



Kiggavik Project Environmental Impact Statement

Tier 3 Technical Appendix 2M

Road Management Plan

December 2011

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ABBREVIATIONS

ARD	Acid rock drainage
AREVA.....	AREVA Resources Canada Inc.
DFO	Fisheries and Oceans Canada
EHS	Environmental, Health, and Safety
EIS	Environmental Impact Statement
EPP	Environment Protection Plan
GN	Government of Nunavut
HADD.....	Harmful Alteration, Disruption, or Destruction
INAC	Indian and Northern Affairs Canada
ML.....	Metals leaching
the Plan.....	Road Management Plan
the Project.....	Kiggavik Project
VEC	Valued Environmental Component
VSEC	Valued Socio-Economic Components
IOL	Inuit Owned Land
ATV	All Terrain Vehicle

1 INTRODUCTION

1.1 PURPOSE

The AREVA Resources Canada Inc. (AREVA) Road Management Plan (Plan) will be in effect for the operating phase of the Kiggavik Project. The Plan is intended to apply to the Kiggavik Project located approximately 80 km west of Baker Lake, Nunavut.

The Kiggavik Project requires that the majority of fuel, reagents and supplies required for yearly operations be transported from Baker Lake to the Kiggavik site for the operating life of the mine. In addition to this annual re-supply, the building materials and construction/mining equipment required to operate the site will also need to be transported in the same manner.

The proposed Kiggavik Project road network consists of the following:

- Service roads around the Baker Lake port and dock facilities;
- A winter road between the Baker Lake facilities and the Kiggavik site. Uncertainty surrounding the potential effects of climate change over the life of the mine suggests that it is prudent to also include an all-season road option in case the winter road cannot adequately support the Project through to decommissioning and closure.
- Site service roads around the Kiggavik and Sissons mine facilities, including the Kiggavik-Sissons access road.

This document is a Technical Appendix to Volume 2, Project Description, of the Kiggavik Environmental Impact Statement (EIS) and includes the preliminary Road Management Plan (Plan) for the Project. This Plan will be in effect during the construction, operation, and decommissioning phases of the Project.

1.2 REGULATORY FRAMEWORK

The remote location of the Project necessitates construction of new access roads from Baker Lake to the site in order to transport materials and supplies. Minimizing the effects of road construction on waterbodies and tributaries, wildlife interactions, sensitive

ecosystems, and traditional lands is foremost. Minimization of these effects and mitigation of unavoidable effects is necessary for the sustainable development at the Kiggavik Project.

The road design criteria have been determined using the Mine Health and Safety Act, Northwest Territories and Nunavut (GN 1994). The act indicates that the minimum haul road width be three times the maximum width of the largest haul truck and safety berms of at least three-quarters the height of the haul truck tire are required if the embankment is greater than 3 m high.

1.3 AREVA ROAD POLICY

For safety reasons, use of service roads around the dock at Baker Lake and mine sites will be restricted to AREVA employees and contractors. The winter road and the potential all season road will also be restricted; however, due to the limited availability of roads in the Baker Lake region, residents of the local community may request to use the road.

1.4 RELATIONSHIP TO OTHER MANAGEMENT PLANS

The construction, upgrade, and maintenance of roads can affect site water quality and fish habitat. Therefore, this plan must be viewed in concert with the following Tier 3 Documents of the EIS:

- Kiggavik Sissons Access Road – Technical Appendix 2G
- Winter Road Report – Technical Appendix 2K
- All-Season Road Report – Technical Appendix 2L
- Borrow Pit and Quarry Management Plan – Technical Appendix 2N
- Noise Abatement Plan – Technical Appendix 4F
- Aquatic Effects Monitoring Plan – Technical Appendix 5M
- Wildlife Mitigation and Monitoring – Technical Appendix 6D
- Spill Contingency and Landfarm Management Plan – Technical Appendix 10B

1.5 UPDATE OF THIS MANAGEMENT PLAN

The Road Management Plan will be updated as required based on management reviews, incident investigations, regulatory changes, or other Project-related changes. The start of the construction phase will be a major milestone for the Project. The Road Management Plan will be updated with input from the road construction contractors to reflect the complexities of the construction phase. Detailed road use procedures such as ice road protocol will be created and employee training provided by the Environment, Health and Safety (EHS) department.

