



P.O. Box 1500
4923 52nd Street
Yellowknife, NT
X1A 2R3

February 24rd 2017

Indigenous and Northern Affairs Canada – CARD
P.O. Box 1500
4923 52nd Street
Yellowknife, NT
X1A 2R3

Attention: Mr. Joel Gowman, INAC CARD

RE: Land Use Permit MV2016X0011 – Tundra Mine Remediation Project – Inspection

Dear Mr. Gowman,

An inspection of the Tundra Mine Remediation project was completed by Resource Management Officers Devin Penney and Tim Morton on February 23, 2017. The inspection was conducted to ensure compliance with the terms and conditions of the land use permit MV2016X0011 and approved management plans.

All concerns and findings noted during the inspection are explained in the attached inspection report along with the pictures taken during the inspection.

If you have any questions or concerns, please contact Devin Penney at (867) 669-2468 or Tim Morton at (867) 669-2442.

Thank you,

Devin Penney
Resource Management Officer (Inspector)
Resource and Land Division
Aboriginal Affairs and Northern Development Canada

cc. MVLWB – via email
INAC/CARD – via email
INAC Resource and Lands – via email
GNWT Lands – via email
Delta Engineering – via email
Nahanni Construction – via email
AECOM – via email



INSPECTION DATE – February 23rd 2017

ENVIRONMENTAL INSPECTION REPORT (MV2016X0011)

Permittee:	INAC – CARD	October 19 th 2021	September 8 th 2016
		Permit Expiry Date	Last Previous Inspection

Land Use Permit No.	MV2016X0011		
Quarrying Permit No.	2016QP0005		
Contractor:	Nahanni Construction /Delta Engineering	Subcontractor:	

Location(s) Inspected:	Camp/Fuel Storage/Equipment Lay Down/Haz Waste Storage
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Current Stage of Operation:	Winter Road Construction / Camp Opening
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Program Modifications Approved:	None
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Condition of Operation "A" - Acceptable "U" - Unacceptable "N/A" - Not Applicable "N/I" - Not Inspected

	Operating Condition	Aspect Inspected				
		Camp	Winter Road			
A	Location and Area	A	A			
B	Timing as Permitted	A	A			
C	Equipment as Approved (Type & Size)	A	A			
D	Methods & Techniques	A	A*			c.#12
E	Facilities	A	A			
F	Erosion (Control or Prevention)	A	A*			c.#20
G	Chemicals	A	A			
H	Wildlife and Fisheries Habitat (Protection)	A	A			
I	Wastes	A	A			
J	Historical / Archaeological Sites	A	A			
K	Ecological Resources	N/A	N/A			
M	Fuel Storage	A*	A			c.#47, c.#48, c.#54
N	Brush Disposal	A	A			
O	Restoration of Lands	A	A			
P	Permits	A	A			
Q	Biological and Physical Protection of Land	A	A			
R	Sections 8 to 12 / 14 to 16 M.V.L.U.R.	A	A			
S	Quarrying Methods	N/A	N/A			
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ENVIRONMENTAL INSPECTION REPORT Pg. 2
(Continued)

Date:	February 23 rd 2017	Permit #:	MV2016X0011
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Explanatory Remarks -

An inspection of the Tundra remediation project was conducted by Resource Management Officers Devin Penney and Tim Morton on February 23rd 2017. The Inspectors were accompanied by Bane Brostschi (AECOM – Site Representative). The inspection was carried out to ensure compliance under the applicable land use permits and management plans.

At the time of the inspection Nahanni Construction / Delta Engineering was constructing the road that connects the Tundra Project to the JV winter road. The federal portion of the winter road started at Portage #3 (Photo #2). The Inspectors noted that both portages on federal lands were very soft on the shoulders and appeared to not have the required 10 cm of ice/snow thickness required by condition #12 of the land use permit (Photos #2, 3, 4, & 5). The Inspectors did note that the center of the portages did in fact have the required snow/ice cover and were not as soft as the shoulders. The Inspectors expressed their concern with the state of the road and that they thought that rutting may occur in contravention of conditions #20 & #21 of the land use permit. The Inspectors explained their concerns with Mr. Brostschi and stated that no heavy loads should pass over these two portages until they freeze and firm up.

The majority of the site personnel were focused on opening camp, construction of the ice road, and the preparation of equipment for the loading and unloading of the haul trucks. It was estimated that approximately the Tundra project will receive 120 and back haul out 60 loads. A small hydrocarbon spill was discovered near one of the equipment laydown areas (Photo #6). The Inspectors explained that the contaminated snow must be removed and placed within proper containment until it can be disposed of according to the approved waste management plan. The small fuel tank used to run the camp (photo #1) appeared to have signs of overfilling/spills on the top and sides of the tank. The Inspectors expect that proper care be taken in the future filling of all tanks and equipment onsite and that the contaminated snow be removed from this area. There were multiple pieces of equipment staged around the site that did not have a drip tray placed under them to catch and leaks that may occur (Photo #9). The Inspectors expect that drip trays are used in the future to ensure compliance with condition #54 of the land use permit.

No other concerns were noted with the site as all waste stored in the hazardous waste laydown area was properly stored and sealed. All concerns noted during the inspection were discussed with Mr. Brostschi and other site personnel.

While leaving site the Inspectors noted that the portages were firming up and appeared to be ready for minimal heavy traffic. The Inspectors were met by a convoy of three large haul trucks waiting to access the Tundra site. Mr. Bob Johnson explained a fully loaded water truck would first drive over the portages to ensure that they are able to sustain the weight of the haul trucks. Mr. Johnson then told the Inspectors that the trucks will be piloted to ensure that they stay in the middle of the portages where the ice/snow cover is able to sustain the loads. The Inspectors agreed based on the fact that Mr. Johnson understood that travel over the portages must cease immediately if rutting was observed.

The Inspectors expect that all hydrocarbon spills are immediately addressed and that the contaminated snow/soil be removed and stored according to the approved management plans. The Inspectors also want to stress the importance of ensuring that there are a minimum of 10 cm's of firm ice/snow pack as required in condition #12 of the land use permit which is designed to protect the tundra and vegetation below the cover.

Update

Mr. Bob Johnson sent the Inspectors an update following the arrival of the three haul truck to the Tundra site. Mr. Johnson states that the drivers were escorted into the site to ensure that they did not travel on the shoulders of the road and that there were no signs of rutting or damage to the portages.

Original Signed

Inspectors Signature



Photo #1: Photo of Fuel tank for camp with fuel stains on the side of the tank and on the bottom. This snow must be removed and placed in proper containment.



Photo #2: A view of portage 3 showing soft shoulders.



Photo #3: Portage #2 showing large deep holes.



Photo #4: Portage #2 showing very soft shoulders.



Note #5: Portage #1 showing limited snow cover on the ice road.



Photo #6: A small hydrocarbon spill in the equipment lay down area.



Photo #7: Fuel tanks and view of the Hazardous waste area.



Photo #8: Overview of the hazardous waste laydown area.



Photo #9: Example of equipment parked without drip trays.



Photo #10: One of the three trucks that were going to travel over the soft portages.