

Public Registry - Project Proposals

NPC 150257: Bernard Harbour PIN-C Contaminated Site Remediation Project

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Proposal Status: Conformity Determination Issued

[Overview Documents](#)

[Project Overview](#)

Type of application: New

Proponent name:

Charlotte Lamontagne

Proponent company:

AANDC (CSPNU), Govt of Canada

Project Description:

Crown Indigenous Relations and Northern Affairs Canada (CIRNAC) plans to complete an environment site remediation project at the PIN-C, Bernard Harbour Former Intermediate Distant Early Warning (DEW) Line site. The site is located in the Kitikmeot Region of Nunavut, on the shores of Dolphin and Union Strait (68.781824°N, 114.832372°W). The hamlet of Kugluktuk is the nearest community located approximately 100 km south of the site. The site was constructed in 1958 and subsequently abandoned in 1963. Crown Indigenous Relations and Northern Affairs Canada (CIRNAC) became the custodian of the Site in 1965. The site is composed of two distinct areas: the Main Station and the Beach. Currently, there are four structures at the main site: a Garage; a Warehouse; a Module Train; and Inuit House; former petroleum, oil, and lubricants (POL) tank concrete foundations at the Main Station and Beach; a dismantled POL pipeline; and a downed Radar Antenna. Approximately 200 weathered, mostly empty drums are located at the beach area; some are grouped in caches and others are scattered throughout the area. There is an unnamed lake located approximately 1 kilometre (km) northwest of the Main Station that historically served as a drinking water source and another lake, the East Lake, located approximately 1 km southeast of the Main Station. There is a nearby airstrip and access road located within a DND reserve which leads to a North Warning System (NWS) short range radar (SRR) installation located approximately 5 km southwest of the site. Two contemporary NWS POL tanks are located at the Beach and are owned by DND as part of the SSR infrastructure. A limited cleanup was completed in 1985 on behalf of the Department of National Defense (DND), Environment Canada, and DIAND, now CIRNAC where the former POL tanks at the Main Station and Beach, and equipment considered hazardous or containing hazardous materials were removed from the site. The proposed project is the result of multiple years of assessment (1995-2022) and remediation activities that were completed at the site since its abandonment. The objective of the project is to demolish old buildings and structures, remove all remaining hazardous and non-hazardous debris, contaminated soil and dispose of materials at offsite facilities. Some contaminated soil will also be treated on-site during the project. It is assumed that the project will take 2 seasons to complete

with site work occurring from late August 2025 to September 30, 2025, and June 2, 2026 to September 15, 2026. Access to the site will be via sealift/barge and air. It is anticipated that the contractor will mobilize equipment to the site via Sealift during the fall of the first calendar year (Year 1) and initiate construction of critical items. The project team and smaller equipment/supplies will be flown-in using charter flights as required. Most of the remediation activities are anticipated to be completed during the second year (Year 2) after which all equipment and waste will be demobilized from the site. The following details are based on work completed on similar sites in Northern Canada and known site conditions. The work will involve:

- Mobilization of personnel, equipment, materials and support facilities, including fuel by sealift and air;
- Upgrading and maintenance of access roads and airstrip;
- Construction of a temporary camp;
- On-site soil treatment by landfarming;
- Excavation of impacted soils for off-site disposal;
- Demolition of structures and buildings including removal and management of hazardous materials
- Excavate buried debris areas and re-grade ground surface to match the existing topography.
- Collection, cleaning and crushing of barrels;
- Collection and sorting of debris;
- Segregation, consolidation, packaging and containerization of all impacted soils, equipment, materials and debris (hazardous and non-hazardous);
- Excavation of borrow material (aggregate) and backfilling and grading of all excavated areas;
- Deconstruction of the temporary camp and packaging for removal;
- Demobilization of fuel, materials and equipment off site including transportation of containerized soil and hazardous/non-hazardous waste and debris and
- Disposal of all soil and waste materials at off-site facilities.

A temporary camp will be set-up at the site for project personnel. Camp operations will meet all regulatory requirements and manage water, wastewater and waste management in an environmentally sound manner. Wildlife monitors, equipment operators, and labourers will be sourced from local communities where possible. It is anticipated that the project will require approximately 25 people to be on site to complete the cleanup activities. Construction equipment with tracks or low ground-pressure tires will be used at the site. It is expected that minimum equipment requirements will include, excavators, front-end loaders, all terrain vehicles, articulated trucks, skid steer loader, etc. Diesel fuel and gasoline for equipment, propane (for heating on-site facilities), and compressed gases for cutting metal will be palleted and mobilized to the site for use during the project. Site-Specific Environmental Health and Safety Plan and Management Plans will be developed for the project that will include plans for On-site Contingency and Emergency Response, Spill Contingency, Wildlife Management, Fuel Management, Historical, Archaeological and Cultural Resources Plan, Erosion Sediment and Drainage Control, and Mobilization and Demobilization. Successful completion of the remediation activities will improve site conditions there will be no unacceptable risks to human health or the ecological environment. Throughout the project a strong working relationship will be developed and maintained with the nearby community of Kugluktuk. Community engagement sessions will be held with stakeholders and community members throughout the project. The contract tenders for project work will include requirements for maximizing community involvement and supporting Inuit employment and business development.

[Project Schedule](#)

Start Date:

2025-09-09

End Date:

2026-09-09

[Project Map](#)

List of project geometries:

Id

Geometry

Location Name

[11502](#)

polygon

Untitled Polygon

[11503](#)

polygon

Untitled Polygon

NPC Planning regions:

No Approved Plan

[Project Land Use and Authorizations](#)

Project Land Use:

Site Cleanup/Remediation

Pits and quarries

Site Cleanup/Remediation

Temporary Structures

Licensing Agencies:

Nunavut Impact Review Board

Kitikmeot Inuit Association

Government of Canada - Crown-Indigenous Relations and Northern Affairs Canada

Government of Canada - Crown-Indigenous Relations and Northern Affairs Canada

Nunavut Water Board

[Material Use](#)

Equipment:

Type

Quantity

Type

Use

excavator

tbd

various

soil excavation, granular production

trucks

tbd

various

transport crew and materials

bulldozer

tbd

various

spreading material

tractor

tbd

various

tilling soil

loader

tbd

various

loading materials

grader

tbd

various

grading materials

compactor

tbd

various

compacting materials

ATVs

tbd

various

site travel

Fuel Use:

Type

Container

Capacity

Use

Diesel

1160

208

Fuel for equipment and camp.

Gasoline

145

208

crew vehicles

Aviation fuel

145

208

aviation fuel

Hazardous Material and Chemical Use:

Type

Container

Capacity

Use

shop supplies (e.g., lubricants, cleaning agent)

0

0

various

Water Consumption:

Daily Amount (m²)

Retrieval Method

Retrieval Location

6

Historic Drinking Water Lake (located approximately 1 kilometre (km) northwest of the Main Station).

pumping

Waste and Impacts

Environmental Impacts:

Climate Potential interaction: The use of aircraft and sealift for mobilization has the potential to impact local and regional air quality Mitigation: The aircraft and vessels to be used will be of appropriate size. The aircraft and vessels to be used will have up to date maintenance records. Planning of flights, shipments and logistics will be conducted in advance to limit the number of trips needed by air or sea. Potential interaction: The transport of debris and/or contaminated materials offsite by sealift has the potential to impact air quality in the region. Mitigation: The vessels to be used will be of appropriate size. The vessels to be used will have up to date maintenance records. Planning of shipments and logistics will be conducted in advance to limit the number of trips needed by air or sea. Potential interaction: The use of motorized equipment, vehicles and ATVs onsite to conduct proposed Project-related work has the potential to impact air quality in the local area. Mitigation: The equipment to be used will be of appropriate size. The equipment to be used will have up to date maintenance records. Work will be planned and staged to improve efficient equipment use. Geology Potential interaction: There will be excavations for the remediation which has the potential for erosion or soil compaction, changes in soil structure and organic matter content. Mitigation: •Minimize the area of disturbance to the extent practicable. Limit the amount of access trails around the Site. •Install temporary erosion and sedimentation control (TESC) measures around the edge of disturbance and sensitive areas, slopes, upslope water bodies, or areas there is a risk of erosion. •TESC measures will be inspected to ensure they are functioning properly. If any deficiencies are noted, these will be addressed as soon as practicable. •Soil TESC measures will be removed when the risk of erosion and sedimentation has been eliminated. Potential interaction: There is a potential for additions of chemical or physical pollutants (i.e., spills) to soil. Mitigation: •Follow the Spill Contingency Plan that will be developed for the proposed Project. •Fuel will be stored/managed according to applicable guidelines and best

