NIRB Uuktuutinga Ihivriuqhikhamut #126228

Pelly Lake Overland Haul

Uuktuutinga Qanurittuq:	New
Havaap Qanurittunia:	All-Weather Road / Access Trail
Uuktuutinga Ublua:	Wednesday, September 3, 2025
Period of operation:	from 2026-02-02 to 2026-04-02
Havauhikhaq Ikayuqtinga:	Frank Tootoo Peter's Expediting Ltd PO Box 13 Baker Lake NU X0C 0A0 CA Hivayautit Nampanga:: 867-793-2703, Kayumiktukkut Nampanga::

QANURITTUT

Tukihiannaqtunik havaariyauyumayumik uqauhiuyun

Qablunaatitut: 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. Schedule: 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. Once trail is constructed PEL anticipates 3 trips consisting of 4 CAT trains pulling 3 to 5 sleds each. As noted, the initial preparatory trip will take 7-10 days with subsequent trips taking 3-4 days each way. The hauling crew will work 12-hr shifts, stopping at night to rest. The initial CAT train round trip 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 PEL has allowed 3-days between each trip for rest and maintenance on the equipment. The entire overland haul is estimated to take 31-days. Temporary Camp: 12’ X 20’ Caboose-ATCO trailer towed on a sleigh by CAT train, consisting of 6 beds, Coleman stove for cooking, diesel heater for warmth.

Uiviititut: En janvier 2026, PEL construira un sentier hivernal estimé à 300 km, s'appuyant sur les connaissances traditionnelles, une vaste expérience et de l'équipement. Le but de ce sentier est de transporter des déchets du lac Pelly au lac Baker pour un dépôt approprié. Le premier tronçon du voyage, d'environ 120 km, du lac Baker au lac Aberdeen empruntera un itinéraire de sentier hivernal PEL existant où ils disposent déjà d'un droit de passage approuvé par la Kivalliq Inuit Association pour transporter des biens et de l'équipement. Le deuxième tronçon, du lac Aberdeen au lac Sand, est estimé à 80 km et n'a pas été parcouru par PEL, mais lors de recherches et de communications avec des anciens de la communauté, PEL a confirmé que plusieurs expéditions passées ont parcouru l'itinéraire indiqué. La dernière étape du sentier d'hiver mesure environ 100 km de long et PEL estime qu'elle n'a été parcourue récemment que par des Inuits se rendant dans des terres traditionnelles en motoneige. Nous avons contacté un membre de la communauté de Baker Lake qui a de forts liens familiaux avec la région des lacs Pelly et Gary. Selon nos informations, la topographie au nord-ouest du lac Sand est propice aux sentiers d'hiver. Chronologie : PEL prévoit que le premier voyage de préparation du sentier prendra entre 7 et 10 jours en raison de la confirmation de l'itinéraire et de la compaction initiale du sentier. Une fois le sentier construit, PEL prévoit 3 voyages comprenant 4 trains CAT tirant chacun entre 3 et 5 traîneaux. Comme mentionné, le voyage préparatoire initial prendra entre 7 et 10 jours, tandis que les voyages suivants prendront chacun entre 3 et 4 jours. L'équipe de transport travaillera en quarts de 12 heures, s'arrêtant la nuit pour se reposer. Le trajet aller-retour initial du train CAT devrait prendre 16 jours, suivi de 9 jours pour chaque voyage suivant. Les changements d'équipe entre les trajets de transport permettront à PEL d'être rapidement prêt à effectuer le voyage suivant, mais PEL a prévu 3 jours entre chaque voyage pour le repos et l'entretien de l'équipement. L'ensemble du transport terrestre est estimé à prendre 31 jours. Camp Temporaire : Caboose de 12' X 20'- remorque ATCO tirée sur un traîneau par le train CAT, comprenant 6 lits, un réchaud Coleman pour cuisiner et un chauffage au diesel pour la chaleur.

