Winter Trail Plan

DRAFT – For Review

Submittal 004.01

Pelly Lake Remediation Project

Contract No: CW2370974
PSPC Project No: R.120351.001
Salumaq Project No: SU250455

Pelly Lake, Nunavut

Submission date: May 13, 2025

Prepared for:

Government of Canada
Public Works and Government Services Canada (PWGSC)

Prepared by:

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Document History:

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- Editorial, formatting, and spelling
- Clarification

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Revision	Date	Created by	Short Description of Changes

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All aspects of the work will be conducted in accordance with:

- ✓ **Local / Provincial / Federal Legislation, Permits and Regulations, as applicable**
- ✓ **Site Specific Health and Safety Plan (HASP)**

NOTE: All site personnel must read and acknowledge review of the HASP, prior to start of any work. Refer to Sign-off Sheet – MEHS # 24 – 1.

This Winter Trail Plan should be read in conjunction with the Mobilization and Demobilization Plan (Submittal 004) submitted under a separate cover. ***The main Mobilization and Demobilization Plan is still under preparation and can be provided once finished and upon request***

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1 BACKGROUND INFORMATION

1.1 Customer

Public Works and Government Services Canada (PWGSC).

1.2 Project Name

Pelly Lake Remediation Project

1.3 Project Numbers

Salumaq – SU250455
PWGSC – R.120351.001

1.4 Project Location

Pelly Lake Site
Pelly Lake, NU

The Pelly Lake Site, located approximately 250 kilometres northwest of Baker Lake, 350 kilometres southwest of Gjoa Haven, and 6 km northeast of Pelly Lake, is a site of significant historical, cultural, and environmental importance. Situated at Lat: 66.053538° and Long: -101.052295°, it lies within the Kivalliq Region of Nunavut, Canada.

1.5 Overall Project Objectives

The objective of this project is to safely remediate, remove, and dispose of waste, including hazardous materials such as lead-impacted sediment, lead-painted metal objects (CAT bulldozer and metal cart), petroleum products, including lubricants, aviation fuel, oil, tar, soil impacted with tar, cans of aviation oil, and residues from drums and tanks, as well as car batteries. Additionally, non-hazardous debris, such as scattered barrels, fuel tanks, wooden debris, an overturned vehicle, scattered metal debris, dilapidated wood and metal structures (food cache), and miscellaneous household waste, pose significant environmental and safety risks that require remediation while maintaining the integrity of the surrounding environment.

The overall goal is to enhance the quality of habitats and wildlife and to remove human health and ecological health risks at the site to support traditional land uses by local Inuit communities. This will be achieved by clearing the site of hazardous waste and restoring the land from an ecological standpoint while following best practices for environmental safety and waste management.

1.5.1 Pertinent Scope of Work Associated with Submittal

Several areas of environmental concern (AECs) including physical hazards related to unconsolidated surface debris and aged structures, and environmental impacts associated with soil contamination, remain on-site. The current proposed scope of work covers the remediation of five of these AECs and associated physical hazards. The primary components of the Works to be carried out by Salumaq, are highlighted in this section and primarily consisting of the overland hauling of Waste and Debris:

- Loading of Non-Hazardous Debris consolidated and packaged in Summer 2025
- Loading of Contaminated Sediments excavated and packaged in Summer 2025
- Loading of Structure Demolition Debris and Fuel Storage Tanks processed in Summer 2025
- Overland Hauling of Wastes from Pelly Lake, NU to Baker Lake, NU
- Temporary staging of Wastes at a storage facility in Baker Lake, NU

2 PERTINENT SCOPE OF WORK SECTIONS

Salumaq prepared the following document in accordance with the requirements specified within the contract documents (RFP, Statement of Work (SOW), Drawings, etc.). With respect to the implementation of work and the definition of the scope of work, the following Specifications provide the direction and basis for this Mobilization and Demobilization Plan:

- 01 11 00 – Summary of Work
- 01 53 00 – Mobilization and Demobilization
- 01 35 43 – Environmental Procedures
- 01 80 00 – Winter Roads and Floating Docks

3 EXECUTION

Throughout the project lifecycle, Salumaq will utilize different methods of mobilization and demobilization. Generally they consist of Local and Intra-Site Transportation, Sealift and Aircraft as well as an overland winter trail demobilization of wastes, which is the focus of this plan. All other modes of transport are discussed in detail within the Mobilization and Demobilization Plan (Submittal 004) submitted under a separate cover.

3.1 Demobilization – Winter Trail

Salumaq believes that a winter trail overland haul would provide price and risk mitigation benefits to the Crown. As such, and after extensive discussions and planning steps with Peter's Expediting Limited (PEL) in Baker Lake, NU, the following Plan has been prepared in support of an overland backhaul of wastes including our plan to assess, inspect, permit, develop and utilize a winter trail from Baker Lake to the Pelly Lake site.

