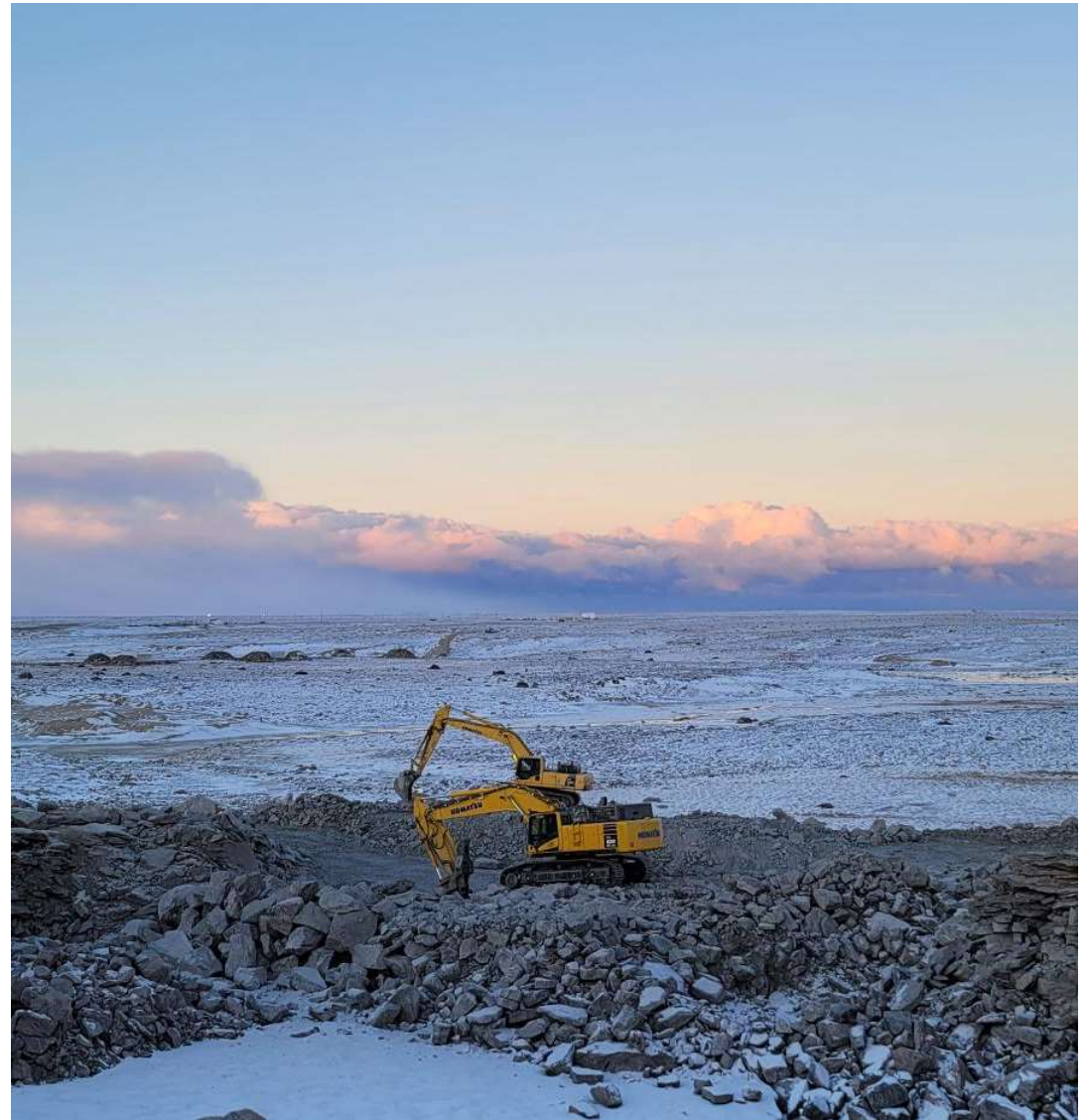




# ፎኮስ ለፎኮስ ፎኮስ PRESENTATION PLAN

1. ለፎኮስ ፎኮስ 2024-ፎ
2. ፎኮስ ፎኮስ ለፎኮስ ፎኮስ
3. ፎኮስ ፎኮስ ፎኮስ
4. ፎኮስ ፎኮስ ፎኮስ ←
5. ፎኮስ ፎኮስ