management practices. •Ensure that any vehicles, all-terrain vehicles, and equipment arrive onsite in a clean condition, are well maintained, free of fluid leaks. Spot check vehicles and equipment will be undertaken. •Equipment, all-terrain vehicles, and vehicles will be inspected at start of workday to ensure there are no leaks or damage. When equipment is parked overnight or longer, drip trays will be placed underneath. These drip trays will be inspected for leaks prior to starting the parked vehicles or equipment. •Ensure safety data sheets, spill kits, fire extinguishers and emergency shutoffs are available before starting work that involves fueling or fuel transport. •A spill kit, of sufficient size and sufficient quantity of absorbent materials, will be located within each vehicle and piece of mobile equipment. Potential interaction: Potential impacts to permafrost from on-site incineration activities Mitigation: •Select burning sites on non-vegetated areas, such as gravel / sand pads. •Restrict open fires. •Use only one burn site for the duration of proposed Project work. •Use a portable incinerator. •Extinguish fires immediately upon daily completion of burning using cold water (i.e., do not allow coals to linger and heat the ground). Potential interaction: Potential impacts to permafrost from excavation. Mitigation: •Replace excavated soils as soon as practical, do not leave open excavations. Topography & Aesthetics Potential interaction: Impacts to topography and aesthetics of the Site; yielding an overall improvement of conditions Mitigation: •Minimize the area of disturbance to the extent practicable. Limit the amount of access trails around the Site. •Replace excavated soils as soon as practical, do not leave open excavations. Hydrology & Physical Marine Environment Potential interaction: There is potential for interactions between onsite equipment/personnel with freshwater and marine features on, or adjacent to, the Site. Mitigation: •Avoidance of direct contact with aquatic areas onsite and adjacent to the Site. Minimize disturbance, where possible. •Referencing DFO's Code of Practice: Culvert Maintenance. •Development of an Environmental Management Plan which will include a cultural resources plan, a wildlife management and protection plan, an erosion and sediment control plan, and a dust and particulate control plan. •Development of a spill response plan. Implement spill prevention and response protocols. •Emergency spill kits will be kept with all working machinery during all proposed Project phases. •Plan the locations of temporary workspaces to minimize the need for aquatic area disturbance (i.e., sealift beaching). •Inform onsite personnel about avoiding and minimizing impacts to the aquatic areas of the Site. •Frequency of sealift beaching in marine environment should be minimized to avoid cumulative impacts (e.g., erosion, run-off, elevated turbidity) •If required, TESC measures (i.e., silt fences) will be implemented between the edge of disturbance and any water bodies. The TESC measures will be maintained and inspected daily during the remediation activities to ensure they are properly working. •Any work within 30 m of freshwater and/or marine water sources will utilize appropriate mitigation (e.g. monitoring, sediment and erosion control) •For culvert maintenance and/or replacement, complete required in-water work by hand where possible, and with clean equipment. •Maintain clean work sites. •Conduct routine equipment and infrastructure inspections. •Comply with appropriate regulations, guidelines and proposed Project approvals, including treatment of contaminated water to approved discharge limits. •Comply with fuel storage and handling guidelines and best practices, including personnel training, storage setbacks, secondary containment, and regular storage inspection. •Restriction of all fueling, servicing and staging of machines to designated areas. •Regular inspections of all machinery to reduce the risk of a spill by identifying and correcting potential equipment failures. Potential interaction: Direct interaction of marine vessels with the physical marine environment adjacent to the Site and along shipping route. Mitigation: •Use of licensed