In January 2026 Salumaq will construct an estimated 300-km winter trail, relying on the traditional knowledge, vast experience and equipment of PEL. The following is a map of the route PEL recommends to be used from their staging area in Baker Lake to the Pelly Lake Site.

The first leg of the journey, approximately 120-km, from Baker Lake to Aberdeen Lake (**Green** line) will traverse an existing PEL winter trail route where they already have a regulatory approved Right of Way (Inuit Land Use License # KVRW98F146) to haul goods and equipment. The second leg from Aberdeen Lake to Sand Lake (**Blue** line) is estimated at 80-km and has not been traversed by PEL, but during their research and communications with community elders, PEL has confirmed that several past expeditions have traversed the indicated route. The final leg of the winter trail (**Purple** line) is approximately 100-km in length and PEL believes has only been travelled in recent times by Inuit travelling to traditional lands by snowmobiles. Salumaq reached out to Baker Lake community member John Avaala who has strong family ties to the Pelly Lake and Gary Lake area. It is our understanding that topography northwest of Sand Lake is conducive for winter trails.

PEL has been a trusted provider of overland hauling services for over 25 years, supporting remediation, cleanup, and resource sector projects throughout the Kivalliq Region. Salumaq will retain PEL to offer a modern solution to a traditional means of regional transportation – long haul overland travel.

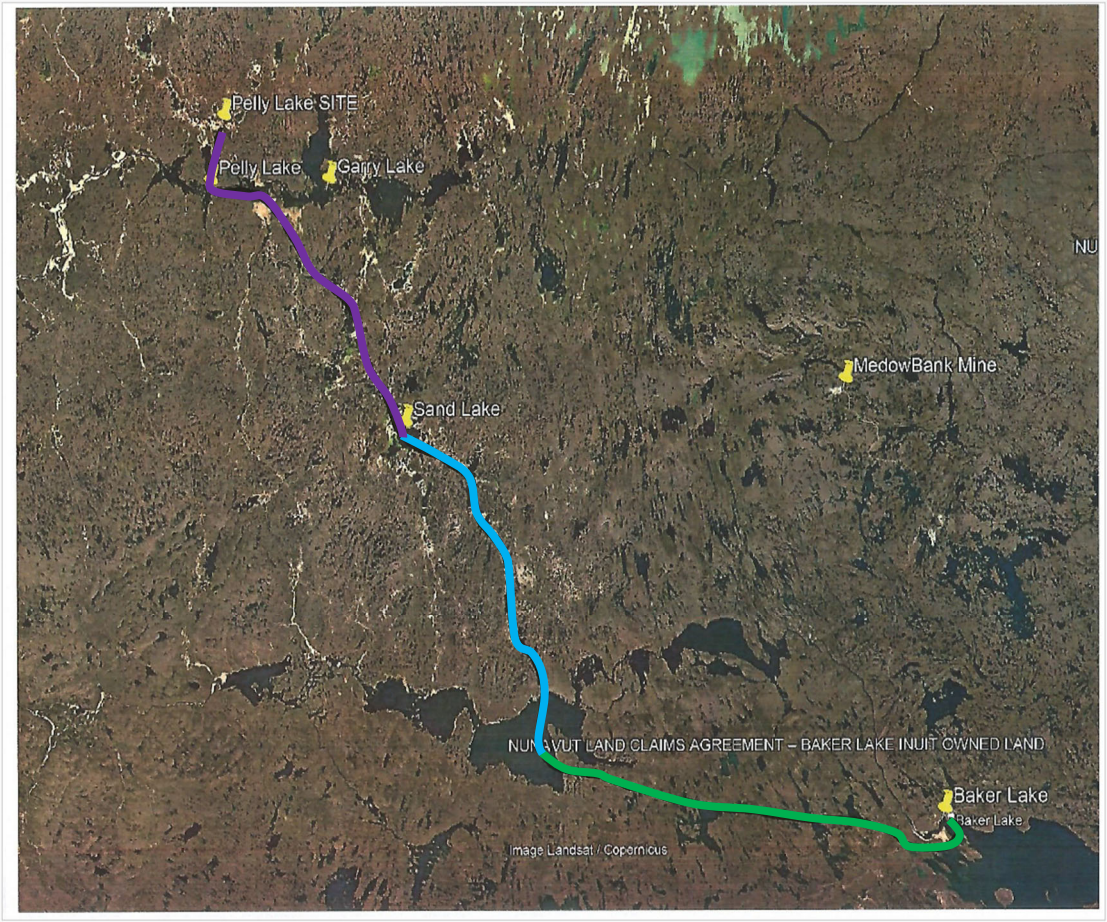


Figure 1. Route from staging area Baker Lake to Pelly Lake site

The winter trail will generally traverse ice preferentially to land as it minimizes potential disturbances to the environment and it is more efficient to pull encumbered sleds along a flat, level surface. Regardless, Salumaq has considered numerous elements in the winter trail demobilization including topography, environmental risks, wildlife, cultural artifacts and more. The following is an outline of the requirements and efforts that Salumaq carried-out in the preparation for and carrying out of the winter trail demobilization.