1. Work completed in 2024
2. Work planned for this year
3. Safety
4. Environment protection ←
5. Questions







ድምጽ ለውጥ ለማድረግ ለሚያስፈልጉት ስራዎች ለማድረግ

## Erosion and Sediment Control plan

- Prevent erosion during the construction activities
- Prevent sedimentation of fine material into waterbodies
- Using silt fences and other protection devices
- Turbidity monitoring
- ድምጽ ለውጥ ለማድረግ ለሚያስፈልጉት ስራዎች ለማድረግ
- ለውጥ ለማድረግ ለሚያስፈልጉት ስራዎች ለማድረግ
- ለውጥ ለማድረግ ለሚያስፈልጉት ስራዎች ለማድረግ
- ለውጥ ለማድረግ ለሚያስፈልጉት ስራዎች ለማድረግ



# Erosion and Sediment Control

መከላከያ ለግብርና ለግብርና ለግብርና ለግብርና ለግብርና



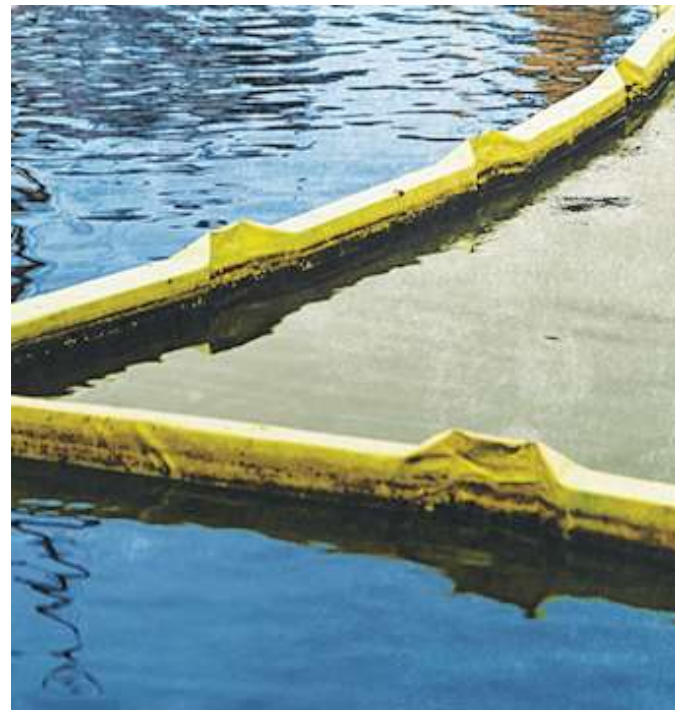
# ፈልጎ ለሚገባው ደንብ ለመገንባት

## Spill Prevention and Contingency Plan

- ፈልጎ ለሚገባው
- ለሰጠው ስራ ላይ ለመሳተፍ ለሚያስፈልጉት
- የሰጠው ስራ ላይ ለመሳተፍ ለሚያስፈልጉት ለሚያስፈልጉት ለሚያስፈልጉት
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- Spill prevention
- Proper maintenance of equipment
- Use of biodegradable oil for equipment to work in water
- Proper equipment refueling
- Emergency procedures in case of spill
- Training





# ՃԱՐՇԱՐԵՄԳԵՎԼՆ ԸՐԴՎԺԳՆՔՈՆԿՐԸ

Spill Prevention and Contingency  
Plan

# ΔἼσ ἡμῶν ἔκδοσις Marine Construction Management Plan

- Ἐπιπτώσεις / ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις ἔκδοσις
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- Avoid /reduce conflicts with users of the existing harbour facilities
- Protect marine mammal from construction activities
- Water quality monitoring





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Markers and signs











# PILITAK

## ENTERPRISES

### CLYDE RIVER HARBOUR DEVELOPMENT

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**Clyde River Harbour Development  
(NIRB) Annual Report, File no.21YN032**