Inuktitut: ᓴᓇᐊᓗ 2026–Γ, PEL–ძᑦ ᕿᖏᐅᓪᓚᑦ ᐅᑭᐅᐅᑦ ᐊᖏᔪᓕᐅᑭᓪᓗᑎᑦ 300 ᑭᓪᒋᑕᑦ ᑕᑭᑎᓵᒥᖅ, ᐃᓇᐃᑦ ᖃᐅᔨᒪᔭᑐᖏᖅᓂᖅ ᐊᑐᖏᓪᓗᑎᑦ, ᐱᓕᕆᓪᒪᖏᓵᓪᓗᑎᑦ, ᐊᒻᒪ ᓇᓪᓚᓇᐃᖏᑕᐅᔨᓪᓚᑎᑦ ᐱᖏᔪᑎᓂᖅ. Ċᖅᓇ ᐃᒡᓕᓂᖏ ᐱᐟᔾᑕᐅᓕᓪᓚᐊᑕᖏᓐᖏᖅ ᐊᐅᑕᔪᓂᓪᓗᑎᑦ ᖃᒪᓕᓂ'ᑐᐊᖏᒥᑦ ᖃᒪᓕᓂ'ᑐᐊᖏᓪᒧᑦ ᐃᑭᑕᐅᑦᑎᐊᖏᔪᓪᓚᑦ. ᔨᐅᓕᓪᖏᐸᖏᓇ ᓇᒧᖓᑐᐅᓂᓕᓪᓕᐊᓂᓴᐅᔾᔨᖏᓐ 120 ᑭᓪᒋᑕᓂᓂᑦ ᑕᑭᓂᖏᓵᐊᖏᓐᓂᖅ, ᖃᒪᓕᓂ'ᑐᐊᖏᒥᑦ Aberdeen Lake –ᒧᑦ, ᒪᓕᓪᑐᖃᖏᓪᓚᓂ ᐱᑕᖃᖏᓐᓂᕆᑐᓪᑐᖃᑦ PEL–ᒧᑦ ᐅᑭᐅᓪᔪᑦ ᐊᖏᔪᔨᓂᓴᐅᔾᔨᖏᑦ ᑕᒪᓐᓇᓪ ᐱᔨᒪᓂᓕᖏᓪᓚᓂ ᒪᓕᑎᑎᒍᑦ ᐊᖏᑭᑕᐅᓂᖏᑦ ᑭᓐᓕᓕᓂᖏᑦ ᐃᓇᐃᑦ ᑲᑐᔾᔨᖏᑎᑭᓂᓕᖏᓪᓚᑦ ᓄᑦᑕᖏᑎᑦᑎᓂᖏᐊᖏᓪᓚᑎᑦ ᐱᖏᔪᑎᓂᖅ ᐱᖏᔪᑎᓂᖅ ᐱᖏᔪᑎᓂᓪᓗᓗ. ᐊᐃᕐᕐᓂᖓ, 80 ᑭᓪᒋᑕᓂᖅ ᑕᑭᑎᓕᔨᑎᔾᔨᐅᓐᖓᖅ, Aberdeen ᑕᔨᖏᑦ Sand Lake-ᒧᑦ, ᔨᓪᓚ PEL-