2 VALUED ENVIRONMENTAL COMPONENTS

The target valued environmental components (VECS) and valued socio-economic components (VSECS) are:

- water quality
- fish habitat
- terrestrial wildlife
- health and safety of employees
- cultural resources and heritage

In addition to the VECs and VSECs, this plan considers occasional use of the roads by residents of the neighboring communities if requested.

3 PROPOSED ROADS

Site access roads constructed within the Kiggavik Project lease boundary will provide access between the mine operations and site facilities. For detailed information on the Kiggavik-Sissons roads, refer to Technical Appendix 2G “Kiggavik Sissons Access Road”. In addition to on-site access roads, a transportation corridor must be constructed between the Baker Lake port facility and Kiggavik Project.

3.1 TRANSPORTATION CORRIDOR

There is currently a winter trail connecting Baker Lake to the Kiggavik area; however, construction and maintenance of a more substantial access road will be required. A number of road alternatives have been developed and assessed, including multiple all season road and winter road options.

AREVA is proposing the following two options:

- The preferred winter road option is a winter road from north shore of Baker Lake that includes the following alternative segments:
 - north route across the Thelon River, and
 - south route across Baker Lake
- All-season road from north shore of Baker Lake; including a cable ferry across the Thelon River

Details regarding the proposed access roads are included in the following reports: Technical Appendix 2G “Kiggavik Sissons Access Road Report”, Technical Appendix 2L “All Season Road” and Technical Appendix 2K “Winter Road Report”.

3.1.1 Winter Road

The preferred option is a winter road originating from the north shore of Baker Lake with a northern route and a southern route option (Figure 3.1-1). The northern route crosses the Thelon River approximately 25 km upstream of its estuary. The southern alternative follows a chain of lakes south of the River and crosses Baker Lake ice outside of the Thelon estuary far enough south-east of the community to maintain a 1 to 2 km buffer. Both routes are feasible alternatives with the southern route identified as the shortest and most effective. The winter road will be used during the construction phase and the operational phase.

The winter access road will pass over ice for approximately 50% of the route. In order to protect the tundra from heavy traffic, a thin permanent pad of granular material would be placed on the overland parts of the route. Parts of the over-ice traverse are assumed to cross fish-bearing water bodies. The road would be re-constructed every year by clearing the overland portions and flooding the over-ice portions.

Winter road truck operations will be conducted on a 24 hours, 7 days/week basis. Trucks will travel essentially in pairs giving a heated back-up in case of engine failure. Groups of 3 trucks or more could also be considered with the lead driver responsible for the party. The maximum proposed speed on the winter road is 30 km/h.

The rate of ice growth on a lake surface in winter and how long it is sustained into spring can be estimated using the "Winter Freezing Index" (WFI). A reasonable correlation was found between the winter air freezing index and available operating window for the Tibitt to Contwoyto Winter Road (TCWR) that is constructed each year from near Yellowknife northeast to Lac de Gras. The total WFI is significantly greater at Baker Lake than at Yellowknife, suggesting that a winter road at Baker Lake could open earlier and close later than the TCWR. The estimated operating period based on the WFI values would be about 110 days at Baker Lake compared to 75 days for the TCWR. However for winter road planning purposes, a more conservative 90-day operating window is considered for the Kiggavik Project to account for factors such as potential climate warming, blizzard conditions, high winds and drifting snow management. The traffic volume is estimated at 43 round trips per day, approximately

3.1.2 All Season Road

The proposed all season road alignment (Figure 3.1-2) has been located generally on higher ground. This gravel surfaced road will have a posted and enforced speed limit of 80 km/hr. The maximum width of the travelling surface will be 10 m at a maximum grade of 5%. The traffic volume is estimated at 11 round trips per day, approximately.

The proposed all season road is 114 km in length from the Baker Lake dock site to the Kiggavik site. There are up to 14 bridges (less than 50 meters in length) proposed along the route and one major river crossing (Thelon River). At the Thelon river crossing, it is proposed to use a cable ferry in the summer to cross the River. The proposed cable ferry will operate in the open water season. The river in this area does not carry any commercial traffic. The cable which operates the ferry lies on the river bottom after the ferry passes therefore small craft will be able to pass the crossing area without interference.

The remainder of the water crossings can be accommodated with culverts. The road will be 10 meters wide, built with Run-of-Quarry (ROQ) rock embankment (fill). There will be no earth cuts along the alignment, and the only cut sections will be through rock, which

will serve as quarry material. Material for the rock embankment and road surfacing will be derived from rock quarries developed along the road.