vessels and personnel governed by Transport Canada. Transport Canada regulates environmental response. •Navigation within Bernard Harbour – previously established access and route will be followed (established during active DEW Line operations) Potential interaction: Potable and non-potable water source required for the temporary onsite camp Mitigation: •CIRNAC will obtain Water Licenses that the Contractor will abide by. This may include provisions for regular water testing, screens at the end of hoses, maximum pumping rate, and maximum withdrawal volume. Potential interaction: Potential in-water works onsite could impact Site hydrology; however, the change would likely represent the hydrology of the Site's natural condition Mitigation: •Potential in-water works are limited to culvert replacement (if ephemeral stream between East Lake and marine shoreline is wetted). If in-water work is to occur as part of the proposed Project, a DFO RfR may be required to ensure no violation of the Fisheries Act or Species at Risk Act. •Referencing DFO's Code of Practice: Culvert Maintenance. •Follow DFO's measures to protect fish and fish habitat

Vegetation Potential interaction: Direct disturbance to or removal of local vegetation Mitigation: •Maintain groundcover, low-lying shrubs, and vegetated where possible. Minimize disturbance to vegetation wherever possible. •Plan the locations of temporary workspaces to minimize the need for vegetation and soil disturbance. •Inform onsite personnel about avoiding and minimizing impacts to the vegetation onsite. •Access frequency should be minimized to avoid cumulative impacts (e.g., compaction, erosion). •If required, TESC measures will be implemented between the edge of disturbance and any water bodies. The TESC measures will be maintained and inspected daily during the remediation activities to ensure they are properly working. Potential interaction: Potential changes in species composition or community structure. Mitigation: •Disturbance to vegetation will be minimized to the extent practicable. Temporary workspaces will be sited to avoid areas of vegetation and vegetation mats. •All equipment must be clean and free of soil or vegetation debris that could contain weed seeds or propagules. Potential interaction: Potential for wildfires due to the incineration of debris onsite Mitigation: •The incineration staging area will be sited away from any dense vegetation patches. •During incineration of debris, a monitor will be available to watch for any sparks or embers. •Fire-fighting equipment will be available onsite. Fish & Fish Habitat Potential interaction: Direct interaction (in-water works for culvert maintenance and/or replacement) and indirect interaction of onsite equipment/personnel with onsite fish and fish habitat (freshwater features). Impacts could include HADD of fish habitat or death of fish. Fish SAR could be present. Mitigation: •Any work within 30 m of freshwater sources will utilize appropriate mitigation (e.g. monitoring, sediment and erosion control) with the exception of in-water works (culvert maintenance and/or replacement). •Planned in-water works are limited to culvert maintenance or replacement. Maintenance does not require a Request for Review (RfR) with DFO, but culvert replacement does. If in-water work is to occur as part of the proposed Project, a DFO RfR may be required to ensure no violation of the Fisheries Act or Species at Risk Act. •Referencing DFO's Code of Practice: Culvert Maintenance. •Avoidance of direct contact with aquatic areas onsite and adjacent to the Site. Minimize disturbance, where possible. •Development of a spill response plan. Implement spill prevention and response protocols. •Emergency spill kits will be kept with all working machinery during all proposed Project phases. •Plan the locations of temporary workspaces to minimize the need for aquatic area disturbance. •Inform onsite personnel about avoiding and minimizing impacts to the aquatic areas of the Site. •Access frequency to onsite water features (namely two large lakes) should be minimized to avoid cumulative impacts (e.g., erosion, run-off, elevated turbidity). •If fish are observed in onsite water features, a fish salvage may