3.1.1 Route Planning

An aerial scouting trip is planned in July 2025. The scouting trip will focus on the northern and western legs of the winter trail since the southern and eastern legs are well known by PEL, and has existing ROW access. PEL will lead the aerial reconnaissance, supported by Salumaq and select professionals as required, focusing on gathering information on the following categories:

- Topography and Drainage
- Surface Vegetation
- Sensitive landforms (pingos or eskers)
- Water management
- Fish and wildlife habitats

- Trail route
- Access points (transitions between land and water)
- Archaeological sites
- Traditional use areas

The aerial assessments will provide information on topography, hydrology, soils, permafrost, geotechnical properties, wildlife habitat, and heritage resources. The scouting trip will also identify areas that should be avoided or that will require special management. Pre-development planning and investigations will also provide a baseline record of environmental data that will help in setting reclamation goals. All field data collected will be included in the land use permit application.

In the early winter PEL will carry-out a ground reconnaissance traversing the planned route that was selected by air. This will provide additional information that will supplement the LUP, as necessary.

Salumaq anticipates numerous access points where the CAT train transitions from an overland winter trail to an ice trail. There are several key criteria in determining the best access points to large bodies of water or the crossing of streams. First and foremost, the team will follow the DFO code of practice for Ice Bridges and Snow Fills to ensure that the littoral zone, flora and fauna are protected during ingress/egress activities. PEL will look for shoreline access points that are generally stable from hydrological, geotechnical, and environmental perspectives. The vehicle speed becomes critical when vehicles are approaching the shoreline at an access point. The interaction of the waves created by the moving vehicle and their reflection from the shorelines are greatest when a vehicle approaches a shoreline at a right angle. If possible, access points should allow vehicles to meet the shoreline at a 45° angle or less.

For the overland portions Salumaq will prioritize routes high, dry and on flat ground as these areas typically have less snow accumulation/drifts during winter, leading to frozen and stable ground. The tundra landscape that will be travelled has substantial ponding of water with minimal fish habitats. Accordingly, Salumaq will also focus on areas to avoid including: pingos, unstable slopes and slide areas; as well as valleys because they retain snow that inhibits ground freezing. The trail route may preferentially follow on or near eskers because they are well drained and stable; however, eskers also provide critical habitat for wildlife. Known denning areas will be avoided when planning development on or near an esker.

3.1.2 Trail Development - Overland

Salumaq will rely heavily on PEL who is experienced in carrying out expediting projects overland in the Kivalliq region. Using up to four specialized low ground pressure Case IH tractors with tracks, the waste will be pulled from the site to Baker Lake on sleds.

Snowmobiles and a snowcat will precede the “CAT Train” to verify the exact route to be followed and to radio back any necessary adjustments. In front of each CASE tractor is a plough that will push aside the snow and provide a level surface to traverse. The specially designed sleds will follow along

within the track path of the hauling equipment.

PEL anticipates that the first trip preparing the trail will take 7-10 days due to the confirmation of route and initial compaction of the trail. Commencement of winter trail construction depends on air temperatures and snow conditions. The opening date is usually designated in the land use permit, but can be changed at the discretion of the CIRNAC resource management officer depending on weather conditions. Initially, we expect the trail will be opened to lightweight tracked vehicles. PEL's initial trail development work will compact snow to enhance ground freezing and minimize disturbance to the ground surface associated with using drags or blades.

3.1.3 Trail Development – Over Ice

Ice trail construction on bodies of water can be more efficient and have less environmental impact than winter trail construction on land. As such, the proposed trail alignment will maximize the ice bearing sections of the winter trail. By delaying the start of the winter trail development into January 2026, it allows for greater ice accumulation in the lakes, and shallow ponds will freeze solid. PEL is trained and has experienced competent operators that will assess the ice conditions throughout the trip. Trail alignment between trips may shift based on actual ice conditions, as such Ice Profiling is an important part of the winter trail development.

