ᓄᓇᕗᒻ ᐊᐸᑎᓕᓱᓴᒃᑯᑦ ᑲᑎᒪᔨᖏᑕᑎᔪᑦ ᑐᑭᓯᒋᐊᕐᓇᖅ #126228

Pelly Lake Overland Haul

ᑐᖅᓯᖅᑐᑕᐅᔨᕐᖅ ᖃᓄᐃᓕᓐᓂᖅ:	New
ᐱᓕᓱᐊᓱᐅᔨᒪᔭᑦ ᖃᓄᐃᓕᓐᓂᖅ:	All-Weather Road / Access Trail
ᐅᓪᓗᖓ ᑐᖅᓯᖅᑐᑎᓕᐊᓂᐅᔨᑦ:	Wednesday, August 20, 2025
Period of operation:	from 2026-02-07 to 2026-04-07
ᐱᓕᓱᐊᖏᑭᒋᔭᖅ:	Frank Tootoo Peter's Expediting Ltd PO Box 13 Baker Lake NU X0C 0A0 CA ᐅᖏᓀᓕᐅᑎᑦ: 867-793-2703, ᓯᑲᓴᑯᑦ:

ᑐᓴᐅᒪᔭᒃᓴᑦ

ᖃᓄᐃᑦᑑᑎᓂᒃ ᐱᓕᕆᐊᖃᕐᓂᐊᕆᐊᖓᓐᓂᒃ

ᖃᓪᓗᓈᑎᑐᑦ: In January 2026, PEL will construct an estimated 300-km winter trail, relying on the traditional knowledge, vast experience and equipment. The purpose of this trail is to backhaul wastes from Pelly Lake to Baker Lake for proper disposal. The first leg of the journey, approximately 120-km, from Baker Lake to Aberdeen Lake will traverse an existing PEL winter trail route where they already have a regulatory approved Kivalliq Inuit Association Right of Way to haul goods and equipment. The second leg from Aberdeen Lake to Sand Lake is estimated at 80-km and has not been traversed by PEL, but during 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 is approximately 100-km in length and PEL believes has only been travelled in recent times by Inuit travelling to traditional lands by snowmobiles. We reached out to a Baker Lake community member 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.

ᐅᐃᕖᑎᑐᑦ: En janvier 2026, PEL construira un sentier d'hiver d'environ 300 km, s'appuyant sur les connaissances traditionnelles, une vaste expérience et de l'équipement. L'objectif de ce sentier est de transporter les déchets du lac Pelly au lac Baker pour une élimination appropriée. La première étape du voyage, d'environ 120 km, du lac Baker au lac Aberdeen empruntera un itinéraire de sentier d'hiver PEL existant où ils ont déjà une voie de passage autorisée par l'Association des Inuit de Kivalliq pour transporter des biens et de l'équipement. La deuxième étape, du lac Aberdeen au lac Sand, est estimée à 80 km et n'a pas été parcourue par PEL, mais lors de recherches et de communications avec des aînés de la communauté, PEL a confirmé que plusieurs expéditions passées ont emprunté l'itinéraire indiqué. La dernière étape du sentier d'hiver mesure environ 100 km de long et PEL croit qu'elle n'a été parcourue récemment que par des Inuit se rendant sur des terres traditionnelles en motoneige. Nous avons contacté un membre de la communauté de Baker Lake qui a de solides liens familiaux avec la région de Pelly Lake et Gary Lake. Nous comprenons que la topographie au nord-ouest de Sand Lake est propice aux sentiers d'hiver.