ძᓚᓄᑦ ᐊᐅᓪᓕᖅᓯᒪᓕᒫᑦᑐᖅ. ᑭᓯᐊᓂ, PEL ᖃᐅᔨᓴᖅᓯᒪᔭᑦ ᐅᖃᖅᑎᖃᖅᓴᓕᑎᓗᓪ ᓄᓇᓕᖓᓂ ᐃᓚᓂᑦ, ᓇᓗᓇᐃᖅᓯᓪᓗᑎᑦ ᖃᓄᓯᑦᓂᓪᓕᖅ ᓄᑦᑕᖅᑎᑦ ᐊᑐᐊᓴᖅᑐᓂᖅ ᒎᑦᑯᓂᖓᓂᑦ ᐃᓄᓐᓄᑦ. ᑭᖓᓪᓕᖅᓴᖅ ᐅᑭᐅᑦᑯᑦ ᐃᒡᓗᓂᐅᔪᓂᑦ 100 ᑭᓪᒥᑕᓂᑦ ᑕᑭᑎᑭᔪᖅ, ᐊᒻᒪ PEL–ᑯᑦ ᐅᑦᐱᑕᓯᑦᓴᑦ ᖃᖓᓪᓂᐊᖅ ᐃᓄᓐᓂᑦ ᓄᑦᑕᖅᑕᐅᓴᓪᓕᐅᓂᑦᓴᑦ ᓯᑭᑐᑦᑯᑦ ᓄᓇᑐᖅᓴᖓᓂᑦ ᐃᓪᓕᖅᑎᐊᖅᑐᑎᑦᓯᒪᔪ. ᖃᐅᔨᑦᑲᓇᐅᓕᖅᓴᖅᑐᑦ ᐃᓪᓕᖅᑎᐊᖅᑐᒃ ᐊᖏᓪᓕᖅᑕᖅᑐᑦ ᐊᒻᒪ ᑎᐅᓗ ᑕᓯᖏ. ᑐᑭᓯᐅᒪᔪᑦ ᓄᓇᑐᖓᓂᑦ Sand Lake-ᒥ ᐅᑭᐅᑦᑯᑦ ᐊᖅᑯᓂᖏᐅᔨᓴᒪᑦ. ᑎᑎᕆᖅᓯᒪᔪᖅ: PEL ᓂᓗᐅᑦᑐᖃᖅᓴᖅ ᓯᓂᔭᓂᖅᐸᒥ ᓄᑦᑕᕐᓂᖅ ᐱᓂᒋᔭᕐᓂᐊᕐᓗᓂ ᐊᖅᑯᓯᓂᐅᓂᐊᖅᑐᒥᑦ 7-10–ᓄᑦ ᐅᑦᓗᓄᑦ ᐱᓕᓚᐊᖓᓇᔭᖅᓂᖅᓴᑦ ᑕᐃᒪᐃᔪᑎᖃᕐᓂᓗᓂ ᐱᔨᑦᐊᑎᖃᕐᓂᖅᓴᑦ ᓇᓗᓇᐃᖅᓯᓚᓕᖅᑐᒃᑐᓗ ᐊᑯᑯᓯᓚᕆᐅᑦᑐᒃᑐᓗ ᐱᓯᒪᔭᓂᓄᐅᑦᓗ ᐊᖅᑯᓯᓚᕆᐅᔪᖅ. ᐃᒡᓗᓂᖅ ᐱᓇᔨᐅᑦᓂᖅᐸᑦ, PEL–ᑯᑦ ᑕᑯᓇᑦᑐᑦ ᐱᖓᓱᐊᕐᓗᓂᑦ ᐃᖏᕐᕿᓗᓂᑦ ᐊᑐᕐᓗᓂᑦ ᑎᐱᒪᓂᑦ CAT–ᓂᑦ ᐱᓕᒪᓇᐱᑎᓂᑦ, ᐊᑐᓂ ᓄᑦᑐᑦᓯᓗᓂᑦ 3–ᓂᑦ ᑕᓕᓕᒪᓄᑦ ᖃᒧᑎᓂᑦ. ᐅᖃᐅᓯᐅᖃᖅᐅᐅᓂᖅ, ᓯᓂᔭᓂᖅᐸᒥ ᐱᓇᖏᔪᖅᑐᕐᓄᐅᑎᒧᑦ ᐅᔭᓗᓄᑦ 7-10-ᓄᑦ ᐊᑯᓂᐅᑎᑦᓂᐊᖅᑐᖅ, ᐅᑯᐊᓗ ᐊᐅᓪᓕᖅᓂᐊᖅᑐᑦ ᐅᔭᓗᓄᑦ ᐱᖓᓱᓄᑦ ᑎᐱᒪᓄᑦ ᑕᒪᐃᓐᓂᑦ ᐱᓕᓚᐊᖅᑐᖓᓂᐊᖅᑐᑦ. ᐅᓱᖃᖅᑕᖅᑎᑦ ᐃᖃᓗᐃᖅᖃᖅᑕᖅᓯᐊᖅᑐᑦ ᐃᑲᖅᓴᖅᑐᑦ 12-ᓄᑦ, ᐅᓐᓄᐊᓕᒫᖅ ᑕᖅᐃᖅᓯᓗᓂᑦ. ᓯᓂᔭᓂᖅᐸᒥ ᑲᖏᑕᒥ ᖃᖅᑎᑕᓯᓕᕆᔨᑯᑦ ᑕᐊᕈᓐᓇᖅᑎᓂᓪᓗᑎᑦ ᐅᔭᓗᓄᑦ 16-ᓄᑦ ᐃᖏᕐᕋᓂᐊᕋᓱᒃᑐᐅᓂᑦ, ᐅᔭᓗᓄᑦ 9-ᓄᑦ ᐊᐅᓪᓕᓕᐅᖅᑎᓪᓗᑎᑦ. ᐊᓱᓴᕐᓂᖏᑦ ᐱᓕᓚᐅᑦ ᐊᐅᓪᓕᓪᓕᐅᓂᐊᖅᑐᑦ ᐃᑲᔪᕐᓂᐊᖅᑐᑦ PEL–ᒧᑦ ᐱᐊᕆᔭᖅᐅᖅᑐᕐᓗᓂᑦ ᑭᖓᓪᓕᖅᓴᒥ ᐊᐅᓪᓕᖅᓯᐅᓂᐊᖅᑐᒧᑦ, ᑭᓱᐊᓂ PEL ᓴᓂᕐᐸᑦᓱᓕᔪᑦ ᐅᔭᓗᓄᑦ ᐱᖓᓱᓄᑦ ᐊᐅᓪᓕᕐᓂᒪᒃ ᑕᖅᐃᖅᓯᓗᓂᑦ ᓴᓇᓗᓂᑦᓗ ᐱᕐᔪᐊᓂᑦ ᐊᐅᓪᓕᖅᓯᐅᓂᐊᖅᑐᒧᑦ, ᑲᓇᑕᒫᑦ 31-ᓄᑦ ᐅᔭᓗᓄᑦ ᐱᓕᓚᐊᖅᓯᓂᐊᖅᑎᑦᓂᐊᖅᑐᑦ. ᐊᐅᓪᓕᓴᖅᓯᒪᓕᐅᑲᖅᓯᖅ: 12' X 20' ᑲᓛᓴ - ATCO ᑲᓕᑦᓴᖅ ᐅᓂᐊᖅᑕᐅᔭᓂᓂ ᑲᓕᑎᓕᒧᑦ CAT–ᒧᑦ ᐱᓕᓚᐱᓴᖅᑐᒧᑦ, ᐃᓕᖅᓴᖅᓂᓂ 6–ᓂᑦ ᐃᑲᓕᓂᓂᑦ, ᓱᓛᓴᖅ ᓂᖅᓀᓕᐅᓯᓂᐊᖅᓯᓂᓂ, ᐊᒻᒪ ᐃᑲᓱᐅᑎᒍᑐᖅᑐᑦ ᐅᖅᑯᔨᐅᑎᑦᑐᑦ ᐅᖅᑯᔨᓴᐅᑎᑦᑐᑦ.