Using an ultra-low ground pressure machine such as a snow mobile or snowcat, our crew will complete an initial ice profile using ground penetrating radar technology (GPR) to determine the depth of ice on the lakes. In conjunction with Gold's Formula, using P4 as the factor of safety value, the profile will assist in determining the equipment that would be available to complete the initial plowing of the lake.

The GPR transmits an electromagnetic (EM) pulse of extremely short duration, which is partially reflected from the interface between the bottom of the ice cover and the water below. The EM pulse can also be reflected from any discontinuities within and below the ice cover. PEL has trained operators that will identify spurious reflections and arrive at an accurate estimation of the ice thickness. Snow, snowdrifts, overflow, liquid water intrusions and air bubbles in the ice affect GPR estimates of ice thickness and should be reported. Manual ice thickness measurements will be collected daily to obtain calibration data. PEL will calibrate the GPR at the start of each day, after four hours of use, and whenever erratic or questionable readings are obtained.

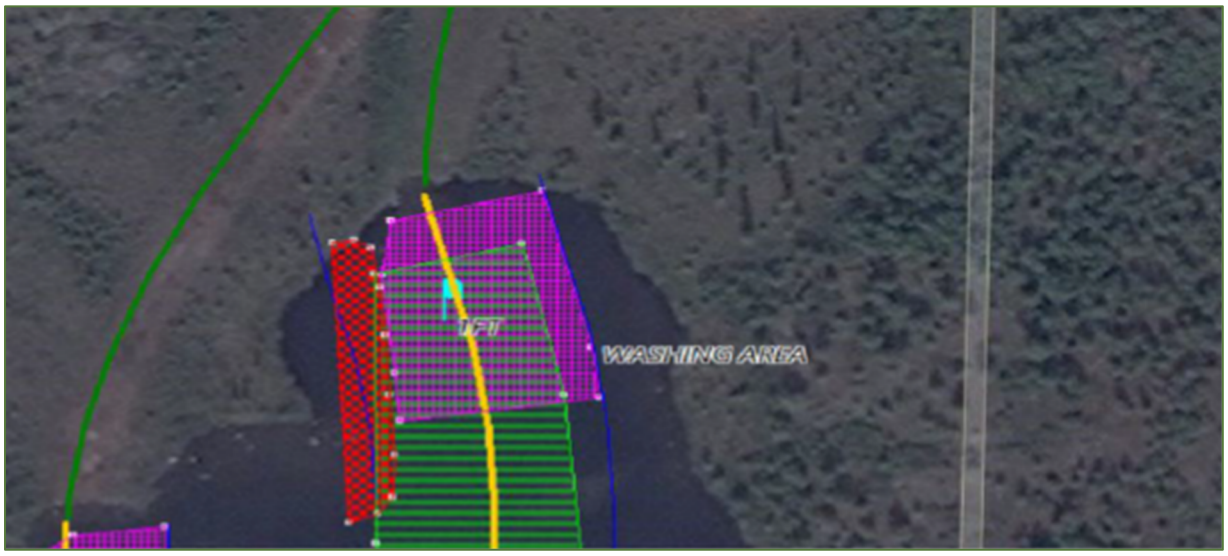


Figure 2. GPR for Ice Thickness Measurement

During construction and operation of ice roads, GPR will be used to produce continuous estimates of ice thickness along the length of the ice road. PEL's ice profiling GPR system includes transmitting and receiving antennae and

a digital data logger, GPS, and battery. The GPR system is connected by cable to a portable control unit with a monitor or laptop computer to display radargrams in the field.

PEL will calculate the required ice thickness based on the actual ice profile results. To do so there are three ranges of loads to be considered: Lighter Loads, loads less than 11,000 lbs, in which a minimum effective ice thickness is required; Traffic Loads, greater than 11,000 lbs and less than 140,000 lbs, which cover most of the loads transported on the ice road; and Extreme Loads which are greater than 140,000 lbs and require special analysis by a Professional Engineer with expertise in ice bearing capacity. PEL will only be hauling Lighter or Traffic loads. The heaviest load is estimated at 40,000-lbs (CASE IH Tractor plus 29,000-lbs of waste loaded sleds.

Lighter loads are less than 11,000 lbs. In these cases, there is a minimum effective ice thickness required:

Table 1. Effective ice thickness requirements for lighter loads

Load/Situation (Slow-moving Loads)	Estimated Weight (lbs)	Minimum Effective Ice Thickness (Inches)
Person walking	260	4
Snowmobiles (machine + rider)	< 1100	7
3/4-ton 4x4 vehicles	GVW* < 11,000	15

Traffic loads are moving loads on the ice, but the travel speed does not influence the bearing capacity (because it is below the critical speed). The Traffic Loads will apply to most of the loads that Salumaq's ice trail will facilitate and are designed to support. Traffic Loads range from 11,000 to 140,000 lbs. The allowable loads in pounds for a given effective ice thickness is shown on the below graph.