The proposed cable ferry crossing the Thelon River will operate in the open water season. The river in this area does not carry any commercial traffic. The cable which operates the ferry lies on the river bottom after the ferry passes therefore small craft will be able to pass the crossing area without interference. The proposed location for the cable ferry crossing is presented in Figure 3.1-2.

3.2 KIGGAVIK SITE ROADS

A 19.6 km long site road is required to connect mining operations at the End Grid and Andrew Lake area (Sissons) to the main mine and mill area (Kiggavik) (Figure 3.2-1). Two bridges will be required along the route. There will be no earth cuts along the alignment, only rock cut sections. The road will be a 10 m wide road with a maximum grade of 5% built with run-of-quarry embankment material with safety berms where required. The maximum design speed for mine traffic will be 60 km/hr.

Figure 3.1-1 Proposed North and South Winter Roads

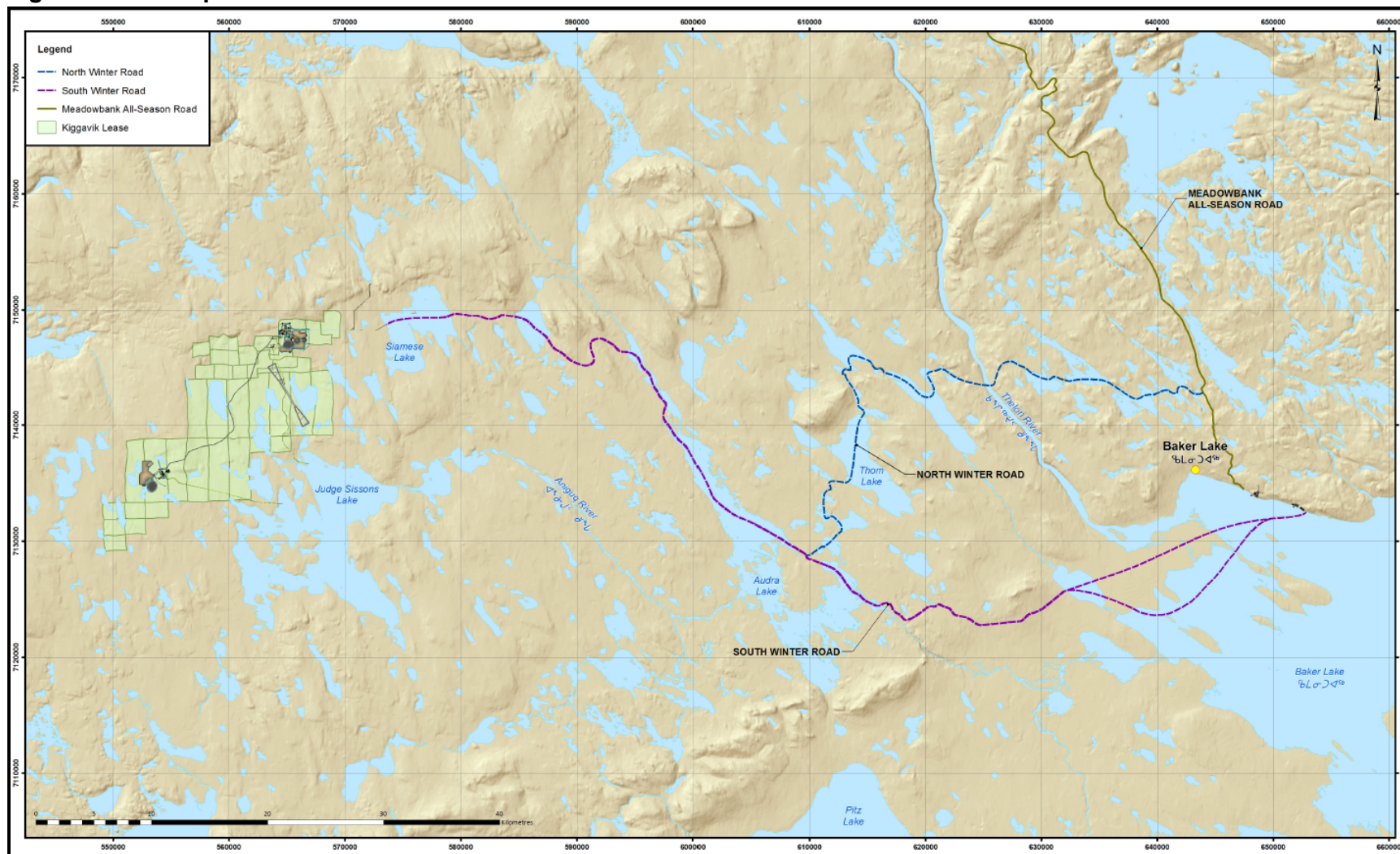
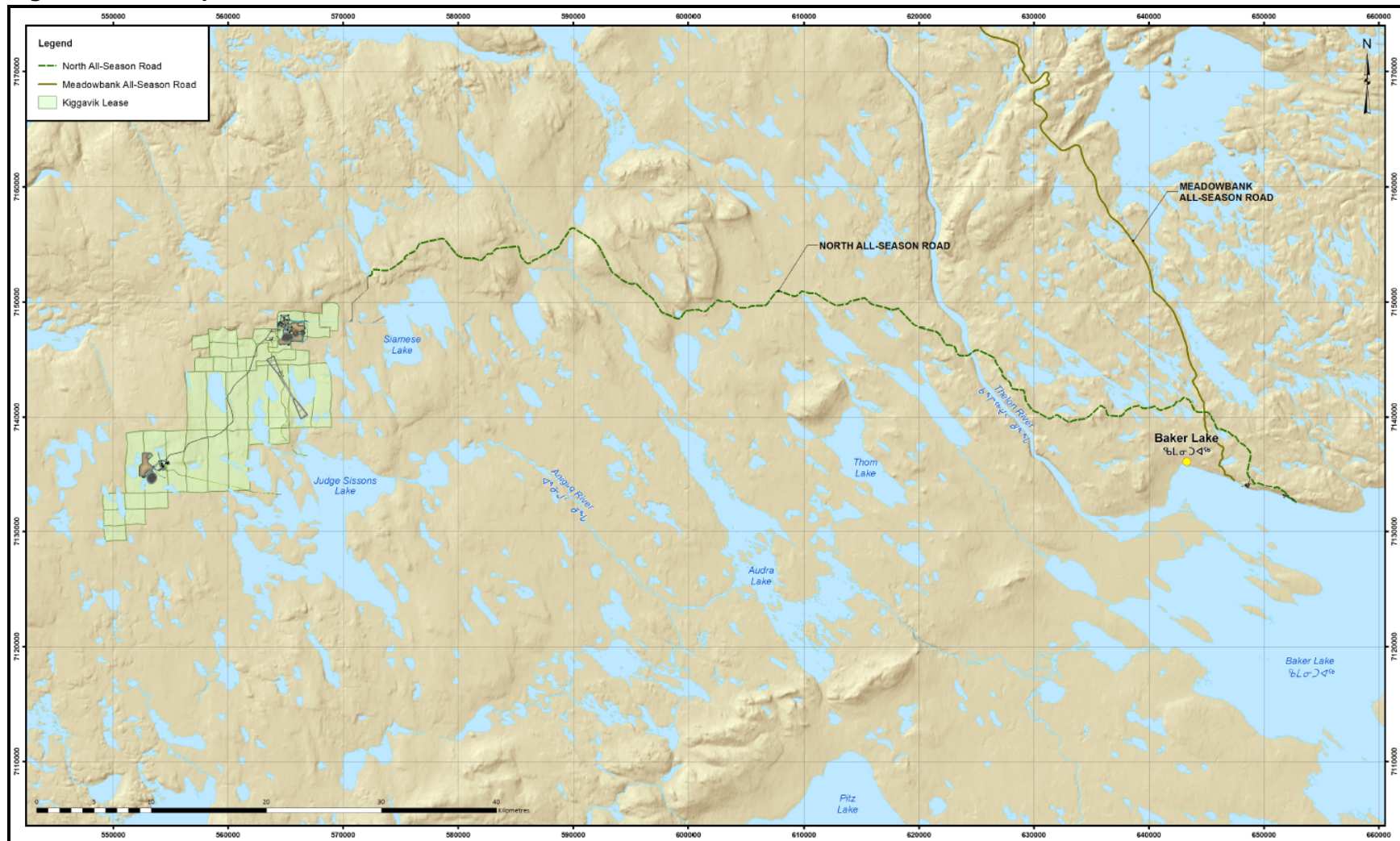


