

Appendix G: Overland Winter Access Trail Permit Application

~~The reader is directed to~~ **This is in support of** the Dunnedin Ventures Class III Permit application ~~for~~ **and** supporting documents covering this application for an Overland Winter Trail. Specifically Appendix A describes the detailed Project Description and Work Plan, Appendix B English and Inuktitut Non Technical Project Summary, Appendix C Abandonment and Restoration Plan, Appendix D Environment and Wildlife Management Plan and Appendix F Spill prevention and Response Plan. The following are additional comments pertaining specifically to the Winter Access Trail, the subject of this application.

Project Activity, Necessity, Duration and Alternatives

The overland winter trail is required to mobilize fuel and heavy equipment to the proposed bulk sample sites and to back haul bulk samples, equipment and empty fuel containers at the end of the sampling program. Other alternative methods of access include helicopter and fixed wing aircraft which would add considerable cost to the program budget. The route will be established in Early March and utilized as long as ground conditions permit ie frozen ground, snow cover, and thick ice over lakes and streams. The Bulk Sampling program is scheduled to be completed by the end of March.

Impacts and Mitigation

The cat train route is expected to have minimal impacts. It has been routed to utilize rivers and lakes where possible and to avoid sensitive terrestrial areas. Efforts have been made to minimize the distance travelled on frozen ground. Because the cat train operation will occur during frozen conditions, there will be minimal impacts to water, land, flora and fauna. The route has been selected over a previously permitted and utilized trail established by Shear Minerals Ltd between 2007 to 2009 to access a winter camp located to the north of the Kahuna Diamond property.

Proposed Disposal Methods

The cat train operation will include a “caboose” for winter survival purposes. The caboose will provide heat, sleeping quarters, emergency rations and satellite communications. Grey water and sewage will be collected in “honey buckets”. Any waste generated during the cat train operation will be disposed of in the appropriate manner.

Methods of Transportation

Transportation during the cat train operation will include a caterpillar Challenger and sled(s) measuring approximately 2.4m wide by 15m long and 2-3 snowmobiles. A bombardier Sno-

Cat may be utilized to transport crew to and from the work site from Rankin Inlet, a distance of approximately 45-50km.

Environmental Sensitivities

The cat train operation is scheduled to minimize potential wildlife interactions and interference with critical time periods such as spawning, nesting and birthing. A review of the migratory paths and calving grounds of both the Beverly and Qamanirjuaq Caribou herds has been undertaken and the project area and winter trail route do not fall within any of these important regions. No migratory birds are expected to be present in the area since the operations would be conducted prior to that season.

No communities will be affected due to the location of the overland winter trail as the route extends to the north east of Rankin Inlet through undeveloped IOL Subsurface (RI-01) and Crown lands. The route will follow, as best as possible, rivers and lakes to avoid disturbing frozen ground.

There are no known archaeological sites along the proposed route. **A preliminary archaeological assessment was carried out in August 2016 of the proposed route that did not identify any sites for avoidance purposes.** It is recognized that portions of the overland trail may contain significant unknown archaeological, cultural or historic sites. Any archeological sites encountered will not be disturbed. If a site is found during operations, travel will be re-routed at least 30m from the site, photographs will be taken and GPS coordinates recorded and reported.

Summary of potential environmental, wildlife and resource impacts.

The overland winter trail is expected to have minimal impacts. It has been routed to utilize rivers and lakes where possible and avoids sensitive areas. Efforts have been made to minimize the distance travelled on frozen ground. Utilization of the access trail will occur during frozen conditions, there will be minimal impact to land, water, flora and fauna. No reclamation costs are anticipated during the cat train activities. Should any surface damage occur during the cat train operations, re-vegetation and re-contouring will take place during the summer months.

Socio-Economic Benefits

Local companies will be utilized to supply operators and heavy equipment as well as accommodations, aircraft, supplies etc. Dunnedin Ventures has hired a local company in Rankin Inlet for expediting services and will continue to hire local wildlife monitors to work closely with the company's field crews.