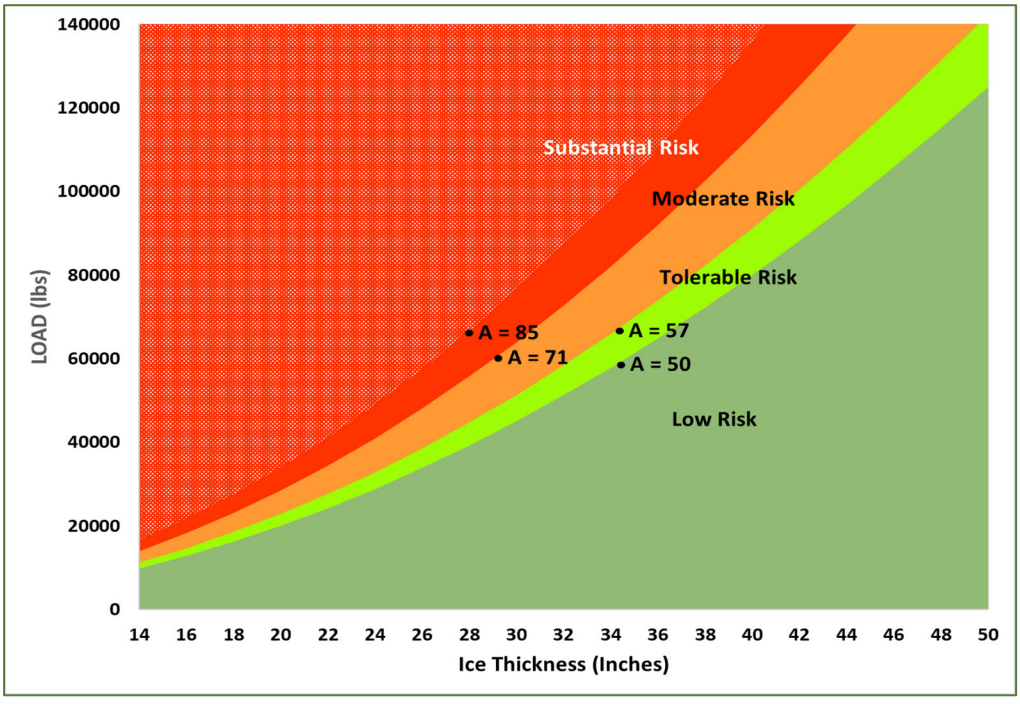


Figure 3. Allowable Loads in Pounds for Effective Ice Thickness and A Values

PEL will core the ice to ensure that the effective ice thickness is of acceptable quality, well-frozen, white, and blue ice in an ice cover. Poor quality or poorly frozen ice will not be included in the measurement of ice thickness. The following lists examples of ice that should be excluded from measurements:

- Ice layer with visible water lenses with a cumulative volume greater than 10% of the total volume.
- Ice layer with visible incompletely frozen frazil (slush) ice.
- Ice layer that is not completely frozen to the adjoining layer.
- Ice layer that has been found to have a strength less than 50% of decent quality blue ice (a number of specialized methods are available for determining ice strength).
- Ice that has wet cracks.

Although not expected to be required for January-March hauling in the region PEL may have to thicken the ice. Generally, the route would be adjusted to avoid bad ice and unsafe conditions, but in some cases PEL may have to increase the bearing capacity. To increase the effective ice cover thickness, clearing the snow cover off the ice road followed by flooding the ice cover could be completed. To improve the effective ice thickness PEL will auger holes into the ice surface and pump water onto the surface that will not only increase ice thickness but also improve overall ice quality.

Through the construction phase, our approach will include continuous profiling of the lake to verify ice thickness. Using Golds formula, a P4 safety factor and relying on PEL's experience in arctic CAT trains, Salumaq is excited to implement this winter trail approach.

3.2 Winter Trail Utilization

Once constructed Salumaq anticipates 3 trips consisting of 4 CAT trains pulling 3 to 5 sleds each. As noted, the initial preparatory trip (i.e. Baker Lake to Site) will take 7-10 days with subsequent trips taking 3-4 days (each way). At a minimum, Salumaq plans to haul the metal waste and hazardous sediments to Baker Lake to PEL's storage yard. The first set of loads will consist of bulkier wastes that Salumaq plans to further process in Baker Lake before shipping south. This will allow for further compaction of the winter trail before moving heavier loads, up-to 29,000-lbs per CAT train. One of the machines will also be hauling a sleeper so that the hauling crew has a warm dry place to sleep at night. The hauling crew will work 12-hr shifts.

