



Environment Environnement
Canada Canada

Environmental Protection Operations
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Our file: 4704 004 017

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Re: NWB 8BW-CLY – Clyde River Road and Bridge – Qikiqtaaluk Corporation

On behalf of Environment Canada (EC), I have reviewed the information submitted with the above-mentioned application. The following specialist advice has been provided pursuant to Environment Canada's mandated responsibilities for the enforcement of the *Canadian Environmental Protection Act*, Section 36(3) of the *Fisheries Act*, the *Migratory Birds Convention Act*, and the *Species at Risk Act*.

Environment Canada supports the mitigation measures proposed by Qikqtaaluk Corporation, and would like to add the following comments and recommendations.

Comments and Recommendations

1. The proponent shall ensure that any chemicals, fuel or wastes associated with the proposed project do not enter waters frequented by fish. It is a requirement of **Section 36(3)** of the ***Fisheries Act*** that all effluent discharged into water frequented by fish be non-deleterious.
2. **EC recommends that timber used for the decking on the bridge be un-treated timber rather than creosote pressure treated timber.**
3. Abutment and culvert construction materials shall be clean and contaminant free; gravel/construction materials are not to be gathered from below the high water mark of any watercourse.
4. Suitable erosion control measures shall be implemented. The proponent shall not deposit nor permit the deposit of sediment into any fish bearing waters. Stream bank disturbances must be minimized and all disturbed areas stabilized upon completion of the project.
5. A copy of the spill contingency plan should be posted where crew members have access to it, and at each fuel cache and refuelling station.
6. Any fuel caches shall be located above the high water mark of any water body. Further, EC recommends the use of secondary containment, such as self-supporting insta-berms, when storing fuel on location rather than relying on natural depressions and that all caches are inspected daily.
7. Secondary containment or surface liners (drip pans, fold a tanks, etc.) should be placed under all containers or vehicle fuel tank inlet and outlet points, hose connections and hose ends during fuel or hazardous substance transfers. Secondary containment should be of adequate size and volume to contain and hold fluids for the purpose of preventing spills (the worst-case scenario).

8. Transfer operations should be attended by trained personnel at all times.
9. Please note that any spill of fuel or hazards materials, adjacent to or into a water body, **regardless of quantity**, shall be reported immediately to the NWT 24-hour Spill Line, **(867) 920-8130**.
10. The contact numbers in the Spill Contingency Plan for Environment Canada should be update to the following:
 - NWT/Nunavut 24-hour Duty Officer
 - Phone: 867-766-3737
 - Fax: 867-873-8185
11. Create and maintain a list and indicate location(s) of equipment available to be used in the event of a spill.
12. Waste tracking, or “manifesting”, should be implemented to ensure proper use, storage, and management of contaminated materials resulting from the containment, clean up, etc. of any spills. Manifests provide detailed information to first responders in the event of an accident and serve as a tool for confirming that shipments of dangerous or hazardous waste are properly handled, transported, and disposed of.

Environmental Protection Operations (EPO) should be notified of changes in the proposed or permitted activities associated with this application.

Please do not hesitate to contact me at (867) 669-4744 or ron.bujold@ec.gc.ca with any questions or comments.

Yours truly,

Ron Bujold
Environmental Assessment Technician

cc: Carey Ogilvie (Head, Assessment & Monitoring, EPO)
Mike Fournier (Northern Environmental Assessment Coordinator, A&M, EPO)
Jane Fitzgerald (Environmental Assessment Coordinator, EPO)