ᐃᓄᒃᑎᑐᑦ: ᔭᓄᐊᕆ 2026−ᒥ, PEL−ᑯᑦ ᐅᑭᐅᒃᑯᑦ ᐊᖅᑯᓯᓂᖃᓛᖅᑐᑦ 300 ᑭᓚᒦᑕᔅ−ᐸᓗᖕᓂ ᑕᑭᑎᒋᔪᒥᒃ, ᐃᓄᐃᑦ ᖃᐅᔨᒪᔭᑐᖃᖏᓐᓂᒃ ᐊᑐᕐᓗᑎᒃ, ᐱᓕᕆᖃᑦᑕᖅᓯᒪᒻᒪᕆᓕᕐᓗᑎᒃ, ᐊᒻᒪ ᓇᓗᓇᐃᖅᑕᐅᓯᒪᔪᓂᒃ ᐱᕐᑯᑎᓂᒃ. ᑖᓐᓇ ᐃᒡᓕᓂᖅ ᐊᒃᑕᑯᓂᒃ ᐅᓯᖃᑦᑕᕈᒪᕗᑦ ᖃᒪᓂ'ᑐᐊᕐᒥᑦ ᖃᒪᓂ'ᑐᐊᕐᒧᑦ ᐃᒋᑕᐅᑦᑎᐊᕐᑯᓪᓗᒋᑦ. ᓯᕗᓪᓕᖅ ᐃᖏᕐᕋᓂᐅᓂᐊᖅᑐᖅ, 120 ᑭᓚᒦᑕᔅ ᑕᑭᑎᒋᔪᖅ, ᒪᓕᖕᓂᐊᖅᑐᖅ ᒫᓐᓇᐅᔪᖅ PEL ᐅᑭᐅᒃᑯᑦ ᐊᖅᑯᑎᒥᒃ ᖃᒪᓂ'ᑐᐊᕐᒥᑦ ᐊᑯᓪᓕᖅᐹᒧᑦ ᑕᓯᕐᒧᑦ, ᒪᓕᒐᑎᒍᑦ ᐊᖏᖅᑕᐅᕌᓂᒃᓯᒪᔪᑦ ᑭᕙᓪᓕᕐᒥ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᓐᓂᑦ ᐱᔪᓐᓇᐅᑎᖃᕐᓂᕐᒧᑦ ᐅᓯᔪᓐᓇᕐᓂᕐᒥᑦ ᐱᕐᑯᑎᓂᒃ ᐱᕐᑯᑎᓂᒃ ᐱᕐᑯᑎᓂᓪᓗ. ᐊᐃᑉᐸᖓ, 80 ᑭᓚᒦᑕᓂᒃ ᐅᖓᓯᒃᑎᒋᓇᓱᒋᔭᐅᕗᖅ Aberdeen ᑕᓯᕐᒥ Sand Lake-ᒧᑦ, ᐃᖏᕐᕋᑎᑕᐅᓚᐅᖅᓯᒪᙱᑦᑐᖅ PEL−ᑯᓐᓄᑦ. ᑭᓯᐊᓂ, ᖃᐅᔨᓴᕐᓂᒃᑯᑦ ᐊᒻᒪ ᐅᖃᖃᑎᖃᕐᓂᒃᑯᑦ ᓄᓇᓕᖕᓂ ᐃᓐᓇᕐᓂᒃ, PEL−ᑯᑦ ᖃᐅᔨᓯᒪᓕᖅᑐᑦ ᖃᔅᓯᑲᓪᓚᑦ ᑭᖑᓂᖔᑦᑎᓐᓂ ᓄᒃᑕᖅᑎᑦ ᐊᑐᖃᑦᑕᖅᓯᒪᓕᕐᓂᖏᓐᓂᒃ ᑖᒃᑯᓂᖓ ᐊᖅᑯᑎᓂᒃ. ᑭᖑᓪᓕᖅᐹᖅ ᐅᑭᐅᒃᑯᑦ ᐊᖅᑯᓯᓂᕆᔭᐅᔪᖅ 100 ᑭᓗᒦᑕᓂᒃ ᑕᑭᑎᒋᕗᖅ, ᐊᒻᒪ PEL−ᑯᑦ ᐅᒃᐱᕈᓱᒃᐳᑦ ᖃᖓᑦᑎᐊᖅ ᐃᓄᖕᓄᑦ ᓄᒃᑕᖅᑕᐅᓵᓚᐅᕐᓂᖓᓂᒃ ᓯᑭᑑᒃᑯᑦ ᓄᓇᑐᖃᖓᓄᐊᕋᓱᒃᑎᓪᓗᒍ. ᖃᐅᔨᒃᑲᐃᓚᐅᖅᐳᒍᑦ ᖃᒪᓂᖅᑐᐊᕐᒥᐅᒥᒃ ᐃᓚᖃᐅᑦᑎᐊᖅᑐᒥᒃ ᐊᕐᕕᓕᕐᔪᐊᕐᒥ ᐊᒻᒪ ᒋᐅᕆ ᑕᓯᕐᒥ. ᐅᒃᐱᕈᓱᒃᐳᒍᑦ ᓄᓇᖓ ᐱᖓᖕᓇᖔᖓᓂ Sand Lake-ᒥ ᓈᒻᒪᖕᓂᖓᓂᒃ ᐅᑭᐅᒃᑯᑦ ᐊᖅᑯᑎᓄᑦ.

