



Submission Transmittal Cover


To:	Claudia Simonato	Phone:	1-403-613-6328
Company:	PSPC	Fax:	
E-mail Address:	Claudia.Simonato@tpsgc-pwgsc.gc.ca		
From:	Jonathan Markiewicz/ Paul Bandler	Phone:	1-514-984-6405
Company:	Sudliq Developments Ltd.	Fax:	867.925.8190
Date:	August 22, 2024	Pages: (incl. cover)	9
Project Title:	Coral Harbour Remediation Project		
Client Project No.:	R.112158.017		
Submittal Title:	Barge Landing Plan		
Submittal No.:	020 Rev 2	Specification:	01 35 43

Issued For:

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> Information | <input type="checkbox"/> Tender |
| <input checked="" type="checkbox"/> As Requested | <input type="checkbox"/> Construction |
| <input type="checkbox"/> Review | <input type="checkbox"/> Other |

Delivered By:

- | |
|--|
| <input type="checkbox"/> Courier |
| <input type="checkbox"/> Hand |
| <input checked="" type="checkbox"/> E-Mail |
| <input type="checkbox"/> Other (i.e. Pickup) |

CONTRACTOR CERTIFICATION 	CONTRACTOR COMMENTS Submitted as final.
ENGINEER CERTIFICATION	ENGINEER COMMENTS



Barge Landing Plan

Prepared For:



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

Public Works and Government Services Canada

9700 Jasper Avenue, Suite 1000

[Edmonton](#), Alberta T5J 4C3

Project:

EW699-222278/001 – Coral Harbour Remediation Project

Coral Harbour, Nunavut

Document History:

The Document Author is authorized to make the following types of changes to the document without requiring that the document be re-approved:

- Editorial, formatting, and spelling
- Clarification

To request a change to this document, contact the Document Author or Owner.

Changes to this document are summarized in the following table in reverse chronological order (latest version first).

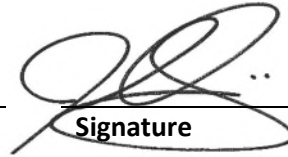
Revision	Date	Created by	Short Description of Changes
1	July 9, 2024	Jonathan Markiewicz	Updated with 2024 inspection
2	August 22, 2024	Jonathan Markiewicz	Updated with expanded Barge Landing staging area.

Signature Sheet

Prepared By:

Jonathan Markiewicz, Senior
Project Manager

August 22, 2024



Name and Title

Date

Signature

(please print)

Reviewed By:

Paul Bandler, Project Manager

August 22, 2024



Name and Title

Date

Signature

(please print)

Approved By:

Dino Bruce, SDL Director

August 22, 2024



Name and Title

Date

Signature

(please print)

Client Acceptance:

Name and Title

Date

Signature

(please print)

All aspects of the work will be conducted in accordance with:

- ✓ Local / Provincial / Federal Legislation, Permits and Regulations, as applicable
- ✓ Site Specific Health and Safety Plan (HASP)

NOTE: All site personnel must read and acknowledge review of the HASP, prior to start of any work. Refer to Sign-off Sheet – MEHS # 24 – 1.

Table of Contents

Table of Contents	3
1 Background Information	4
1.1 Customer	4
1.2 Project Name	4
1.3 Project Numbers	4
1.4 Project Location	4
1.5 Overall Project Description	4
1.6 Contractor's Scope of Work	5
2 pertinent Scope of Work sections	5
3 Execution	6
3.1 Preliminary Inspection	6
3.2 Timing Windows for Barge Landing	7
3.3 Mitigation Plan	7
3.4 Off-Loading Procedures	7
3.5 Inter-tidal Zone Protection	7
3.6 Spill Response Procedures	7

1 BACKGROUND INFORMATION

1.1 Customer

Public Works and Government Services Canada (PWGSC).

1.2 Project Name

Coral Harbour Site – Remediation Project

1.3 Project Numbers

03230272

PWGSC – R.112158.017

1.4 Project Location

Coral Harbour Site

Coral Harbour, NU

The project Site is located approximately 10 kilometers (km) northwest of the Hamlet of Coral Harbour, Nunavut, on Southampton Island.

1.5 Overall Project Description

The former military base in Coral Harbour was used by Canadian and American forces during the construction of the Distant Early Warning (DEW) Line in Northern Canada during the Second World War and for various other northern projects. The Site was active from the 1940s until the 1970s and the on-site infrastructure included an airstrip, hospital, and housing for military personnel. When the Site was decommissioned in the 1970s, most buildings were decommissioned, and remaining equipment was abandoned.

Several areas of environmental concern (AECs) including physical hazards related to unconsolidated surface debris and aged structures, and environmental impacts associated with soil contamination, remain on-site. These AECs and physical hazards are proposed for a future site remediation. In preparation for this proposed remediation, local (Site) borrow sources have been identified at the Site. This scope of work is related to the production of all granular (borrow) material from local borrow sources for the following proposed future remediation activities:

- Construction of a non-hazardous waste (NhW) facility;
- Backfill material for subsurface excavations related to Site infrastructure;
- Backfill material for contaminated soil excavations; and
- General Site maintenance (e.g., roadway improvements).