The actual loading efforts are further discussed in subsequent sections. Once the 4 CAT Trains, consisting of 12-16 sleds are appropriately loaded and secured the CAT train will return to Baker Lake along the now establish winter trail. It is expected to take 3-4 days to return to Baker Lake. In total, we expect that the overall mass of the waste will dictate the number of trips. Initial estimates expect that 36-sleds over 3 CAT train trips will be required to haul out the wastes. The initial CAT train round trip (mobilize-load-demobilize) is anticipated to take 16-days, followed by 9-days for each subsequent trip. Crew changes between haul trips will allow PEL to quickly be prepared to carry-out the subsequent trip, but Salumaq has allowed 3-days between each trip for rest and regular maintenance on the equipment. The entire overland haul is estimated to take 31-days.

Waste Transport

Various waste materials and debris are located in 5 areas of the site and described as 8 different waste streams (Hazardous Liquid, Hazardous Solids, Hazardous Sediments, ASTs, Barrels, Misc Metal, Untreated Wood, Misc Debris). Individual work areas will be setup as follows:

- AEC -1 – Temporary Camp (Contaminated Sediments and Consolidated Wastes)
- AEC-2 – Site #1 (ASTs and Barrels)
- AEC-3 – Site #2 (ASTs, Barrels, Scattered and Consolidated Debris)
- AEC-4 – Drinking Water Lake (Scattered Debris)
- AEC-5 – Landing Lake (Scattered Debris)

The various waste streams may require interim handling and packaging for consolidation for final demobilization and disposal, as follows:

- Non-hazardous ferrous (metal) will be manually separated, broken down, and sized for safe consolidation and shipping to southern Québec for recycling. Metal drums and Day Tanks (once confirmed empty) will be processed on-site using cutting tools and the drum crusher. Smaller/Medium debris will be manually picked and placed on the ATV and trailers to be hauled to the TSA for consolidation. Larger items (i.e., jeep, dozer, cart, etc.) will be elevated for winter hauling and further processing in Baker Lake and then placed in an Sea Container. Small/Medium debris and processed wastes will be placed into waste containers and once in Baker Lake, place into a sea container by the Loader. It should be noted that towing derelict vehicles is not viewed as a feasible nor safe task. Often old vehicles have seized tracks or axles that greatly increase towing resistance and could result in unsafe working conditions. Moreover, the uneven and undulating terrain would make their movements unfeasible. Accordingly, these items will be processed in place. Metals will be shipped to Quebec for disposal. Once at the port in Ste-Catherine, QC, the waste will be transported by ground freight service to licensed facilities for by AIM Recycling in Montreal, QC.
- Contaminated sediments will be excavated using the Dingo Backhoe attachment, allowed to naturally dewater and then loaded into rated for upto 3,000-kg per 1-m^3 of material. These bags will be placed on pallets, strapped and elevated to allow for winter loading. Once demobilized to Baker Lake each megabag will be labelled and manifested to meet the TDG requirements as a “marine pollutant”, as applicable. The bags will then be shipped south to Ste-Catherine, QC via NSSI’s sealift and transported over land to Signaterre Environment’s soil treatment facility located in Mascouche, Quebec.

3.2.1 Non-Hazardous Site Debris - Consolidate, Packaging, Stage and Prepare for Off-Site Disposal

The following non-hazardous waste streams are highlighted below. Any wastes noted in the Specifications or Drawings not explicitly discussed below were generally included as a sub-category of the noted wastes and will be managed accordingly.

- Drums and Tanks
- Consolidated (Piled) and Scattered Non-Hazardous Wastes
- Vehicles or Equipment

Decommissioning of Fuel Tanks and Drums

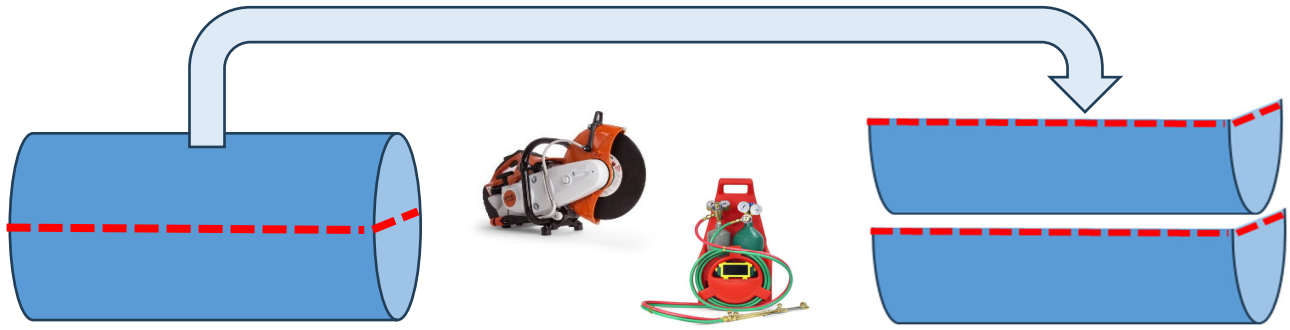
It is Salumaq's understanding that the 49 tanks identified for disposal are not registered nor do they need to be registered with any Authority Having Jurisdiction (AHJ); and that the removal of the tanks from service does not require any prior notification to AHJs to carry out the disposal efforts.

