

# **5050 Nunavut Limited**

## **2008 Winter Trail Project Description**

### **1. Introduction**

5050 Nunavut Limited (5050 Nunavut), presently holds a Kitikmeot Inuit Association (KIA) Land Use License KTL306C016 permitting a camp (with airstrip), staking & prospecting, exploration (geophys-grd/air) drilling (diamonds/ice, etc.) and bulk fuel storage at McGregor Lake (Figure 1-1) to support exploration activities associated with their Mackenzie Igneous Event (MIE) and Bear Valley Uranium exploration projects in the area. The License is valid until July 15, 2008.

As an alternative to setting up a new camp, KIA suggested 5050 Nunavut use an abandoned exploration camp along the north shore of McGregor Lake used historically by other mining companies. 5050 Nunavut requires a Bobcat, Caterpillar, and sled at the campsite to facilitate camp preparation and an ice airstrip construction in support of their 2008 exploration activities. Given the remoteness of the McGregor Lake camp and the lack of an airstrip at the campsite, the company believes the least intrusive way to transport the necessary equipment to the campsite is by winter trail. In early February 2008, 5050 Nunavut proposes to Cat Train the equipment from Kugluktuk to the McGregor Lake campsite, using the Caterpillar to pull the sled loaded with the Bobcat and survival equipment. Two snowmobiles will serve as escort. All equipment will be used at the campsite by the Cat Train crew and camp personnel (to be flown in via helicopter).

Transporting the equipment and personnel by Cat Train requires a Land Use License for a single-use, one-way winter trail from the KIA. The route chosen is outlined on Figure 1-2. The route will extend from Kugluktuk, approximately 100km south to the McGregor Lake campsite and will begin with the cargo and crew being transported over ocean from Kugluktuk to the east bank of the Coppermine River. The route will then proceed south over land to Melville Creek and on to the McGregor Lake Campsite, crossing frozen streams and lakes along the way.

### **2. Transit Schedule**

The License will be required for the months of February and March 2008. Once the appropriate permits are in place, the transport will leave Kugluktuk. Weather permitting; the transit will take approximately 30 hours. This time of the year will allow for sufficient ice thickness to enable the transit, collection of the debris and drums, and construction of the airstrip.

Helicopter support will be provided. The crew will not overnight with the Cat Train; once the Cat Train is secured, they will be transported by helicopter to the McGregor Lake Campsite returning the following morning.

### 3. Equipment

Equipment Type	Number	Size/Group pressure	Use
Caterpillar D6M with Low-ground pressure tracks (LGP)	1	15, 000kg /4.71 psi	Transportation & site use
Sled	1	2 ,300kg/ 5cm ground indent	Transport Bobcat and survival equipment & site use
Snowmobiles	2	Various/minimal	Transportation
Helicopter (AStar B2)	1	-	Pick and drop of Cat Train crew (support)

### 4. Fuel Spill Contingency Plan

Please refer to attached plan.

### 5. Waste Disposal

The only activity will be the transportation of the Cat. No industrial waste is anticipated from the activity. The only waste anticipated to be generated is human waste, which will be stored in 5 gallon buckets with lids and will be disposed of at the camp when the Cat Train arrives. This practice will be in full compliance with the waste disposal practices for the camp as outlined in KIA Land Use License KTL306C016. If a spill occurs, the spill containment materials will be stored in drums carried on the sled.

### 6. Environmental Impacts

The transportation is not expected to have adverse effects on the environment. LGP tracks provide an even distribution of Cat and sled weight to the ground minimizing damage to the ice covered ground. Furthermore, the Caterpillar will walk with its blades/bucket up to avoid any impact to the tundra. Since, the intended route will require no trail construction and the transit will occur while the ground is frozen and covered with ice, the damage is anticipated to be negligible.

The Cat Train will adjust course to ensure that absolutely no trees will be damaged or removed as part of the transit. There will be no land or water disturbances.

The transportation will take place in the winter, so there should have no effect on birds or most wildlife. The presence of wildlife will be monitored and activities adjusted to avoid unnecessary disturbance.

The Spill Contingency Plan discusses the preventative measures 5050 Nunavut will abide by to avoid spills, as well as spill cleanup strategies.

## **7. Reclamation**

No environmental damage is expected. In the event of environmental damage the affected area will be reclaimed as close as possible to its pre-disturbed state. The route will also be surveyed in the summer for impacts and reclaimed accordingly.

## **8. Local Employment**

For the purposes of the Cat Train and the associated camp activities, 5050 Nunavut will hire 3 local workers to move the Cat Train and another 6 workers as camp employees through Kikiak Construction in Kugluktuk.