be required if in-water works are planned (e.g., culvert replacement) •If required, TESC measures (i.e., silt fences) will be implemented between the edge of disturbance and any water bodies. The TESC measures will be maintained and inspected daily during the remediation activities to ensure they are properly working. •Use of biodegradable hygiene products only. •Complete any required in-water work by hand where possible, and with clean equipment. •Maintain clean work sites. •Conduct routine equipment and infrastructure inspections. •Comply with appropriate regulations, guidelines and proposed Project approvals, including treatment of contaminated water to approved discharge limits. •Comply with fuel storage and handling guidelines and best practices, including personnel training, storage setbacks, secondary containment, and regular storage inspection. •Restriction of all fueling, servicing and staging of machines to designated areas. •Regular inspections of all machinery to reduce the risk of a spill by identifying and correcting potential equipment failures. -Respect the fish and fish habitat Restricted Activity Period. Restricted Activity Periods refer to windows of time where certain species groups are more vulnerable due to seasonal behaviours, and in which mitigation measures should be implemented to ensure these groups are not adversely impacted by Project-related activities. •Spring spawning fish: May 1 to July 15 •Fall spawning fish: August 15 to June 30 Spring and fall spawning or unknown species: August 15 to July 15 Potential interaction: Indirect interaction of onsite equipment/personnel with the marine environment adjacent to the Site. Dolphin and Union Strait is a marine environment that supports fish populations, including SAR species. Mitigation: •For water quality mitigation measures, see above potential interaction. •Any work within 30 m of the marine shoreline will utilize appropriate mitigation (e.g. monitoring, sediment and erosion control)If remedial works will occur within close proximity to marine environment, apply for a DFO Request for Review of proposed Project works near water that may cause harmful alteration, HADD of fish and fish habitat. Respect the fish and fish habitat Restricted Activity Period. •Spring spawning fish: May 1 to July 15 •Fall spawning fish: August 15 to June 30 •Spring and fall spawning or unknown species: August 15 to July 15 Potential interaction: Marine Vessel Traffic. Interaction of vessel traffic (e.g., skiff or sealift and tug) with sea ice. Interaction of vessel traffic (e.g., sealift) with marine fish and fish habitat during transport to/from Site. Interaction of moored/beached vessel traffic (e.g., sealift) with marine fish and fish habitat onsite. Vessel(s) interaction with fish (vessel strike, noise, accidental spills, and contaminant release). Vessel(s) interaction (beaching, anchoring) with shoreline and aquatic benthic habitat and aquatic biota (disturbance and/or compaction of substrate, physical disturbance of aquatic biota, noise, accidental spills, contaminant release). Mitigation: •Use of vessels outside of critical windows for fish whenever possible (Arctic Char fall spawning). –Fish and fish habitat Restricted Activity Period. ♣Spring spawning fish: May 1 to July 15 ♣Fall spawning fish: August 15 to June 30 ♣Spring and fall spawning or unknown species: August 15 to July 15 •Vessels operated at low speed. •Use of best practice for fueling vessels on or near water •Use of best practice for operating motorized/non-motorized marine vessels •Development of a spill response plan •Advanced planning of vessel beach/anchor locations and minimize re-positioning events. Potential interaction: Offsite Water Source Potable and non-potable water source required for the temporary onsite camp and Project related activities. Mitigation •CIRNAC will obtain Water Licenses that the Contractor will abide by. •Consult DFO best practice resource for end of pipe screen size, to avoid fish entrainment at in-take. Consult DFO measures to protect fish and fish habitat Marine Mammals Potential Interaction: Indirect interaction of onsite equipment/personnel with the marine environment adjacent to the Site. The Dolphin and Union Strait is a marine

