COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

Project Proposal Title: Pelly Lake Overland Haul
Proponent: Peter's Expediting Ltd.
Location: Kivalliq Region
Comments Due By: October 16, 2025 **NIRB #:** 25RN070

Indicate your concerns about the project proposal below:

- ☐ no concerns
- ☐ water quality
- ☐ terrain
- ☐ air quality
- ☐ wildlife and their habitat
- ☐ marine mammals and their habitat
- ☐ birds and their habitat
- ☐ fish and their habitat
- ☐ heritage resources in area
- ☐ traditional uses of land
- ☐ Inuit harvesting activities
- ☐ community involvement and consultation
- ☐ local development in the area
- ☐ tourism in the area
- ☐ human health issues
- **X** other: Regulatory compliance

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Please describe the concerns indicated above:

Transport Canada does not have concerns about the proposed project but notes the Project is subject to the *Transportation of Dangerous Goods Act* and Transportation of Dangerous Goods Regulations. For the information of the Board, the Proponent, and reviewers of the Project, relevant information about this act and regulation is provided below.

Transportation of Dangerous Goods (TDG)

The transportation of dangerous goods (TDG) via any mode, including CAT train, is regulated by the TDG Act and Regulations throughout Canada.

The proposed scope of work includes the overland hauling of waste and debris which includes dangerous goods.

The transportation of the fuel storage tanks will require an Equivalency Certificate (permit) from Transport Canada unless the fuel storage tanks are permitted for the transportation of dangerous goods. A UN standardized means of containment is allowed for the transportation of dangerous goods if it meets the requirements of the applicable safety standard in the TDG Regulations. (**Reference Subsection 5.1.1 and Section 5.6 TDG Regulations.**) (See: https://tc.canada.ca/en/dangerous-goods/application-equivalency-temporary-certificate and https://tc.canada.ca/en/dangerous-goods/how-apply-equivalency-certificate-permit-equivalent-level-safety.)

The transportation of the contaminated sediments if classified as dangerous goods must be packaged as required by the TDG Regulations and the applicable safety standard. The proponent must ensure that each

means of containment must not exceed the maximum quantity limit established by the manufacturer for the means of containment. (**Reference Subsection 5.1.1 and Section 5.6 TDG Regulations.**)

The requirements for the domestic marine transportation of dangerous goods (e.g., from Baker Lake) are set out in Part 11 of the Transportation of Dangerous Goods Regulations. Please note that Transportation of Dangerous Goods Regulations training is required for the domestic shipment of dangerous goods from Baker Lake to Quebec. Training under the International Marine Dangerous Goods Code is not required for domestic marine transportation of dangerous goods.

Do you have any suggestions or recommendations for this application?

No.

Do you support the project proposal? Yes ☐ No ☐ Any additional comments?

Transport Canada takes no position on whether NIRB should approve this project.

Name of person commenting: Scott Kidd **of** Winnipeg
Position: Reginal Env. Advisor **Organization:** Transport Canada
Signature: Scott Kidd (by email) **Date:** October 16, 2025