1.6 Contractor's Scope of Work

Several areas of environmental concern (AECs) including physical hazards related to unconsolidated surface debris and aged structures, and environmental impacts associated with soil contamination, remain on-site. The current proposed scope of work covers the remediation of five of these AECs and associated physical hazards.

The primary components of the Works to be carried out by *The Project Team* : Sudliq Development Limited (SDL) and Milestone Environmental Contracting Inc. (Milestone), are highlighted in this section and primarily consisting of Remediating the site and Consolidating debris:

- Debris collection and segregation
- Remediation of buried debris
- Demolition of Structures and Fuel Storage Tanks
- Hazardous material/debris management and disposal
- Non-Haz Landfill Construction, operation, and closure
- Contaminated soil excavation and disposal/treatment

2 PERTINENT SCOPE OF WORK SECTIONS

Milestone prepared the following document in accordance with the requirements specified within the contract documents (RFP, Statement of Work (SOW), Drawings, etc.). With respect to the implementation of work and the definition of the scope of work, the following Specifications provide the direction and basis for this Remediation Mobilization Plan:

- 01 11 00 – Summary of Work
- 01 35 43 – Environmental Procedures

3 EXECUTION

Throughout the project lifecycle, The Project Team will be required to transport equipment and materials to the Site via a cargo ship. There is a Barge Landing Area located approximately 15 km west of the Hamlet of Coral Harbour, approximately 5 km west of the Site. The Hamlet of Coral Harbour is routinely accessed by various sealift companies that transport goods (including dangerous goods), construction materials and heavy equipment to the community. The barge landing will exclusively be operated and executed by Nunavut Sealink and Supply Inc. (NSSI) and Nunavut Eastern Arctic Shipping Inc.(NEAS). NEAS/NSSI will bring the supplies and equipment onto shore at a location they deem safe and acceptable past the high-water mark. Once released by the NSSI, the equipment and supplies will be mobilized to the Site using a truck and trailer, tandem or pick-up trucks as required.

During Sealift delivery days there is a flurry of activities moving supplies around the community. The *Project Team* has identified a transportation route that directs traffic away from the community and their transportation routes. Figure 1 below illustrates the planned **staging area** and **route** from the barge landing to the Site. After disembarking and released by NEAS/NSSI Sudliq will transport the sea containers and large equipment to the job site. Trucks/trailers and/or heavy machinery will be used to move the supplies and equipment safely and efficiently from where NEAS/NSSI unloads it over to the job site. Once at the site all supplies and equipment will be secured and inspected.

Figure 1 – Barge Landing



Notwithstanding the primary efforts required by NEAS/NSSI to safely access and unload the Cargo, The Project Team will carry-out the following activities without directing NEAS/NSSI or accepting any liability on their behalf.

3.1 Inspections

The Barge Landing was inspected on July 5, 2023 during the Pre-Mobilization Site Visit. A subsequent inspection was carried out on July 9, 2024. No obvious adverse conditions were observed in 2023 or 2024. NEAS/NSSI exclusively will determine if the Barge Landing Area is fit for use.

3.2 Timing Windows for Barge Landing

Two annual timing windows are utilized by NSSI/NEAS. Late July and mid November.

3.3 Mitigation Plan

The barge landing operations are exclusively handled by NSSI/NEAS. The Project Team has no input on where they land and what mitigative efforts, if any, are required to carry-out the barge landing efforts.

3.4 Off-Loading Procedures

The barge landing operations are exclusively handled by NSSI/NEAS. The Project Team has no input on where or how they off-load and carry-out the barge landing efforts. Typically equipment and materials are off-loaded during high tide and staged where space allows. During Low tide or in between barge trips, The Project Team will work closely with the Shoreline Staff to inspect the cargo, confirm receipt and when approved by NEAS/NSSI to do so, remove said cargo from the Barge Landing area.

3.5 Retrograde Staging Procedures

The barge landing operations are exclusively handled by NSSI/NEAS. The Project Team will ensure that all wastes, materials and equipment schedule for demobilization will be suitably staged in the **staging area** indicated in Figure 1 above. To facilitate suitable staging nominal grading efforts, in addition to a leveling lift of Type 4 material will be carried out as necessary within the indicated staging area. The Project Team will work closely with the Shoreline Staff to transfer control of the retrograde cargo and confirm acceptance by NEAS/NSSI.

3.6 Inter-tidal Zone Protection

The barge landing operations are exclusively handled by NSSI/NEAS. The Project Team has no input on where they land and what protective efforts, if any, are required to carry-out the barge landing efforts.

3.7 Spill Response Procedures

The barge landing operations are exclusively handled by NSSI/NEAS. The Project Team has no input on where or how they off-load and carry-out the barge landing efforts. Should spills be observed they will be reported to the NSSI/NEAS Shoreline Staff.

All Project Team equipment will be inspected before leaving the barge landing area to ensure that no leaks or damage occurred during transit and delivery.