In general, the *Project Team* will inspect each vessel (tank or drum) to confirm that there are no residual liquids requiring segregation and consolidation with like waste streams. Vessels with fluids will be initially transferred into a Hazardous Materials container prior to handling. Empty vessels will be reduced in size and volume using mechanical or manual tools.

Tanks will be processed in one of two ways. 42 tanks will be cut horizontally along the 1.2 metre (4') diameter and 3.7 metres (12') length. This will create 42 bulk waste containers that can be used to backhaul the wastes along the winter trail without concerns of breakages or tears. If required, for heavier contents, Salumaq can weld steel bracers onto the cut tanks once filled with wastes. The second reason is that most of these will be filled with other metal debris, crushed drums, vehicle or equipment parts that will be recycled together without having to waste money on intermediary packaging. The final reason is that once the overland haul is completed 6-7 of these steel halves can be loaded as-is into a standard sea container, greatly reducing the safety risks associated with handling steel waste and improves packing efficiencies. Salumaq estimates that 7 sea containers will be filled with metal wastes of all types.

These half tanks will be referred to as Tank Containers from herein on out. Using the measurements provided in Amendment 003 – QA-36 Salumaq can reasonably calculate the volumetric capacity of each Tank Container as 2-m^3. A modern 1000-Gal tank is estimated at 1000-lbs, so it can be reasonably determined that a Dingo TX525 can assist in lifting or manipulating 1/2 a tank at a time, one dingo should be able to pull an empty tank before or after processing. As such, all Tank Containers will be loaded and staged in locations where they can be picked up by the winter haul crew. This generally consists of flat areas and elevated 25-cm off the ground to prevent freezing in and assist in the winter haul equipment accessing the Tank Containers.

Figure 4. Tank Processing



The seven (7) tanks (~15%) that are deemed to be in the worst condition and/or are superfluous to the AEC specific metal consolidation efforts will be fully cut-down into pieces small enough to fit into one of the aforementioned Tank Containers. Based on the approximate tank volume of 1.13m^2 included at the bottom of the Appendix A: Off-site Waste Inventory these seven (7) tanks will fill four (4) Tank Containers.

The estimated 661 drums will be crushed using a hydraulic Drum Crusher to mechanically compress each barrel to under 15-cm (~0.0328-m^3/barrel).

The compacted barrels will be packed into Tank Containers for winter overland hauling and southern shipment. The 22.4-m^3 of compacted barrels are expected to fill 20 Tank Containers. It is expected that there will be void spaces created while loading the crushed barrels and we do not want to over encumber the loader during the sea container packing efforts. The mass for each barrel is estimated at 65-lbs thus the total hauled mass is estimated at 42,965-lbs. Accordingly, each Tank Container will have approximately 2,145-lbs of payload and a total weight of 3,145-lbs.

Scattered and Consolidated (Piles) Non-Hazardous Wastes

For consolidated wastes (waste debris already in piles), the *Project Team* will aim to reduce the dimensions to and overall volumes to under 50%. Consolidated wastes include, but are not limited to: scrap metal, wood, crushed drums, empty drums, construction materials, empty storage tanks, cables, and tires. These reductive efforts will be conducted in place or within the TSAs and containerized by waste stream as described below.

For metal debris we expect that there will be 6.7-m3 of miscellaneous metal debris to be consolidated into 6 Tank Containers to account for interstitial voids. The estimated total weight of the miscellaneous metal debris is 18,600-lbs with each Tank Container having a 3,133-lbs payload and total weight of 4,100-lbs.

For miscellaneous non-hazardous wastes we expect that there will be 15.6-m^3 of miscellaneous non-hazardous debris to be consolidated into 10 Tank Containers to account for interstitial voids. The estimated total weight of the miscellaneous non-hazardous debris is 16,750-lbs with each Tank Container having a 1,675-lbs payload and total weight of 2,675-lbs.

