

Water Licence Application

Durban and Padloping Islands

Remediation Project

Appendix 3

Executive Summaries

Inuktitut

English

[illegible]

3. ለፕላንና ለድርጅቱ የሚያስፈልጉትን አጠቃላይ መረጃ በየወቅቱ ያስተካክላል፡፡

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Durban Island & Padloping Island Remediation Project

1. BACKGROUND

The Government of Canada has implemented the Federal Contaminated Sites Action Plan (FCSAP) to clean up federally owned contaminated sites which pose a risk to human health or the environment. The Department of Indian Affairs and Northern Development (DIAND) has applied, and received funding approval, for the investigation and remediation of the abandoned Dew-Line site at Durban Island and weather station and settlement at Padloping Island. The islands are located within 20 km of each other and will be remediated at the same time, by the same contractor.

In 1943, the United States Air Force (USAF) built a weather station on Padloping Island. The weather station operated later under the Canadian Department of Transport and closed in 1956. Inuit settlement on Padloping Island site predates the weather station. A written history of an Inuit community dates back to 1884. The remains of a hamlet, abandoned in the 1960s, are nearby the remains of the weather station.

Durban Island (FOX-E) was an Intermediate DEW Line site constructed in 1956 and operated until 1963. The site was abandoned and became the responsibility of the Department of Indian Affairs and Northern Development in 1965.

2. SITE LOCATION/ACCESS

Durban and Padloping Islands are located about 95 km and 75 km southeast of Qikiqtarjuaq. There are no landing strips at either site. Access is via sea or by helicopter.

The former weather station and settlement area at Padloping Island is on a coastal plain approximately 400 metres from the bay. It is bordered by a steep cliff beyond two shallow lakes to the west and undulating hills to the east. The site is characterized by abandoned buildings in various states of advanced disrepair, fuel tanks, barrels, contaminated soil, hazardous materials (such as batteries and asbestos), and scattered debris. Near the shoreline in the ocean are two partially submerged remains of barges. Almost all areas requiring remediation are on Crown Land.

Durban Island is composed mainly of deep glacial valleys and high plateaus. The site consists of three main areas; the Station Area, Beach Area and Old

Construction Camp. The Station area, on a high plateau, has various Dew-line buildings remaining, two large fuel tanks as well as a fallen communication tower. A large number of barrels and other debris was discarded over the cliff edges from the Station. The Beach area, located at the barge landing, has old barrels, debris and two large empty fuel storage tanks. Near the shore are two partially submerged remains of barges. The Old Construction Camp is located near the Beach area and has various scattered debris. In general the site has scattered debris, barrels and small quantities of contaminated soil, as well as hazardous and non-hazardous waste. A 6.6 km road, with very steep sections, runs between from the Beach Area to the Main Station. The steep section of road is on Inuit Owned land.

Aboriginal Affairs and Northern Development Canada conducted an environmental assessment program at both sites in 2010 and prepared remedial action plans to clean up the sites. A community consultation was held in Qikiqtarjuaq in February 2011 before finalizing these plans.

3. PROJECT ACTIVITIES & SCHEDULE

AANDC will be implementing remediation plans at the sites starting in summer 2012. The remediation plans are consistent with the requirements of the Abandoned Military Site Remediation Protocol (Indian and Northern Affairs Canada, 2009)

Site activities will include:

- Mobilization of equipment and supplies to site by sealift and helicopter to Padloping and Durban Islands;
- Construction of a main camp on Durban Island and a secondary camp on Padloping Island;
- Construction of a sewage lagoon at both sites;
- Excavation of borrow materials for road construction and site grading;
- Upgrades to the steep road at Durban Island and smaller access roads on Padloping Island;
- Collection, sorting and crushing of barrels and debris from both sites;
- Packaging and stockpiling of hazardous and non-hazardous waste for removal by sealift;
- Removal of the remains of two barges near the shoreline on Padloping Island;
- Removal of various buried debris from Padloping Island and regarding of excavated areas;
- Construction of a hydrocarbon treatment 'landfarms' on Durban Island and Padloping Islands;
- Demobilization from both sites, including removal of all stockpiled material;

The preliminary schedule is anticipated to be as follows:

In late summer 2012 the contractor mobilizes to the site, establish camps, conducts some road upgrades and undertakes other minor work before the end of the season demobilization in mid- September.

The field season for future years runs from mid-June to mid-September and is highly dependent on weather.

During field seasons of 2013 up to 2015 work will be completed. Final demobilization from the sites will be conducted in the fall of the final field season in 2014 or 2015.

The schedule of work and selection and location and scale of camp locations will be determined after contract award.

4. SOCIAL IMPACT OF THE PROJECT

Community stakeholders and local Inuit organizations have been advised of the project plans prior to going on site. A Community consultation meeting was held in Qikiqtarjuaq in February of 2010. No concerns regarding Durban Island remediation plans were raised. For Padloping Island, potential impacts to fish in two small lakes adjacent to the site and shellfish along the barge landing area were raised by the local Hunter's and Trapper's Organization. The fish and shellfish will be sampled and analysed to determine if there has been any impact.

Additional consultations are planned annually for the duration of the project to ensure that the community is informed about the activities, results and plans regarding the site and are active participant's project.

The construction contractor undertaking the work is required to meet targets for Inuit employment as well as Inuit sub-contracting. The contractor is expected to hire personnel from the local community of Qikiqtarjuaq as well as other Nunavut communities.