environment that supports marine mammals, including SAR species Personnel and equipment onsite may cause onsite erosion, leading to sedimentation, and/or introduction of a deleterious substance to the marine environment of Bernard Harbour, with potential impacts to water quality, marine mammals and their habitat. Impacts could include HADD of marine mammal habitat in the marine environment Mitigation: •For water quality mitigation measures, see above potential interaction. •Any onsite work within 30 m of marine water sources will utilize appropriate mitigation (e.g. monitoring and TESC measures) Potential Interaction: Interaction of vessel traffic (e.g., skiff or sealift and tug) with sea ice. Interaction of vessel traffic (e.g., sealift) with marine fish and fish habitat during transport to/from Site. Interaction of moored/beached vessel traffic (e.g., sealift) with marine mammal habitat onsite. Vessel(s) interaction with marine mammals, (vessel strike, noise, accidental spills, and contaminant release). Vessel(s) interaction (beaching, anchoring) with shoreline and aquatic benthic habitat and aquatic biota (disturbance and/or compaction of substrate, physical disturbance of aquatic biota, noise, accidental spills, contaminant release). Wildlife Potential interaction: Remediation activities will occur within the migratory bird nesting period. Remediation activities may disturb nesting migratory birds or destroy nests and/or mortality of migratory birds. The migratory bird nesting period is from late May to mid August (ECCC 2018). Mitigation: If remediation activities occur during the migratory bird nesting period, a migratory bird sweep including the structures and the areas where remediation will occur, conducted by a qualified biologist is recommended prior remediation activities. If migratory bird nests are identified, mitigations including a setback will be developed by the qualified biologist and will be implemented. Proposed mitigation measures for Lambert Channel (ECCC 2016): •All overflying aircraft: •when birds are present are to maintain a minimum vertical setback of 1.1 km in area where concentration of birds are present. •if seabird colonies are present a 3 km lateral setback on the seaward side of the colonies. •lateral setback of 3 km from flocks of coastal waterfowl and seaducks. •when concentration of birds are present in bird breeding colonies and molting areas are to maintain a minimum lateral aerial setback of 1.5 km. •Marine setback of 500 m from colonies and concentrations A terrestrial setback of 300 m for land-based activities. Potential interaction: Direct disturbance, disruption, visual and noise, during remediation activities from equipment and onsite personnel. There will be temporary impacts to local wildlife, including habitat change, corridor impairment, exclusion of use of the area, habitat disruption, during the remediation activities. However, in the long run, the Site will be remediated and the contaminates cleaned up and the wildlife habitat is anticipated to be returned to previous anthropogenic disturbances from exploration. Mitigation: In the event wildlife frequent the Local Study Area during the remediation activities, consultation with a qualified wildlife biologist should be conducted to determine appropriate mitigation. If wildlife are visibly disturbed by Project activities, work will be stopped until the animal(s) has/have left the Local Study Area. Human-wildlife interactions should be minimized through: •Conducting wildlife/nest sweeps prior to work commencing. •Providing training and briefings for onsite personnel. •Prohibiting the feeding and harassment of wildlife. •Not allowing pets or dogs on proposed Project workspace. •Storing waste in wildlife-proof bins. •Regularly removing all waste from Site which has potential to attract wildlife. •Caribou monitoring by a wildlife monitor will occur around the Project area during the calving period (May 1 – July 15), and if caribou are sighted, they will be monitored for signs of stress (e.g. fleeing, watching the disturbance as opposed to feeding or nursing young). During the calving period, if caribou are present onsite before the work has started for the day, or after work commences, work should not

