
APPENDIX 3:

PIN-D ROSS POINT INTERMEDIATE
DISTANT EARLY WARNING (DEW)
LINE SITE REMEDIATION PROJECT

EXECUTIVE SUMMARY (ENGLISH & INUKTITUT*)

*Inuinnaqtun translation currently unavailable



EXECUTIVE SUMMARY

1. PROJECT BACKGROUND & LOCATION

The Government of Canada has initiated the Federal Contaminated Sites Action Plan (FCSAP) to clean up federally owned contaminated sites and to address the environmental liabilities associated with each site. The FCSAP program provides funding for the remediation of contaminated sites posing risks to human health and/or the environment. Indian and Northern Affairs Canada (INAC) has applied for, and secured, funds under this program for the investigation and remediation of the PIN-D Ross Point Intermediate Distant Early Warning (DEW) Line Site located on the south coast of Victoria Island, Nunavut, on the north shore of the Johansen Bay, approximately 500 metres from the coast. The nearest community is Kugluktuk, located approximately 185 kilometres to the southwest. Site maps and drawings are included in the submission appendices.

The PIN-D site is situated on a mesa 150 metres above sea-level and was typical of all Intermediate sites and consisted of a module train, warehouse, garage, Inuit house, Petroleum/Oil/Lubricant (POL) tanks, and a Doppler antenna. In addition to the main site a beach landing area was constructed along with gravel roads linking the various facilities. Two airstrips were constructed at the site. The minor airstrip (~300 metres long) is closest to the station area and oriented northeast-southwest. The main airstrip (~500 metres long) has an approximate east-west orientation and closely approaches the minor airstrip at its eastern end. Both airstrips were in good condition and suitable for light aircraft use during the site work in 2009.

In 1985 some of the surface contaminants at PIN-D were cleaned up under a program conducted by the Department of National Defence, Environment Canada and INAC. During the 1994 investigation the module train and garage were still intact, however they had suffered damage from prolonged weathering. The Warehouse had been dismantled down to the concrete base. The four POL tanks (two at the beach and two at the main station) had been removed but the station pumphouse was intact, although the pump had been removed. The pipeline connecting the beach and station tanks was mostly intact and marked with barrels. The refuelling pipeline at the beach was mostly removed but pieces remain.

The area is characterized by low mesas and hills composed of dolomite and glacial till. The station facilities were constructed on one of the mesas. A steep cliff extends along the southern edge of the station with gentler slopes leading out east and west. A gentle slope to the north leads towards the major airstrip and freshwater lake; access to these areas is provided by a road. The main landfill is located at the west end of the minor airstrip. A second small landfill is located at the top edge of a slope above a small lake at the northeast base of the mesa. There is very little soil at the upper site as such little vegetation. During

the investigation it was noted that the lower slopes and depressions contained a fair amount of vegetation; mainly grasses, sedges, and willows. The wildlife typically found in this region includes polar bears, caribou, muskoxen, wolf, arctic fox, snowshoe hare, raven, osprey, shorebirds, seabirds, and waterfowl.

The contaminants identified at the site include debris, PCBs, heavy metals, asbestos and hydrocarbons.

2. PROJECT ACTIVITIES & SCHEDULE

The site investigation and characterization phases for this project were completed in the summer of 2009. A Remedial Action Plan (RAP) for the proposed activities was prepared and is included in the submission appendices. Project work is scheduled to start in the summer 2011 with the mobilization of equipment to the site via sealift/barge. Once the equipment is on-site we anticipate working at the site for about a month before the camp is shut-down and winterized. In the summer of 2012 project work will resume for another 2-3 months. Upon completion all the equipment will be removed from the site via sealift/barge. Throughout the construction activities personnel will be mobilized to and from site via fixed wing aircraft using the on-site airstrip.

The RAP was developed using the INAC *Abandoned Military Sites Remediation Protocol (2009)*. This document identifies how INAC will handle most aspects of the site clean up. Site remediation activities at PIN-D will include:

- Access to site via sealift and fixed wing aircraft.
- Establishment of a camp to support site operations.
- Existing site infrastructure will be demolished and demolition wastes will be segregated into hazardous and non-hazardous materials and disposed of properly.
- All hazardous materials will be packaged, transported south, and disposed of at an off-site licensed disposal facility.
- Non-hazardous wastes will be disposed of in the non-hazardous waste landfill to be constructed.
- Existing landfills/dumps at this site will be remediated as described in the RAP.
- A landfarm will be constructed for the treatment of hydrocarbon contaminated soil.
- Contaminated soils will be handled as described in the RAP.
- Barrels with like contents will be consolidated and sampled, depending on test results the contents will either be incinerated on-site or shipped off site for disposal. Empty barrels will be crushed and disposed of in the non-hazardous waste landfill to be constructed.
- Scattered surface debris and partially buried debris (non-hazardous) will be collected, packaged and disposed on in the non-hazardous waste landfill to be constructed.

- Roads and the airstrip will be re-constructed and repaired as required.
- Several borrow sources will be developed and the material will be used during the remediation work.

3. SOCIAL IMPACT OF THE PROJECT

Wherever possible, the project has adopted solutions tailored to the northern environment and its inhabitants by using local knowledge and including the unique needs of northerners and their environments in the remediation work plan.

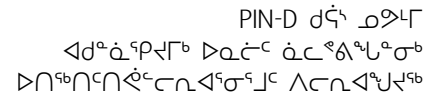
During the Phase III Environmental Site Assessment in 2009 a meeting was held with local elders to gather traditional knowledge about the site. In addition, a community consultation was held in January 2010 in Kugluktuk. During this meeting the results of the assessment and the various remediation options being considered for the site were presented and input was solicited as to the community's preferred remedial options. The community meeting was used to complete the following objectives:

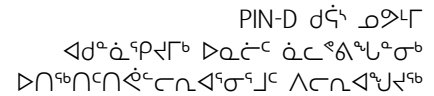
- To share information on the project with the community;
- To hear site-specific concerns from local people who are familiar with current conditions at the site or were familiar with on-site activities during facility operation;
- To identify the issues and concerns the communities had with the site and the proposed work;
- To identify resources (labour and equipment) in the community that would be able to assist in the execution of the project; and
- To develop a better remediation plan.

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