

Weber Arctic Expeditions response to ECCC Review Licence 2BL-AWL1722 Renewal Application for the Arctic Watch Lodge Project in the Qikiqtani Region of Nunavut

June 13th, 2023

ECCC File Reference: 6930 000 042/001

Our File Reference- 7BL-AWL1722

The following are the responses to the comments and concerns provided by ECCC to Weber Arctic Expeditions Ltd. on behalf of Arctic Watch water license renewal.

1. Contingency for spills on/near water

ECCC recommends the Proponent:

In the Proponent's response, the Proponent mentions use of a utility truck to ford rivers between the airstrip and camp. No information on prevention of erosion and sedimentation at fording sites is provided. Information on prevention of oil, grease and fuel from entering waters is not provided as well.

ECCC Recommendation(s)

ECCC recommends that the Proponent outline measures to be taken to:

- prevent erosion and sedimentation at fording sites; and
- prevent utility truck oil, grease, and fuel from contaminating the rivers during fording.

Weber Arctic Response:

The fording site is flat and the river bed is composed of rounded river stone. There is little or no sedimentation.

When the truck is in motion it stays on the designated flat trails and the trail is composed of very compact river rock. There are no river banks, the entrance and exit to the river is very flat.

We have been using the same trail outlined in the previous maps from the airstrip to the lodge and river crossing for over 15 years.

The trucks are designed to drive through deep water. To prevent contaminants being transferred from the truck to the river, the utility truck has sealed wheels and gears that allow it to drive through the water. The gas tank is also at a height of approx 4 feet off the ground, it does not get submerged in the water frequently, as you might expect on a standard vehicle. The truck is equipped with custom wide tires, which lowers the foot print pressure on the trail.

For additional prevention we have the mechanic specifically inspect the vehicle before the fuel transfer for any grease, oil, fuel, leaks. Obvious leaks would be noted in the routine morning vehicle inspections as it would mark the soil / rocks and therefore we would not cross the river with a leak. If any grease is exposed it can be wiped off before the commute across the river.

The river crossing is short, the time the truck is in the water is less than two minutes. When the water is high we don't drive across the river.