PIN C BERNARD HARBOUR SITE REMEDIATION PROJECT
NON-TECHNICAL EXECUTIVE SUMMARY

Introduction

Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) plans to complete an environmental clean-up project of the PIN-C, Bernard Harbour Former Intermediate Distant Early Warning (DEW) Line site. The site is located in the Kitikmeot Region of Nunavut, on the shores of Dolphin and Union Strait (68.781824°N, 114.832372°W). The hamlet of Kugluktuk is the nearest community located approximately 100 km south of the site.

Background

The site was constructed in 1958 and subsequently abandoned in 1963. Crown -Indigenous Relations and Northern Affairs Canada (CIRNAC) became the custodian of the Site in 1965. The site is composed of two distinct areas: the Main Station and the Beach. Currently, there are four structures at the main site: a Garage; a Warehouse; a Module Train; and Inuit House; former petroleum, oil, and lubricants (POL) tank concrete foundations at the Main Station and Beach; a dismantled POL pipeline; and a downed Radar Antenna. Approximately 200 weathered, mostly empty drums are located at the beach area; some are grouped in caches and others are scattered throughout the area.

There is an unnamed lake located approximately 1 km northwest of the Main Station that historically served as a drinking water source and another lake, the East Lake, located approximately 1 km southeast of the Main Station. There is a nearby airstrip and access road located within a Department of National Defense (DND) reserve which leads to a North Warning System (NWS) short-range radar (SRR) installation located approximately 5 km southwest of the site. Two contemporary NWS POL tanks are located at the Beach and are owned by DND as part of the SSR infrastructure.

A limited cleanup program was completed in 1985 on behalf of the DND, Environment Canada (ECCC), and CIRNAC. During the program, the former POL tanks at the Main Station and Beach, equipment, and hazardous materials were removed from the site.

The proposed project is the result of multiple years of assessment (1995-2022) and remediation activities that were completed at the site since its abandonment. The objective of the project is to demolish old buildings and structures, remove all remaining hazardous and non-hazardous debris, contaminated soil, and dispose of materials at offsite facilities. Some contaminated soil will also be treated on-site during the project.

Project Activities & Schedule

It is assumed that the project will take 2 seasons to complete with site work occurring from approximately late August 2025 to September 30, 2025, and June 2, 2026 to September 15, 2026. Access to the site will be by sealift/barge and air. It is anticipated that the contractor will mobilize equipment to the site during the fall of the first calendar year (Year 1) and initiate construction of critical items. The project team and smaller equipment/supplies will be flown-in using charter flights as required. Most of the remediation activities are anticipated to be completed during the second year (Year 2) after which all equipment and waste will be demobilized from the site.

The site work and activities will involve:

- Mobilization of personnel, equipment, materials and support facilities, including fuel by sealift and air.
- Upgrading and maintenance of access roads and airstrip.
- Construction of a temporary camp.
- On-site soil treatment.
- Excavation of impacted soils for off-site disposal.
- Demolition of structures and buildings including removal and management of hazardous materials
- Excavate buried debris areas and re-grade ground surface to match the existing topography.
- Collection, cleaning, and crushing of empty drums.
- Collection and sorting of debris.
- Sorting, consolidating, packaging and containerization of all impacted soils, equipment, materials and debris (hazardous and non-hazardous).
- Excavation of borrow material and backfilling and grading of all excavated areas.
- Deconstruction of the temporary camp and packaging for removal.
- Demobilization of fuel, materials and equipment off site including transportation of containerized soil and hazardous/non-hazardous waste and debris and
- Disposal of all soil and waste materials at off-site facilities.

A temporary camp will be set-up at the site for project personnel. Camp operations will meet all regulatory requirements and manage water, wastewater and waste in an environmentally responsible manner. Wildlife monitors, equipment operators, and labourers will be sourced from nearby communities where possible. It is anticipated that the project will require approximately 25 people to be on site at various stages to complete the cleanup activities.

Construction equipment with tracks or low ground-pressure tires will be used at the site. It is expected that minimum equipment requirements will include, excavators, front-end loaders, all-terrain vehicles, articulated trucks, skid steer loaders, etc. Diesel fuel and gasoline for equipment, propane (for heating on-site facilities), and compressed gases for cutting metal will be palleted and mobilized to the site for use during the project.

Regulatory and Environmental Management

Prior to the start of the site work, all necessary permits and authorizations will be obtained from the Nunavut Planning Commission (NPC), Nunavut Impact Review Board (NIRB), CIRNAC Land Administration for the Land Use Permit and Quarrying Permits; and Nunavut Water Board (NWB) for Water Use License. Site Specific Management Plans will be developed for the project that will include plans for Emergency Response, Spill Prevention, Wildlife Management, and Waste Management.

Socio-Economic Considerations and Engagement

Throughout the project a strong working relationship will be developed and maintained with the nearby community of Kugluktuk. Community engagement sessions will be held with stakeholders and community members throughout the project.

The contract tenders for project work will include requirements to ensure that Inuit are involved in the clean-up and that they are able to take full advantage of economic opportunities associated with the project such as supporting Inuit employment, sub-contracting, training and skills development.

Closing

Successful completion of the clean-up project will improve conditions at the former DEW Line site so there will be no unacceptable risks to human health or the ecological environment and no future monitoring requirements.