Figure 3.1-2: Proposed North All Season Road



3.3 KIGGAVIK SITE ROADS

A 19.6 km long site road is required to connect mining operations at the End Grid and Andrew Lake area (Sissons) to the main mine and mill area (Kiggavik) (Figure 3.2-1). Two bridges will be required along the route. There will be no earth cuts along the alignment, only rock cut sections. The road will be a 10 m wide road with a maximum grade of 5% built with run-of-quarry embankment material with safety berms where required. The maximum design speed for mine traffic will be 60 km/hr. The site access road is designed to accommodate the proposed ore haul tractor trailer units. These will consist of a hi-drive tractor with two custom designed B-train trailers. The 12-axle unit would be capable of hauling a payload of 120 tonnes. All vehicles will be equipped with radios. Traffic management on the haul route will be radio controlled with drivers calling in their positions when entering or departing the haul road. Kilometre markers will be installed along the route. These call-in procedures will be posted and communicated to all drivers during mandatory site orientation

Figure 3.2-1 Kiggavik-Sissons Access Road



4 EFFECTS AND MITIGATION MEASURES

4.1 ROAD CONSTRUCTION

An all season road or winter road (some sections may require thin pad of granular material over frozen subgrade) would require cut and fill locations along road alignments and excavation of sand and gravel from borrow areas. These activities can result in a change in the ground thermal regime, as the active layer may be modified. Modification to the thermal regime can induce melting of ground ice present, resulting in thaw settlement and depressions and ultimately road hazards in areas that are more prone to erosion and ponding of water. Roads will be designed to minimize the potential for ground ice melting, erosion, and ponding of water and to enable rapid discharge of water through the road embankment via existing drainages and streams (e.g., by appropriately designed and constructed culverts). Road construction will be scheduled to minimize effects on the receiving environment.

4.1.1 Road Alignment

Unique landforms and archaeological sites have been identified and the road alignments routed around these areas. If new sites are discovered, the proposed road alignment will be reassessed. Where possible, the alignment of new roads will also avoid unique landforms, archaeological sites, sensitive wildlife areas, and areas of traditional use.

4.1.2 Road Materials

The all season road and site roads will be composed of granular rock. Quarries and borrow pits located at regular intervals along the proposed road alignment will be necessary for road construction and maintenance. The locations of 31 potential quarry sites along the proposed Baker Lake – Kiggavik and Sissons access roads were identified (see Technical Appendix 2G “Kiggavik to Sissons Access Road” and Technical Appendix 2L “All Season Road Report”). Refer to the Borrow Pits and Quarry Management Plan for detailed information on the construction methods and source of road course materials.

In general, quarries will be located at bedrock outcrops near to the road in order to minimize environmental disturbance. Roads will be surfaced likely with 19 to 25 mm crushed gravel produced from the quarried rock, placed in a layer approximately 300 mm thick. The risk of acid rock drainage (ARD) or metal leaching (ML) from quarried

rock has been assessed for the proposed quarry locations. Analyses indicate the majority of borrow sites are not anticipated to have ARD or ML potential.

4.1.3 Stream Crossings

For the mitigation measures related to protection of surface water quality and fish habitat, refer to Technical Appendix 5M “Aquatic Effects Monitoring Plan”. Bridges and culverts will be required along the road to deal with surface runoff. The snow will be cleaned from the culverts in late winter to avoid blockage when the peak runoff occurs. Provisions will also be made for steaming the culverts to melt the ice. Where small bridges are required, if competent bedrock is not found at a shallow enough depth, the foundations for the bridges will be grouted rock socketed steel pipe piles to provide resistance to the frost heave forces as well as provide substantial load carrying capacity.

4.1.4 Thelon River Crossing

The all season road crosses the Thelon River (a 300-400 m crossing), and a cable ferry has is proposed for the crossing.

A cable ferry is a simple flat bottom shallow draft barge type vessel with the bottom sloping upward at each end. A hydraulic operated hinged ramp is fitted at each end to facilitate loading and unloading of wheeled vehicles. They are configured for Roll on Roll off operation. Typically the ferry is operated by a crew of two persons. Emergency equipment includes an anchor, VHF radio, life rafts, rescue boat, and fire fighting capability. The maximum load and speed of the cable ferry will be 105 tonnes and 8-10 km/h, respectively. On each trip, the ferry will be capable of transporting two trucks.

During the winter, an ice road may be constructed at the ferry crossing location. Ice thickness will be monitored to safely handle loaded trucks. Ploughing of the ice road will correspond to regular maintenance of the all season road.