Personnel

Personnel on site: 6
Days on site: 21
Total Person days: 126
Operations Phase: from 2026-02-02 to 2026-04-02

Hulilukaarutit

Inigiya	Hulilukaarut Qanurittuq	Nunannga Qanurittaakhaanik	Initurlinga qanuritpa	Initurlinga utuqqarnitat unaluuniit Ingilraaqnitat Uyarannguqtut akhuurninnga	Qanitqiyauyuq qanitqiamut nunallaat kitulluuniit ahiruqtailiyainnit nuna
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

Nunaliin Ilauyun, Aviktuqhimayuniitunullu Ikayuuhiarunguyun

Nunauyuq	Atia	Timiuyuq	Upluani Uqaqatigiyaungmata
Qamaniittuaq	Avaala Family	Local Family knowledgeable of the Pelly/Gary Lake area	2025-05-15

Angiuttauvaktunik

Naunaiqlugu nunanga talvani havauhikhaq ittuq:

Kivalliq

Angiuttauvaktunik

Munariniqmut Ayuittiaqtuq	Angirutinga Qanurittuq	Tadja Qanurittaakhaanik	Ublua Tuniyauyuq/Uuktuqtuq	Umikvikhaa Ublua
Kivalliq Inuit Katimayiit	KVRW98F146	Active	2025-06-19	2027-06-18
Nunavut Planning Commission	NPC 150897	Applied, Decision Pending	2025-08-15	
Crown-Indigenous Relations and Northern Affairs Canada	Application pending	Applied, Decision Pending	2025-08-20	2026-08-20

Project transportation types

Transportation Type	Qanuq Atuqtauniarmangaa	Length of Use
Land	CAT Challenger	

Project accomodation types

Temporary Camp

Alaanut,

Ihuaqutivaluin Atuqtauyukhan

Hanalrutit atuqtaunahuat (ukuallu ikuutat, pampiutainnik, tingmitinik, akhaluutinik, hunaluuniit)

Hanalrutit Qanurittuq	Qaffiuyut	Aktikkulaanga – Qanurittullu	Qanuq Atuqtauniarmangaa
CAT Challenger	4	120X232X15,000KGS128X	Tow steel sleighs containing materials over winter trail
Ice Profiler	1	30L X 20W X 16H	Determine thickness of ice on lakes on ponds to ensure thickness for CAT train
Eskimo Ice Auger	1	10	Drill holes in ice to determine ice thickness for CAT train
5000 watt generator	1	150lb	Provide electricity to temporary camp

Qanurittuq Urhuqyuaq unalu Qayangnaqtut Hunavaluit Aturninnga

Qanurittuq urhuqyuaq hunavaluit aturninnga:	Urhuqyuaq Qanurittuq	Qaffiuyut qattaryut	Qattaryuk Aktikkulaanga	Atauttimut Qaffiuyut	Ilanga	Qanuq Atuqtauniarmangaa
Diesel	fuel	2	10000	20000	Liters	Equipment fuel burn

Imaqmik Aturninnga

Ubluq qanuraaluk (m3)	Aturumayain imavaluin utiqtittagaani qanuq	Atulirumayain imavaluin utiqtittagani humi
0		

Iqqakuq

Ikkakunik Munakgiyauyunik

Havauhikhaq Hulilukaarut	Qanurittuq Iqqakut	Ihumagiyauyuq Qanuraaluktut Atuqtait	Qanuq Iqqakuurniarmangaa	Halummaqtirarnirutikhan piyutin
Other	Other, Garbage from daily meals	10 bags	Return to Baker Lake for disposal at garbage dump	Garbage dump
Other	Anaagun (inuin anaaguin)	10 gallons	Return to Baker Lake for disposal at sewage lagoon	Sewage lagoon

Avatiliriniqmut Ayurhautingit:

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

Qanurittuq Ittunik Avatinga: Avatingalluanga

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)

Qanurittuq Ittunik Avatinga: Inuuhimayunut Avatinga

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).

Qanurittuq Ittunik Avatinga: Inungit-maniliurutingit Avatinga

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

Naunaiyainiq ukuninnga Ayurhautingit unalu Piumayaat Ikikliyuumiutinahuarutit

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.

Tamatkiumayunik Ihuikgutivaktunik

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.