**APPENDIX 4  
Log of Transit Through the Project Area  
Compliance to Term and conditions**

**Clyde River Small Craft Harbour Development**

**TABLE 6: 2025 Transit Through Project Areas**

Date	Amount of people		Vessel	Notes
	Beach crossing	Quarry crossing		
June 4	6			People came by the beach at night
June 6	6			People came by the beach and on the southwest breakwater at night
June 7		1		One Atv was seen accessing the quarry area
June 8	8			People came by the beach and on the southwest breakwater at night
June 9	2			People came by the beach at night
June 8-13	5	5		DFO, PWGSC and CBCL representatives came for visit
June 14	2			Two joggers crossed the construction site. They had been told that it was not safe for them to cross this area during working hours.
June 16	1			People came by the beach at night
June 17	5			People came by the beach at night
June 18	1			People came by the beach at night
June 19	11			People came by the beach at night
June 20	6			People came by the beach at night
June 21	11			People came by the beach at night
June 22	2			People came by the beach at night
June 23	14			People came by the beach at night
June 24	11			People came by the beach at night
June 25	7			People came by the beach at night
June 26	6			People came by the beach at night
June 27	13			People came by the beach at night
June 28	4			People came by the beach at night
June 29	3			People came by the beach at night
July 1	4			People came by the beach at night
July 2	7			People came by the beach at night
July 3	15			People came by the beach at night
July 4	8			People came by the beach at night

Date	Amount of people		Vessel	Notes
	Beach crossing	Quarry crossing		
July 5	20			People came by the beach at night
July 6	10			People came by the beach at night
July 7	2			People came by the beach at night
July 8		1		One Atv was seen accessing the quarry area
July 12	22			People came by the beach at night
July 13		3		Atv was seen accessing the quarry area
July 14	>50		±12	Narwhales, lots of hunters and a lot of people came to watch. Work was stopped at the site
July 15	>30		±10	Narwhales, lots of hunters and a lot of people came to watch.
July 16	5			People came by the beach at night
July 17	5			People came by the beach at night
July 18	6			People came by the beach at night
July 19	10			People came by the beach at night
July 20	10			People came by the beach at night
July 21	1	1		DFO representative came for visit
July 22	6	1		DFO representative came for visit, 6 people at the beach
July 23	2	1		DFO representative came for visit, 1 person at the beach
July 24	1			People came by the beach at night
July 25	8			People came by the beach at night
July 26	4			People came by the beach at night
July 27	8			People came by the beach at night
July 28	3			People came by the beach at night
July 29	8			People came by the beach at night
July 30	4			People came by the beach at night
July 31	2			People came by the beach at night
Aug 01	1			People came by the beach at night
Aug 02	2		1	Sailboat mooring in front outside of the harbour
Aug 03				From Aug 3, there was no longer a night guard posted at the site and night visitors were not recorded.
Aug 12			1	NSSI sealift
Aug 13			1	NSSI sealift

Date	Amount of people		Vessel	Notes
	Beach crossing	Quarry crossing		
Aug 14			1	NSSI sealift
Aug 15			1	NSSI sealift
Aug 16			1	NSSI sealift
Aug 17			1	NSSI sealift, left 2 barges at fixed wharf, a tug boat and a container on the sealift ramp
Aug 19	2			Coast guard tech for Navigation light installation
Aug 20	2			Coast guard tech for Navigation light installation
Aug 25			1	Woodward fuel tanker
Aug 26			1	Woodward fuel tanker
Aug 27	5	5		DFO, PWGSC and CBCL representatives came for visit
Aug 28	5	5		DFO, PWGSC and CBCL representatives came for visit
Aug 29	5	5		DFO, PWGSC and CBCL representatives came for visit
Aug 30	5	5		DFO, PWGSC and CBCL representatives came for visit

Clyde River Harbour Development, annual report for NIRB, File no. 21YN032

TABLE 7 : 2025 Compliance to terms and conditions

Project-Specific Terms and Conditions	Compliance Y: Yes / NC: No NA: not applicable	Additional information
1 A copy of the project terms and conditions shall be at the site	Y	All documents are on site
2 NIRB and NPC files shall be at the site	Y	All documents are on site
3 Site to be operated according to applicable acts, regulations and guidelines	Y	All activities were done according to contract specifications, permits and applicable regulations.
4 Site to be operated according to applicable standards, permits and licences	y	Conditions of the applicable permits and licences where followed.
5 Adequate training for all personnel	y	Health & safety training for everyone and specific training for mechanic helper, cook helpers, marine workers and Signalman. A WHIMIS training was given to workers. An articulated dump truck training was provided to local drivers.
6 Waste and hazardous waste management	y	Refer to the our Waste Management Plan
7 Spill Contingency Plan in place	y	Refer to our Spill Prevention & Response Plan
8 Wildlife deterrent to keep wildlife away in case of spill	NA	Spill were collected shortly after it happened. Wildlife management has not been require.
9 Spill of 100 L and more to be reported immediately to Spill Line	Y	No spill greater than 100 L. One spill was reported to the Spill Line because they happened on the water.
10 Dust suppression measures	y	Dust control measures were needed only on a few occasions during the months of June and July. Calcium chloride and water was used.
11 Eliminate unnecessary idling	y	Promoted by the site superintendent through tool box meetings.
12 Avoid alter or damage or destroy any wildlife habitat	y	No new area were used for work
13 Do not chase, weary, harass or molest wildlife	y	Wildlife monitor was in duty
14 No hunting and fishing unless proper authorization in place	y	No hunting is permitted. Employees who would like to fish requires a valid fishing licence to be issued by the HTO.