4.2 FRESHET MANAGEMENT AND SPRING THAW

Extreme flows occurring during freshets can result in erosion and damage to road embankments, stream-crossing structures, and fish habitat. Fisheries and Oceans Canada (DFO) regulations regarding the Harmful Alteration, Disruption, or Destruction (HADD) authorizations for road and stream-crossing construction and ongoing operations state that effects on fish habitat must be minimized and fish passage for all life stages must be maintained (DFO 2002). Several operating procedures have been developed to mitigate potential effects caused by freshets events. These procedures include and apply mainly in the case of an all season road:

- establishing/marketing locations of all susceptible crossings
- clearing of snow from roads where culverts/crossings are located
- excavating downstream and upstream of creek crossing before the melt
- monitoring culverts for clearance of snow and ice
- where snow and ice blocks occur, ensure that the blocks are removed to ensure free flow of water
- monitoring crossing conditions regularly to ensure acceptable conditions for fish migration
- effecting repairs/modifications to crossing structures as required

4.3 WILDLIFE INTERACTION

Refer to Technical Appendix 6D “Wildlife Mitigation and Monitoring” for detailed mitigation strategies regarding Project and wildlife interactions. The potential effect to wildlife along the proposed road alignments is expected to be low for most species. Caribou are likely the most sensitive to sensory disturbance caused by truck traffic. Mitigation measures to reduce the likelihood of a barrier effect and reduced habitat effectiveness for caribou include:

- Limiting truck traffic with trucks travelling in convoys,
- Using dust suppression on the road during the growing season, and
- Using snow management practices that will grade snow banks along the roadway so that caribou can easily cross the transportation corridor

The highest potential for interactions between wildlife and vehicles will likely occur along minesite roads and the winter and all season access road (see Figures 3.1-1 and 3.1-2). Caribou may be present along the access road from Baker Lake year round. Extra consideration has been given to developing protocols and mitigation measures to reduce the potential for road-related mortality of caribou. The following recommendations will also be beneficial for all other wildlife VECs occurring in the area:

- All drivers will undergo informational and training sessions during orientation regarding the potential for wildlife/vehicle collisions.

- All access roads will have posted speed limits to ensure that interactions between ungulates and vehicles can be avoided. Speed limits will be strictly enforced by the environmental supervisor and security personnel.
- The location of herds of caribou and muskox or individual animals observed in the vicinity of mine facilities will be immediately reported to the on-site environmental supervisor who will inform all potentially affected mine employees of their presence. This ongoing communication system will ensure that unexpected encounters between animals and vehicles are minimized. Trucks will be equipped with radios so that drivers can alert each other of caribou and other wildlife approaching or crossing roads.
- When animals are present on or moving/migrating across roads, they will be given the right-of-way.
- Daily logs of wildlife consisting of locations, numbers, sex, and direction of travel will be kept.
- For all vehicle-wildlife collisions associated with the Project, a report will be completed. This information will be analyzed on an annual basis to determine whether threshold mortality rates have been exceeded and changes to mitigation measures are warranted.
- Every effort will be made to enforce a no-hunting zone 1 km on either side of the access road to reduce mine-related effects on wildlife in the area and to protect the safety of mine employees who use the road. Consultations will be held with Baker Lake residents to emphasize the importance of these measures, and with territorial and federal stakeholders as they relate to land use issues in the region. Signs will be posted alongside roads.
- Mine employees will not be permitted to carry firearms or hunt while at the mine site or in transit. Only authorized personnel will carry firearms for specific purposes.
- Protocols will be established for relaying any important information about caribou and other wildlife to a central wildlife registry that contains all information reported about wildlife. This will be administered by the environmental supervisor on site. The EHS supervisor will also be familiar with procedures in the event of a potentially dangerous or uncontrolled situation involving wildlife.

Caribou mortality along roadways is expected to be minimal and likely limited to individual animals.

5 ROLES AND RESPONSIBILITIES

5.1 ROAD MAINTENANCE

In the case of an all season road, it will be regularly graded to prevent rutting (furrow creation). Active borrow sites will be maintained to secure access to sand and gravel as required (see Technical Appendix 2N “Borrow Pit and Quarry Management Plan”).

During winter months, drifting snow is likely to accumulate in preferential areas of the roads. Roads will be designed to minimize drifting snow on the road embankment. Snow fences might be considered in those areas of unavoidable accumulation to minimize these effects. Roads will be ploughed and maintained as necessary. Shelters will be situated at regular intervals along the access roads in the event of a breakdown.