Personnel

Personnel on site: 6

Days on site: 21

Total Person days: 126

Operations Phase: from 2026-02-07 to 2026-04-07

ᐱᓕᓐᐊᓐᓴᐅᓂᐊᖅᑐᑦ

ᓇᒥ	ᖃᓄᐃᓕᑦᑐᒥᑦ ᐱᓕᓐᐊᖃᖅᓂᐊᖅᓯ	ᑭᓱᓂᑦ ᓄᓇᕗᑦ	ᑐᓴᐅᒪᔭᓴᑦ ᓄᓇᕗᓯ ᖃᑐᑌᐅᓕᕆᔨᖅᑎᓂᒃᓴᓂᓄᓱ	ᐃᑦᓴᓂᓕᖃᖅᓴᐃᐅᔪᓕᐅᖅᓯ ᐃᓄᓐᓄᑦ ᓇᔨᖅᑕᐅᖃᖅᑐᑦᑐᓂᓵᔪᓐ ᑕᐃᑦᓱᒪᓂᑐᖃᓕᖅᑐᖅ	ᖃᓄᓕᓂᖅᓯᖅ ᓄᓇᕗᑦᓴᐅᔨᖅ ᐊᒻᒪᓗ ᓴᓪᒥᓱᐃᐅᔪᓐ ᓱᓇᓄᑦ
New project geometry	Other	Inuit Owned Surface Lands	50% annual overland haul route, 50% new route	N/A	Baker Lake
New project geometry	Other	Crown	50% annual overland haul route, 50% new route	N/A	Baker Lake

ᓄᓇᕗᐅᓯ ᐃᒪᐅᖃᑕᐅᓂᖓᓐᓄ ᓄᓇᓕᓪᓗ ᐊᐃᑲᖅᓱᒪᐅᑦᓂᖓᓐᓄᓗᓄᑦ ᐃᑲᔨᑕᐅᔨᓕᖅᖃᖅᑐᑦ

ᓄᓇᕗᑦᓴᖅ	ᐊᑎᑦ	ᑲᑐᔾᔨᐊᖃᖅᑎᑎᑦᓴᖅ	ᖃᖅᓱᓗᓪ ᑐᓴᐅᒪᔭᓴᑦ ᐱᓕᕆᔨᖅᑎᓂᒃᓴᓂᓄᓱ
ᖃᖏᓂᑐᐊᖅ	Avaala Family	Local Family knowledgeable of the Pelly/Gary Lake area	2025-05-15

ᓕᐃᓴᓱᒃ ᐱᒍᓐᓇᐅᑎ ᐊᓐᑭᖅᑕᐅᓯᒪᔪᑦ

ᓇᒃᑎᐊᓐᑭᓱᓂᒃ ᐱᓕᕆᐊᕆᓴᐃᐅᓂᐊᖅᑐᑦ ᑎᑎᕋᓗᑦ:

Kivalliq

ᓕᐃᓴᓱᒃ ᐱᒍᓐᓇᐅᑎ ᐊᓐᑭᖅᑕᐅᓯᒪᔪᑦ

ᑲᓇᒪᒋᐅᐅᔨᑉ ᐊᐃᒃᑐᖅᓯᒪᐅᓂᓂᓂᓂ ᒪᓕᑲᕋᓂᒃᓂᓱᓂᓂᒃ ᐱᕋᐊᖅᓂᒃᓱᓂᓂᑐᓗ ᖃᒪᓕᑦ ᐱᔪᓐᓇᐅᑎᑦᑕᐅᓂᖅᓯᒪᔪᑦ ᐊᓕᕆᓂᓯᓗᑐᓗ ᖃᔪᓯᖃᐃᓕᑦ	ᖃᓄᐃᐦᑐᖅᓴᕆᓇᐅᓇᓂᓇ ᓇᔪᓐᓇᐅᑎᑦᑕᐅᓯᒪᔪᖅ ᐊᔪᓐᓇᐅᑎᑦᑕᐅᓯᒪᔪᖅ ᐊᓐᑭᖅᑕᐅᓯᒪᔪᖅᓴᓂᓕᑦ	ᐃᓂᓐᓇ ᖃᓄᐃᐦᑐᖅᓴᕆᓇᓇ	ᐅᓪᓗᕆ ᑐᓂᔨᖅ/ ᑐᓴᕐᖅᑐᑕᐅᓇᐅᓂᖅᓯᒪᔪᖅ	ᑭᓪᓕᖅᖃᖅᓴᓐᓄ
ᑭᓴᕆᓪᓕᖅ ᐃᓄᐃᑦ ᑲᑐᑦᑎᑎᑉᓯᓐᓂᖅ	KVRW98F146	Active	2025-06-19	2027-06-18
Nunavut Planning Commission	NPC 150897	Applied, Decision Pending	2025-08-15	

Project transportation types

Transportation Type	ᓄᓇᒧᑦ ᐊᑐᐅᑉᓂᐊᖅᐸ	Length of Use
Land	CAT Challenger	

Project accomodation types

Temporary Camp

ᐊᓂᓐᓄ,

ᐊᑐᓚᐅᓂᐊᖅᑐᖅ

ᐱᖏᑦ ᐊᖓᕐᕆᖅ ᐊᑐᖅᑕᐅᓂᐅᕆᕆᖅ ᐃᓕᖅᓱᐅᑎᓗᑦᑎᑦ ᐃᓱᑕᐃᑦ, ᒥᓪᓗᐊᑭᑏᑦ, ᖃᖓᑦᑎᑕᓵᖅ, ᓄᓇᓱᐅᑦ ᐊᓱᖓᓪᓗ

ᐊᖓᕐᕆᖅ ᐱᖏᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ ᖃᓄᓇᐅᔭᓕᖅᑐᑦ	ᖃᖅᑎᓱᐅᐊᑦ	ᐊᖓᕐᓂᖓᕐᑎᑦ - ᐳᖅᑐᓂᖓᕐᑎᑦ	ᓱᓇᒧᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ
CAT Challenger	4	120X232X15,000KGS128X	Tow steel sleighs containing materials over winter trail

ᑎᑎᕋᐅᓱᓇᑐᒍ ᐅᖅᓱᕆᕕᐃᑦ ᐊᑦᑕᓇᖅᑐᖅᑕᓪᓗᓂ ᐊᑐᖅᑕᐅᓂᐊᕐᓂᖓᕐᑎᑦ

ᓱᓇᒧᑦ ᐅᖅᓱᕆᓵᕕᐊᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ	ᖃᖅᑎᓱᐅᐊᑦᑐᓕᓇᐅᐊᖅ ᐅᖅᓱᕆᓵᕕᐊᖅ	ᖃᖅᑎᓱᐅᐊᑦ ᐅᖅᓱᕆᓵᖃᐅᑎᑦ	ᐃᐳᕆᐃᑦ ᐃᒪᖅᑕᖅᑎᓯᓚᐅᕐᓂᖓᓪᓗᓂ	ᑲᑎᒪᓂᒍ	ᐃᐳᕆᐃᑦ ᐊᒥᓱᓂᖓᕐᑎᑦ	ᓱᓇᒧᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ
Diesel	fuel	2	10000	20000	Liters	Equipment fuel burn

