

Nunavut Water
Board

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Public Registry

Philippe Simon

From: Philippe Simon [psimon@qenv.ca]
Sent: August 24, 2009 17:15
To: 'licensing@nunavutwaterboard.org'
Cc: 'Andrew Keim'; 'greg.johnson@qenv.ca'; 'jbertrand@qenv.ca'; 'Harry Flaherty'
Subject: NWB file 8BW-CLY0810
Attachments: Old and New road Paths.jpg

Hi Phyllis

Qikiqtaaluk Logistics (QL) was awarded the contract to conduct the remediation work at Cape Christian and among the assumptions used, QL proposed to repair the existing road, and construct a bridge over the River Clyde in order to have access to site. The rationale was to maximize the involvement of the people from the community in the clean up work, as they were the most impacted in the past. Another rationale was for Qikiqtaaluk Corporation, the birthright development arm of QIA, to cede said infrastructures to the community after the project (an internal investment of more than half a million dollars by QC) for the local people to have an easier access to their traditional hunting areas and remote cabins.

QL has rapidly received support from the hamlet and the HTO for this aspect of the project, as it has always been the wish of this community to have a permanent access road so they can avoid going around the point to bring their boats to the Davis Strait. As such Qikiqtaaluk Corporation applied through the Nunavut Water Board for a license for the road repair, said license was granted last spring (i.e. 8BW-CLY0810)

In mid-June, it was observed that part of the existing road path was flooded due to river burst and was therefore not usable. It was then proposed by QL's project director, Harry Flaherty, to re-route part of this road to avoid such problems in the future. In early July 2009, the bridge construction was initiated and was completed in July 18. Some work was done after on the road and with the dry conditions experienced in late July, said road was in good enough condition to allow the passage of any vehicle, not just 4-wheelers.

However, starting early August, very wet weather (rain and fog) have created conditions for which the passage of vehicles started creating severe damage and ruts, and where mud was accumulating to a point where any work for attempting repairs became useless. One should note that the road is not just used by QL staff. Community members used the road frequently with their personal vehicles, as observed with the numbers of visitors at the Cape Christian construction camp.

Therefore, about three weeks ago, it was decided through discussion with some experienced Inuit and Inuit elders on site that work on the re-routed path would be initiated. Management decided on relying on their traditional knowledge. Members of Clyde River (mayor and deputy mayor) mentioned that road path was already identified as being more suitable, as the hamlet had previously stockpiled gravel material along the new route. The work started sporadically and then more intensively since a week ago. The work is conducted with the objective of building something solid and sustainable that will benefit the community long after the project. It was always in our mind that all damage done on the existing portion of the road that will no longer be required will be reclaimed and repaired by QL prior to completing the Cape Christian remediation project. You will find attached a drawing of the old road and the view of where the re-routed road has been set.

Now, this being said, we would like to apply for an amendment to allow for the continued construction of the alternative road and the continuation of the project. Please, let me know what is required from the NWB to obtain such an amendment.

24/08/2009

Thank you in advance,

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