During the summer in the case of an all season road, dust might be problematic if not managed. The risk associated with dust will be assessed and water or other dust suppressants will be considered as a mitigation measure.

Whenever unsafe conditions are identified (washout, severe rutting, weather), the road will be closed until the issue is addressed. All trucks will be equipped with radios and drivers will be required to radio in to the mine controller if unsafe conditions are encountered.

5.2 SPEED CONTROL AND SIGNAGE

Speed limits for Project roads will be established and communicated to all Project personnel operating vehicles. Road signs will indicate hazards and blind road curves or intersections, radio frequencies, and radio call-in requirements. Markers positioned approximately each kilometer along the road will be used to identify position in case of emergencies, and reporting wildlife/non-Project human visitor observations.

5.3 RIGHT OF WAY

Whenever possible, traffic will yield to wildlife encountered on roads. Pullouts will be constructed along the site roads. All traffic on-site will be radio controlled with drivers calling in their position using kilometer marker posts. Ore haul right of way procedures will be provided to all drivers upon site orientation.

5.4 USE OF ROAD BY THE PUBLIC

The road might be used by non-Project individuals (snowmobile, ATV) from nearby communities (e.g., Baker Lake). Extra care must be taken at all times whenever non-Project individuals are sighted along these roads as they might not be aware of the hazards associated with Project activities and traffic.

Sighting of non-Project personnel shall be reported by drivers and recorded by AREVA EHS personnel.

6 COMMUNICATION

All vehicles will be equipped with radios. Unsafe road conditions must be reported by drivers. To ensure safety and prevent accidents, drivers must radio their positions when departing or arriving at camps and when approaching blind curves or hills. These call-in locations will be posted and procedures will be communicated to vehicle operators during mandatory site orientation.

For the construction phase, a contractor will be responsible for road construction and maintenance. For the operation phase, AREVA's Maintenance Superintendent will be responsible for maintenance of roads and stream crossings.

Drivers will report unsafe road conditions to the road contractor, to their immediate supervisors, to others using the road that might be at risk, and to AREVA's Maintenance Department.

Sighting of wildlife and non-Project individuals will be reported to the EHS Superintendent, who will ensure the sightings are posted on appropriate logs. The logs will be managed by the EHS Superintendent or their designate.

Upon orientation at the Kiggavik site, EHS personnel will be responsible for ensuring operators are qualified to operate equipment. Vehicle operators will have the appropriate licenses. Only authorized Project personnel will be allowed to operate company vehicles (trucks, ATV's, snowmobiles).

7 MONITORING AND REPORTING REQUIREMENTS

7.1 ROAD MAINTENANCE

Roads and stream crossings will be inspected regularly for signs of degradation and maintenance requirements. The maintenance department will keep a registry of all road maintenance work.

7.2 INCIDENTS AND ACCIDENTS

Incidents and accidents will be reported to the Operations Manager who will communicate the incident to the EHS Superintendent. An investigation and report on the causes and corrective actions to prevent reoccurrence of the incident/accident will be conducted.

7.3 USE OF ROADS BY NON-PROJECT INDIVIDUALS

The EHS Superintendent will maintain a registry of sightings locations and frequencies of non-Project-related individuals. This information is used to formulate policies and initiatives for Project road use, wildlife harvesting observations, and other related matters. The information is reported annually or more frequently (as requested) to government and stakeholders.

7.4 WILDLIFE SIGHTING

The EHS Superintendent will maintain a registry of wildlife sighting locations and frequencies. This information will be used to inform terrestrial wildlife studies and to formulate mitigation measures for wildlife protection, and will be included in annual (or more frequent) reports to government and stakeholders.

8 ADAPTIVE STRATEGIES

AREVA is committed to continuous improvement in its work activities with the aim of reducing risks to the environment and improving operational effectiveness. The strategy employed at AREVA is regular monitoring supported by operational change and adoption of other mitigation measures when warranted.

AREVA will conduct and document regular management reviews of this Plan. Such reviews will ensure monitoring results for the road management plan are integrated with other aspects of the Project and that necessary adjustments are implemented as required. These reviews also provide a formal mechanism to assess effectiveness of management in achieving company objectives and maintaining ongoing compliance with Project permits and authorizations.

9 REFERENCES

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