ᐃᒪᖅ ᐊᑐᖅᑕᐅᔨᒪᖅᑐᖅ

ᐅᓪᓗ ᑕᐃᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ	ᖃᓄᖅ ᐃᒥᖅᑕᖃᖅᑕᕐᓂᐊᖅᐸᑦ	ᓇᑭᑦ ᐃᒥᖅᑕᖃᖅᑕᕐᓂᐊᖅᐸᑦ
0		

ᐊᑲᑕᑾᑦ

ᐊᑲᑕᑾᓚᓂᐊᕐᓂᖅ

ᐱᓕᓐᐊᓐᔨᐅᔪᒪᔪᒍᑦ ᐱᓕᓐᐊᓐᔨᐅᓂᐊᖅᑐᖅ	ᖃᓄᐃᑦᑐᖅ ᐊᑲᑕᑾᖅ	ᖃᓄᑎᒋ ᐊᑲᑕᑾᑦ ᓴᖅᑭᐊᓂᐊᖅᑐᓐᔨᐅᐳᑦ	ᖃᓄᖅ ᐊᑲᑦᑕᐅᓂᐊᖅᐸ	ᓴᓗᒪᖅᓴᐅᑎᑲᓄᖅᓂᐅᓂᐊᖅᑐᑦ
Other	Other, Garbage from daily meals	10 bags	Return to Baker Lake for disposal at garbage dump	Garbage dump
Other	ᖃᐃᖅᑕᓪᓚᓂᖅ	10 gallons	Return to Baker Lake for disposal at sewage lagoon	Sewage lagoon

ᐊᐸᑎᒥᐅᑕᓄᑦᑐᑦ ᐊᑲᑐᖅᑕᐅᓯᒪᔪᑦ

Considering the duration, extent, magnitude, frequency, and reversibility of each potential effect that may occur as a result of temporary winter trail activities, and the mitigation measures available, there are no significant negative impacts for vegetation and wildlife interactions, and aquatic ecosystems anticipated and there are no residual negative effects anticipated. The Project's temporary winter access trail is not expected to have significant negative effects on vegetation and aquatic habitats because it is scheduled for construction and usage during frozen conditions where snow and ice will protect vegetation and water bodies from heavy equipment contact. The extent of anticipated vegetation biomass and soil loss or alteration along the trail as a result of Project remediation activities is expected to be extremely small in relation to the habitat available in the surrounding area. Mitigation measures will include: - Winter trail advanced scouting by snowmobile to assess wildlife habitat interactions and avoidance including minor route modifications to avoid any den sites, etc. - Once established transit will be limited to the same round to minimize the footprint of the trail. - Winter trail preparation by packing of snow and build up of ramps with proper grades to ensure equipment track separation from bare ground. - Ice thickness assessment and monitoring and re-enforcement where needed to ensure safe transit across frozen water bodies. - Transport of minimal fuel supply for each journey. The project has a detailed spill response plan and fuel management plan. Environmental protection supplies include Extensive spill response supplies, including absorbent pads, booms and socks, insta berms and overpack barrels or drums to contain impacted snow and spent absorbent materials, and operation by trained personnel.

Additional Information

SECTION A1: Project Info

PEL is to construct a temporary winter trail from Baker Lake to the Pelly Lake remediation site in order to haul all the waste out of the site, back to Baker Lake. It will then be placed onto sealift for transport and disposal out of the territory. Winter trail is deemed the most effective and low impact approach to transport the waste including several pieces of heavy equipment (D4 dozer, old jeep, two wobble wheel carts), 660 drums and fifty 1000 gal fuel tanks off the site.

SECTION A2: Allweather Road

None being used.