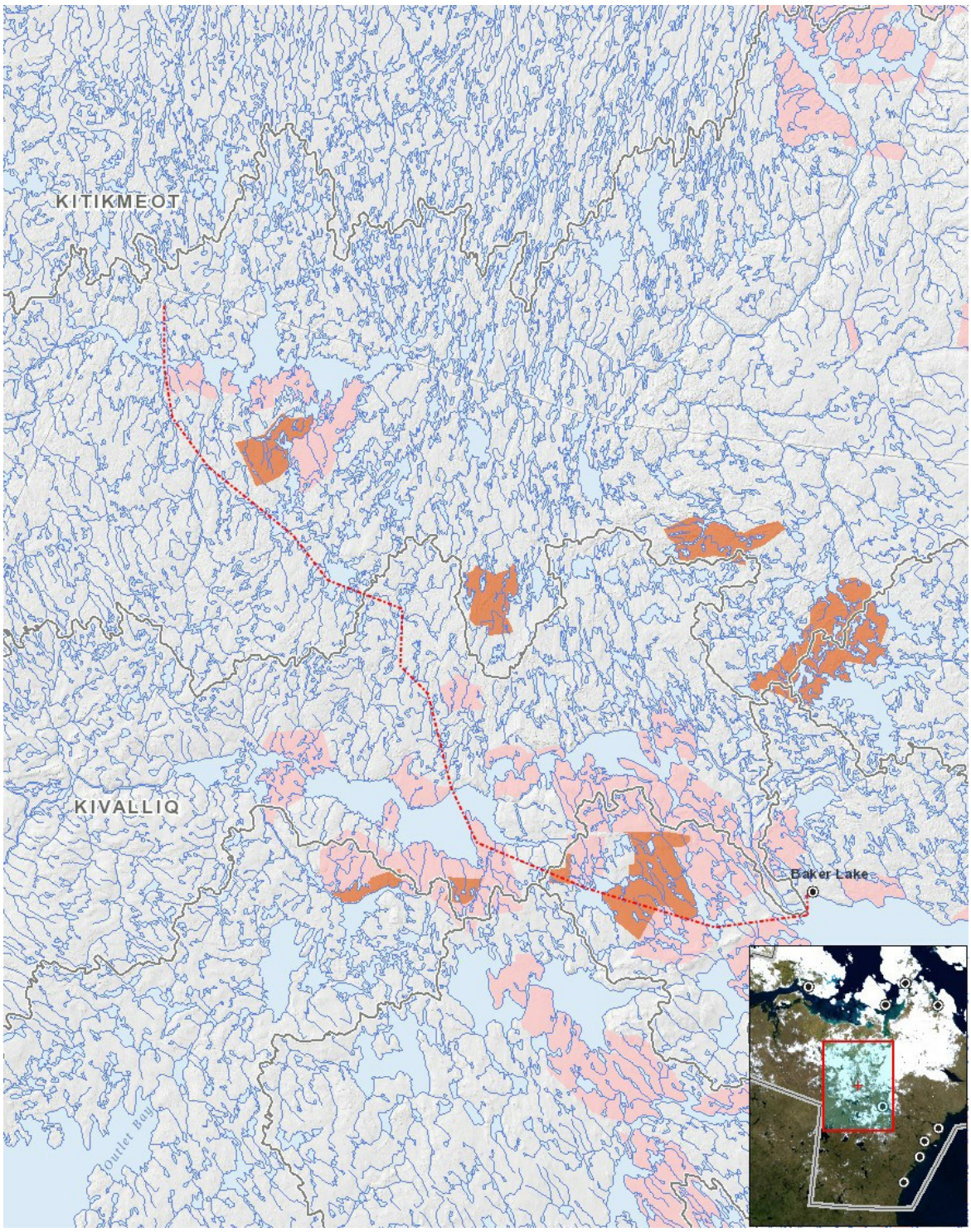
Impacts

Ilitariyauniq Avatiliriniqmut Ayurhautingit

	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
Havakvinga																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-
Aulapkaininnga																									
Other		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	P	P	-	P
Piiqtauniq																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

(P = Nakuuyuq, N = Nakuungittut unalu mikhilimaittuq, M = Nakuungittut unalu mikhittaaqtuq, U = Naluyauyuq)

Havaariyauyukhamut Nayugaa



List of Project Geometries

1	polyline	New project geometry
2	polyline	New project geometry