Vehicles and Equipment

If possible, the Jeep Chassis and Steel Cart will be pulled out of the ground onto poly sheeting to allow for processing. If they cannot be dislodged safely using the two Dingos, then they will be processed in place. The processing efforts for these large items is to stabilize them for removal from the site. Salumaq will remove non-metallic parts like tires and any loose objects, parts or pieces. Salumaq will use cutoff saws and cutting torches. Note that the metal recycler can accept any associated wastes, like tires, but at an increased cost. Once the units are stabilized they will be elevated 25-cm off the ground such that they can be loaded as-is during the winter back-haul. We anticipate that there will be approximately 10-12-m^3 of volume remaining for disposal as these bulk items with an estimated bulk weight of 15,000-lbs.

The resultant Jeep and Cart debris, Machine Parts and the Generator located in AEC 1, estimated at 2.5-m^3 will be processed in a TSA and then the removed parts/pieces placed in 8 megabags. Four megabags will be placed into 2 separate Tank Containers for winter trail back haul and southern disposal with an estimated Tank Container payload weight of 3,000-lbs and a total weight of 4,000-lbs.

3.2.2 Off-Site Transport and Disposal of Non-hazardous Demolition Materials and Site Debris

Non-Hazardous Wastes will be removed from the Site using a Winter Trail as described previously.

In preparation of the winter demobilization, Salumaq will ensure that the following tasks are completed :

1. All waste containers will be categorized, marked, labelled, elevated, geotagged and their weights estimated.
2. Waste containers will be elevated onto natural lift (aggregate rows) or dunnage (wood)
3. All wastes will be covered to prevent precipitation accumulation
4. All TSAs will be removed, to the extent possible or secured in place with clean aggregate to prevent them blowing away in the spring.

Once the CAT Train and winter loading crew arrives on-site they will commence loading the sleds. The third/final trip will only have 10-sleds available, due to needing to bring the equipment and winter camp back. PEL will direct the loading efforts and will rely heavily on a skid steer and winches affixed to the sleds. If needed, a larger

loader can be brought in on the Second haul trip to assist in more efficient and safe loading practices. PEL will dictate the load distribution of the sleds and ultimately which wastes are hauled when, and on what sled.

Some loading assumptions that Salumaq and PEL considered are:

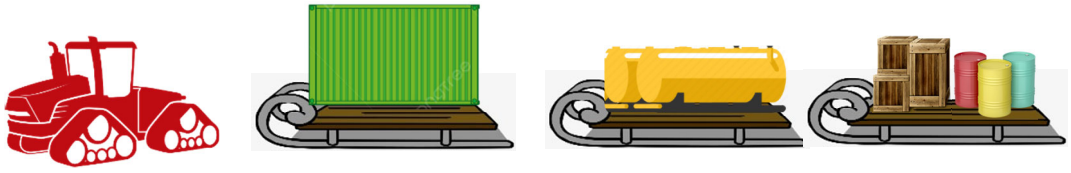
- It is anticipated that 3-4 Tank Containers (TC) can safely fit onto a sled.
- The Jeep and Cart will fit onto one ½ sled.
- Most Hazardous Materials will be removed by air (as discussed later in this proposal), with the known exception of Sediments

Table 2. Conceptual CAT Train Trips and Loads.

Winter Trail Demobilization CAT Train List				
Trips and Trains	CAT Train 1	CAT Train 2	CAT Train 3	CAT Train 4
Trip #1	Sleeper	Hazmat (if needed)	4x TC Tank pieces (4,000-lbs)	2x TC Drums (6,290-lbs)
	Jeep & Cart 2x TC Vehicle Parts (23,000-lbs)	10x Sediment Bags (22,000-lbs)	3x TC Non-Haz (8,375-lbs)	3x TC Non-Haz (8,375-lbs)
Trip #2	Sleeper	3x TC Metal Debris (12,300-Lbs)	3x TC Metal Debris (12,300-Lbs)	4x TC Non-Haz (10,700-lbs)
	3x TC Drums (9,435-lbs)	3x TC Drums (9,435-lbs)	3x TC Drums (9,435-lbs)	3x TC Drums (9,435-lbs)
Trip #3	Sleeper	3x TC Drums (9,435-lbs)	3x TC Drums (9,435-lbs)	Loader (if needed)
	Skid-Steer & Equip	Sleeper	Sleeper	Sleeper

The following illustrations depicts what one CAT Train could haul during one trip

Figure 5. CAT Train set-up (3-Loads)



Once in PEL's Baker Lake storage facility, PEL will winterize the wastes making sure that they are stable and protected from the elements.

Any additional waste processing will be conducted in Baker Lake in June 2026 in preparation for the first Sealift barge that arrives and has room for retrograde marine backhauls.