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

ᐃᓕᓐᓇ ᐊᐸᑎᐅᕽ ᖃᓄᐃᑦᑐᓕᕆᐅᓂᖏᓐᓄᑦ: ᓄᓇᐅᕽ ᖃᓄᐃᑦᑐᓂᖏᓐᓄᑦ

Overland CAT train travels on frozen terrain, snow and ice. The site PEL will travel to is located within a zone of continuous permafrost (90% - 100% of this zone is underlain by permafrost)

ᐃᓕᓐᓇ ᐊᐸᑎᐅᕽ ᖃᓄᐃᑦᑐᓕᕆᐅᓂᖏᓐᓄᑦ: ᐅᒪᔨᖅᑕᖃᖏᓂᖏᓐᓄᑦ

Overland CAT train travels on frozen terrain, snow and ice. The trail may contain many characteristic Arctic tundra mammal and bird species including barren-ground caribou (Rangifer tarandus groenlandicus), muskox (Ovibos moschatus), grizzly bear (Ursus arctos horribilis), Arctic fox (Vulpes lagopus), Arctic wolf (Canis lupus arctos), wolverine (Gulo gulo), ermine (Mustela erminea), Arctic hare (Lepus arcticus), Arctic ground squirrel (Spermophilus parryii), brown lemming (Lemmus sibiricus), gyrfalcon (Falco rusticolus), snow geese (Chen caerulescens), Canada goose (Branta canadensis), willow ptarmigan (Lagopus lagopus) and rock ptarmigan (Lagopus mutus), are likely to inhabit the Site and surrounding area. Wildlife species observed during the August 2022 Site visit included barren-ground caribou, Arctic hare, Arctic ground squirrel, brown lemming, Canada goose (Branta canadensis), and ptarmigan species. Other evidence of wildlife (bones or tracks) observed during the August 2022 Site visit included Arctic wolf, barren-ground caribou muskox and a bear species (most likely grizzly bear).

ᐃᓕᓐᓇ ᐊᐸᑎᐅᕽ ᖃᓄᐃᑦᑐᓕᕆᐅᓂᖏᓐᓄᑦ: ᐃᓄᓕᓗᓂᖅᓯᒪᔨᖅᑕ-ᐱᐸᓕᕆᔨᓕᓗᓂᖅᓯᒪᔨᖅᑕ

PEL overland haul staff is 100% Inuit, contributing to local Inuit economy.

Miscellaneous Project Information

Peter's Expediting Ltd has a Right of Way with the Kivalliq Inuit Association, KVRW98F146

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Considering the duration, extent, magnitude, frequency, and reversibility of each potential effect that may

occur as a result of temporary winter trail activities, and the mitigation measures available, there are no significant negative impacts for vegetation and wildlife interactions, and aquatic ecosystems anticipated and there are no residual negative effects anticipated. PELs temporary winter access trail is not expected to have significant negative effects on vegetation and aquatic habitats because it is scheduled for construction and usage during frozen conditions where snow and ice will protect vegetation and water bodies from heavy equipment contact. The extent of anticipated vegetation biomass and soil loss or alteration along the trail as a result of Project remediation activities is expected to be extremely small in relation to the habitat available in the surrounding area. Mitigation measures will include:-Winter trail advanced scouting by snowmobile to assess wildlife habitat interactions and avoidance including minor route modifications to avoid any den sites, etc. -Once established transit will be limited to the same round to minimize the footprint of the trail.-Winter trail preparation by packing of snow and build up of ramps with proper grades to ensure equipment track separation from bare ground.-Ice thickness assessment and monitoring and re-enforcement where needed to ensure safe transit across frozen water bodies.-Transport of minimal fuel supply for each journey. PEL has a detailed spill response plan and fuel management plan. Environmental protection supplies include Extensive spill response supplies, including absorbent pads, booms and socks, insta berms and overpack barrels or drums to contain impacted snow and spent absorbent materials, and operation by trained personnel.

Cumulative Effects

This project involves the removal of all impacted sediment and debris on Site.The overall goal is to enhance the quality of habitats and wildlife and to remove human health and ecological health risks at the Site. Due the distance of this site from the nearest community of Baker Lake (350 km) using a winter trailer to haul all the waste and debris out was deemed to most effective and low impact options to overall clean-up of the site.

