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ᐅᓇᑦᓴᑦᓴᑦᓴᑦ: 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 Salumaq Environmental for proper disposal, and to deliver fuel and supplies to Aberdeen Lake for Geiger Energy. 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 # KVRW98F146 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 to Aberdeen Lake will take 3-5 days based on existing winter trail route. The second leg of trail preparation 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 to Pelly Lake for Salumaq Environmental. The same trail will be utilized for 6 trips consisting of 4 CAT trains pulling 2 sleds each to Aberdeen Lake for Geiger Energy. As noted, the initial preparatory trip to Pelly Lake 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 15 days to Aberdeen Lake followed by 9-days for each subsequent trip to Pelly Lake. 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 40-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.

►Δ&NDC: En janvier 2026, PEL construira un sentier d'hiver d'environ 300 km, en s'appuyant sur les connaissances traditionnelles, la vaste expérience et le matériel disponible. L'objectif de ce sentier est de rapporter les déchets de Pelly Lake à Baker Lake pour Salumaq Environmental afin de les éliminer correctement, et de livrer du carburant et des fournitures à Aberdeen Lake pour Geiger Energy. Le premier tronçon du parcours, d'environ 120 km, de Baker Lake à Aberdeen Lake, empruntera un sentier d'hiver PEL existant où ils disposent déjà d'un droit de passage approuvé par la regulatory Kivalliq Inuit Association, numéro KVRW98F146, pour transporter des marchandises et du matériel. Le deuxième tronçon, d'Aberdeen Lake à Sand Lake, est estimé à 80 km et n'a pas été parcouru par PEL, mais lors de recherches et de communications avec les anciens de la communauté, PEL a confirmé que plusieurs expéditions passées ont emprunté l'itinéraire indiqué. Le dernier tronçon du sentier hivernal mesure environ 100 km et PEL estime qu'il n'a été parcouru récemment que par des Inuits se rendant sur leurs terres traditionnelles en motoneige. Nous avons contacté un membre de la communauté de Baker Lake ayant de forts liens familiaux avec la région de Pelly Lake et Gary Lake. Il est de notre compréhension que la topographie au nord-ouest de Sand Lake est favorable aux sentiers hivernaux. Calendrier : PEL prévoit que le premier trajet de préparation du sentier vers le lac Aberdeen prendra 3 à 5 jours en se basant sur l'itinéraire hivernal existant. La deuxième étape de préparation du sentier prendra 7 à 10 jours en raison de la confirmation de l'itinéraire et du compactage initial du sentier. Une fois le sentier construit, PEL prévoit 3 voyages composés de 4 trains CAT tirant chacun 3 à 5 traîneaux jusqu'au lac Pelly pour Salumaq Environmental. Le même sentier sera utilisé pour 6 voyages composés de 4 trains CAT tirant chacun 2 traîneaux jusqu'au lac Aberdeen pour Geiger Energy. Comme indiqué, le voyage préparatoire initial vers le lac Pelly prendra 7 à 10 jours, les voyages suivants prenant 3 à 4 jours dans chaque sens. L'équipe de transport travaillera par quarts de 12 heures, s'arrêtant la nuit pour se reposer. Le trajet aller-retour initial du train CAT devrait durer 15 jours jusqu'au lac Aberdeen, suivi de 9 jours pour chaque voyage ultérieur vers le lac Pelly. Les changements d'équipage entre les déplacements 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 40 jours. Camp temporaire : fourgon Câboose ATCO de 12' X 20' tiré sur un traîneau par une chaîne CAT, comprenant 6 lits, un poêle Coleman pour cuisiner, un chauffage diesel pour se réchauffer.

Operations Phase: from 2025-12-29 to 2026-05-28

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Start of Aberdeen trail	Other	Inuit Owned Surface Lands	NA	NA	Annual overland haul route
Pelly Lake trail	Other	Inuit Owned Surface Lands	NA	NA	New overland haul route
Pelly Lake trail	Other	Crown	NA	NA	New overland haul route

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የግልጽ ስራ	John Avaala	Community Elder	2025-10-23

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CAT Challenger	4	120X232X128X15,000kg	CAT Train consisting of 4 will haul materials over winter trail.
Gas Generator	1	150lbs	Power supply for Caboose
Ice Profiler	1	30L X 20W X 16H	Determine thickness of ice on lakes on ponds to ensure thickness for CAT train
Ice Auger	1	10 Inch	Drill holes in ice to determine ice thickness for CAT train

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Diesel	fuel	2	10000	20000	Liters	Equipment fuel burn
Aviation fuel	fuel	1	10000	10000	Liters	Jet A fuel - Aberdeen resupply
Diesel	fuel	2	10000	20000	Liters	P50 fuel - Aberdeen fuel resupply

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Additional Information

SECTION A1: Project Info

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 Salumaq Environmental for proper disposal, and to deliver fuel and supplies to Aberdeen Lake for Geiger Energy. 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 # KVRW98F146 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.

SECTION A2: Allweather Road

SECTION A3: Winter Road

Trail will become compacted by CAT train travel, preventing damage to vegetation.

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

[illegible]

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)

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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 parryi*), 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).

[illegible]

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

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, fuel management plan, and wildlife-land 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 at Pelly Lake, as well as transport camp supplies and fuel for Aberdeen Lake. The overall goal is to enhance the quality of habitats and wildlife and to remove human health and ecological health risks at Pelly Lake, and to support Geiger Energy in their seasonal exploration program. 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 Pelly Lake.

Impacts

[illegible][illegible][illegible]