proceed until the caribou have moved off at least 1 km, or 500 m if monitored for signs of stress. If work is ongoing and caribou arrive and get close, work may continue, as the disturbance is existing and the caribou choose to approach (as noted by AECOM biologist). Potential interaction: Potential change in species composition and distribution, and any impacts to endangered and special species Mitigation: If remediation activities occur during the migratory bird nesting period, which includes endangered and special species, a migratory bird sweep conducted by a wildlife monitor, as advised by a qualified biologist, is recommended prior remediation activities. Potential Interaction: Potential habitat change / loss of wildlife habitat due to the removal of onsite structures which will be removed during the remediation activities. Mitigation: The removal of onsite structures should be completed prior to the bird migrating and nesting period to prevent birds from nesting on the structures. A wildlife and migratory bird sweep should be conducted prior to the removal of the structures to ensure no wildlife species is currently inhabiting the structures. Potential Interaction: Potential SAR wildlife encounters during remediation activities. Mitigation: If SAR are observed onsite while mobilizing to site, the helicopter will wait to land at Site until the species has moved along. The exception is if a Polar Bear is present onsite, the helicopter will be used to encourage the animal away from Site for the safety of the crew. A wildlife monitor will be present onsite, and the presence of wildlife will be monitored and communicated to proposed Project Site personnel. Minimize human-wildlife interactions through: •Scheduling work to occur outside of all applicable wildlife restricted activity periods; •Conducting wildlife sweeps prior to work commencing; •Providing training and briefings for onsite personnel; •Prohibiting the feeding and harassment of wildlife; •Not allowing pets or dogs on proposed Project workspaces; •Littering is prohibited; •Do not approach any wildlife; •Storing waste in wildlife-proof bins; and •Removing all waste with potential to attract wildlife from Site. If a SAR is identified at Site during the remediation activities (with exception of Polar Bear as noted above): •Work activities will cease if there is potential to disrupt the species or work activities will be modified to minimize disturbance to the species. •The species will be allowed to leave the Site without interference or action by the onsite personnel. •The species should be reported to the region's conservation office. Follow applicable Nunavut Harvester Safety Guide (Government of Nunavut 2024) including: •Promptly report the sighting of a bear onsite to the region's conservation office and local trappers' and hunters' organization. •Do not approach a bear. •If carcasses are found on the Site during remediation activities, remove the carcasses as soon as possible. •Waste will be stored in bear-proof waste bins. •Only qualified personnel will be involved in the effort to scare a bear away. Potential Interaction: Potential changes in species composition or community structure, effects on rare, endangered or special resource species. This could occur for species on and off-site. Mitigation: See Vegetation, Fish and Fish Habitat, Marine Mammal, and Wildlife Socioeconomic Potential Interaction: Human Health and Safety Health and safety for proposed Project crew during work Mitigation: Implementing a H&SP detailing risk assessment, safety protocols, training for crew members, and emergency response procedures Potential Interaction: Displacement of People and Community Disruptions. No residents are anticipated to be displaced because there are no persons living at the Site. Possible displacement of traditional land use activities Mitigation: •Establishing proactive communication channels with local community •Developing a contingency plan for temporary displacement of activities (if any) onsite if health and safety concerns arise Potential Interaction: Potential local employment opportunities. Economic benefits through use of local business and services Mitigation: •Developing local hiring strategy •Offering capacity building

programs to build local skillsets. •Establishing contracts with local businesses for supplies and services, where possible Potential Interaction: Proposed Project activities may draw workers and businesses away from local communities, impacting services Mitigation: •Coordinating with local community leaders to ensure services are not overwhelmed. •Investing in community infrastructure if required Potential Interaction: Expected economic influx, improved land use post proposed Project, employment benefits, and skill acquisition Mitigation: •Targeted community engagement at proposed Project milestones •Conducting economic impact assessments and strategic development planning

Waste Management:

Waste Type

Quantity Generated

Treatment Method

Disposal Method

Combustible wastes

200 cubic metres

Ash containerized for disposal off-site at approved facility

Incinerated on site

Greywater

3 cubic metres per day

Not applicable.

Contained in lagoon and released to environment pending receipt of acceptable lab test results.

Hazardous waste

205 cubic metres

Not applicable

Disposed of off-site at approved facility

Non-Combustible wastes

750 cubic metres

not applicable

Disposed off site at approved facility

Overburden (organic soil, waste material, tailings)

1000 cubic metres

not applicable

Contaminated soil- Treatment via landfarm onsite

Overburden (organic soil, waste material, tailings)

600 cubic metres

not applicable

contaminated soil- disposal off site at approved facility

Sewage (human waste)

3 cubic metres per day

Not applicable.

Contractor will determine best method for disposal. All plans for disposal will be shared with the Nunavut Water Board for approval prior to construction.