Impacts

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	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
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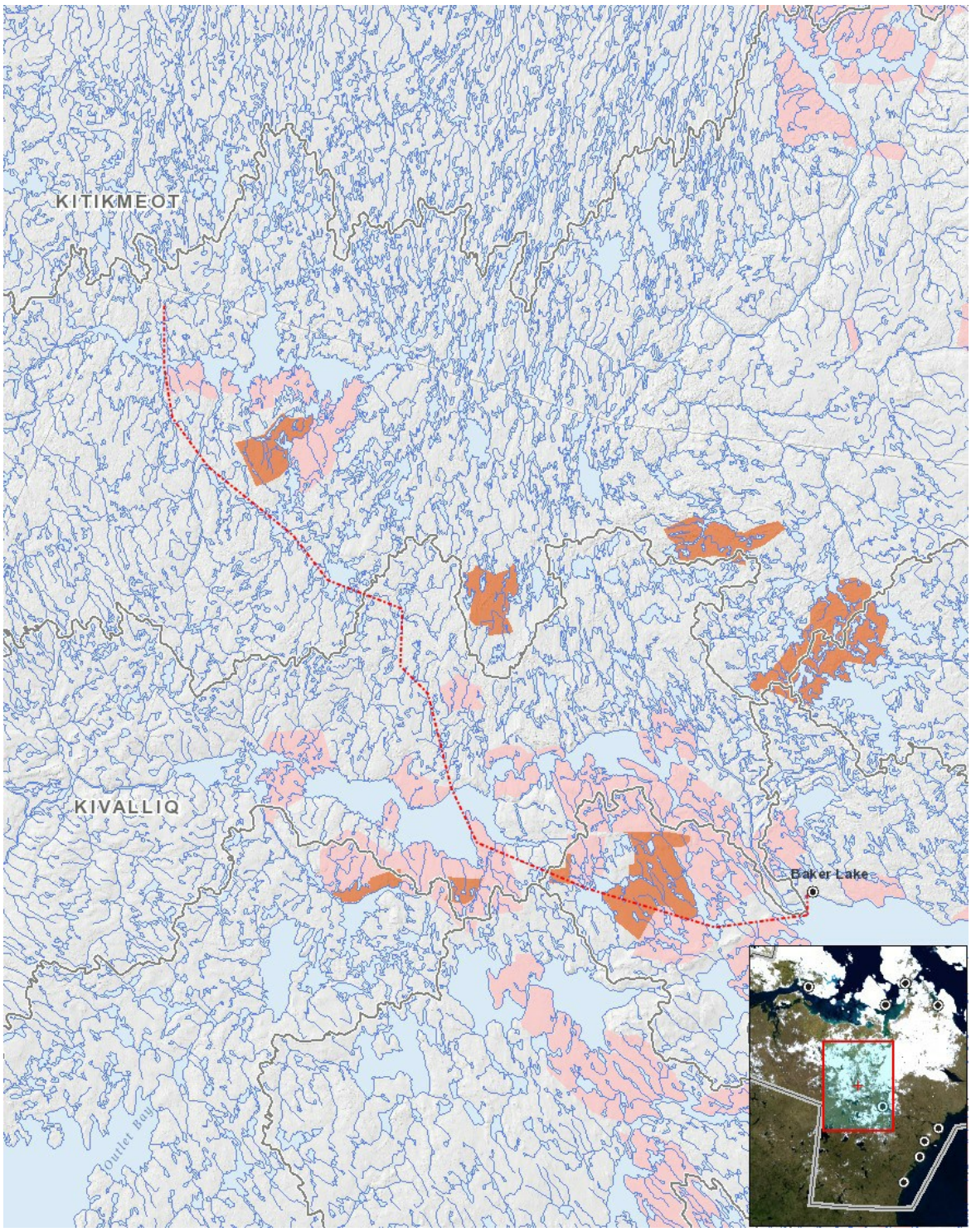

List of Project Geometries

1	polyline	New project geometry
2	polyline	New project geometry