Project-Specific Terms and Conditions	Compliance Y: Yes / NC: No NA: not applicable	Additional information
15 Give wildlife right of way on any roads and trails	NA	No wildlife observed on roads
16 Enforce speed limits	y	Speed limits enforced through tool box meetings and by the site superintendent.
17 Protect migratory birds	y	No migratory bird observed at the quarry.
18 Do not disturb or destroy nests or eggs of any birds	y	No nest was observed at the quarry.
19 Avoid seaward site of seabirds colonies	NA	No seabirds colonies observed
20 Do not pursue seabirds or waterbirds	NA	No seabirds colonies observed
21 Do not move equipment where ground capacity is inadequate	y	No equipment was used on soft ground
22 Install silt fence down stream of any quarry activities	y	Silt fences installed where needed. Erosion protection measures were installed at the construction site and along the quarry road. All silt fences were removed at the end of the project.
23 Do not obstruct natural drainage flooding or channel diversion	Y	One damaged culvert was replaced on the hamlet road nearby the site. All other culverts stayed in good shape. As per contract requirement, the existing Ford Crossing on the Clyde River was removed.
24 Locate screening and crushing equipment on a stable ground	y	The rip-rap unit and screeners were installed in 2022 beside the quarry, on a pad made of blasted rocks. The equipment was removed from the quarry area in August 2025.
25 Stake and flag pit and quarry boundaries	y	Limits of the quarry expansion were marked.
26 Locate pit and quarry sites away from recreational area	NA	Contractual location for the quarry site.
27 Avoid drilling waste to spread the surrounding lands or water bodies	y	Dust collector is used while drilling for blasting.

Project-Specific Terms and Conditions	Compliance Y: Yes / NC: No NA: not applicable	Additional information
28 Ensure that no deleterious substances enter into water	y	One minor biodegradable hydraulic oil spills happened on the water. It was contained and cleaned quickly.
29 Ensure that drill areas are built to minimize the footprint	y	At the quarry, drilling is done only for the material production.
30 In the case where artesian flow is encountered, plug hole immediately	NA	No artesian flow was observed while drilling.
31 Sump/depression capacities have a sufficient volume	NA	No sump was needed for our operations.
32 Drill hole are backfilled or capped	NA	Drilling is made for blasting. No drilling holes were left behind.
33 Use existing trails where possible	y	No new roads/trails were developed.
34 Ensure that Land use area is kept clean and tidy at all times	y	Debris from uncrating our supplies and equipment were collected and disposed / reused on a daily base. A final cleanup was done at the quarry and at the harbour site at the end of the project.
35 Avoid disturbances on existing slopes	y	Except for the quarry development, no work was done on existing slopes.
36 Remove garbage, fuel & equipment at end of season and project	y	Hazardous waste were shipped off-site on the 2025's sealift.
37 Restore all disturbed areas	Y	The quarry and the dredge spoil dewatering area were closed according to the proposed plans.
38 Ensure that camp is located on a durable surface	y	The camp was installed on a previously disturbed area.
39 Do not erect camp or store material on surface ice of lakes or streams	NA	
40 Consult and inform the local resident	Y	A community meeting was done at the beginning of the 2025 construction season. Information on operations was provided on the project's Facebook page. A site inspection was done at the end of the project.

Project-Specific Terms and Conditions	Compliance Y: Yes / NC: No NA: not applicable	Additional information
41 Ensure that project activities do not interfere with Inuit wildlife harvesting or traditional land use activities	y	Work at the harbour site was stopped to make room for the hunters when the narwhals appeared near the fixed wharf in July.
42 Hire local people and access local services	y	Inuit hiring exceeded our project target percentage of 30%

## 6. SUMMARY OF COMPLIANCE TO TERMS AND CONDITIONS

The **Table 7** included in **Appendix 4** presents the list of the project-specific terms and conditions according to the screening decision and summarizes the actions that were undertaken to comply with each item.