

**OPERATING PROCEDURE – COLLARED CARIBOU AND GEOTECHNICAL INVESTIGATIONS ALONG THE  
PROPOSED TŁJCHQ ALL-SEASON ROAD**

<b>Environment and Natural Resources contacts</b>	
1.	[REDACTED] Wildlife Biologist, Environmental Assessment/Habitat
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<b>Infrastructure contacts</b>	
1.	[REDACTED] Project Officer
2.	[REDACTED] Manager Design and Technical Services

**Purpose**

Procedure for communication between the Department of Infrastructure (INF) and the Department of Environment and Natural Resources (ENR) regarding the location of collared boreal caribou near the proposed Tłjchq All-season Road (TASR) during INF lead geotechnical investigations carried out under land use permit [W2016S0009](#).

**Background**

INF committed to the following when applying for land use permit W2016S0009:

In addition, the results of a Boreal woodland caribou reconnaissance survey flown in 2017 and collar data indicate that the winter distribution of boreal woodland caribou near the proposed TASR alignment is focused near the middle of the alignment. INF will prioritize work starting at either end of the TASR alignment in the spring, so that work occurring in the middle section where caribou/signs of caribou were observed occurs after mid-June. Also, while the GNWT recognizes that a limited number of caribou collars have been deployed in the Wek'èezhii area, INF will consult with ENR prior to commencing geotechnical work to determine if collared caribou are near the Project area. INF will avoid areas with collared caribou present, if possible. Operations will also be temporarily suspended if caribou are noticed within 500m of Project activities, as noted in Table 3 of the original TASR Geotechnical LUP application.

**Execution of work**

- INF will contact ENR at least two working days prior to starting geotechnical work in new areas along the proposed TASR and request information regarding the location of collared boreal caribou along the proposed TASR alignment and Whatì access road.

- Communication will be between only the individuals from INF and ENR listed on page one of this document.
  - INF's contractor (Tetra Tech) will not contact ENR directly.
- ENR will provide a pdf map to INF within two working days of being requested by INF for the location of collared caribou. The map will illustrate:
  - The location of collared caribou in proximity to the proposed TASR alignment and Whatì access road and the date of the collar location information.
  - The location of the proposed TASR alignment.
  - The location of the proposed borrow sources.
- INF will use the data provided by ENR to:
  - Select work areas for geotechnical work authorized under land use permit W2016S0009 that do not have collared caribou present.
  - INF will inform its contractor where collared caribou are present as per information provided by ENR and require the contractor for field operations to be direct work to sites without caribou in the vicinity.
- If collar data show that caribou are present in areas where geotechnical work is to be conducted INF will avoid those areas, when possible, until collar data show that caribou are no longer within 500 m of the work area.
- INF will not share the data provided by ENR with anyone other than Tetra Tech. Tetra Tech may not share the data provided by ENR.
- The data provided by ENR is to be used only for the purpose of assisting INF in conducting geotechnical work as provided for under land use permit W2016S0009.
- Operations will be temporarily suspended if caribou are noticed within 500 m of Project activities. Collared caribou represent only a portion of the caribou in the North Slave Region. INF recognizes that the lack of collared caribou in an area does not mean that caribou are not present and will make an effort to visually confirm that caribou are not present before starting geotechnical work in an area. INF will approach the proposed TASR alignment and subsequent landing for the work site at a flight altitude of 2,000 feet above ground level, or the limit of the ceiling, to ensure no caribou are visible within 500 m of the work location.

**Table 3 Wildlife Impacts Mitigation from the original TASR Geotechnical LUP application**

Potential Effects	Mitigation Measures
Habitat Loss and/or Alteration	<ul style="list-style-type: none"> <li>• Clearing will be minimized to only those areas that are required.</li> <li>• Previously disturbed areas will be used wherever possible.</li> <li>• Personnel will not travel off corridor unless there is a specific requirement.</li> <li>• Project vehicles and equipment entering the area will be cleaned to minimize transport of non-native/invasive species of vegetation.</li> <li>• An approved Spill Contingency Plan will be followed to ensure spills are prevented and if they were to occur as a result of an accident, that they will be controlled to prevent the spills from impacting a large area</li> </ul>
Sensory and other Disturbances	<ul style="list-style-type: none"> <li>• Vehicles and equipment will be maintained in proper operating condition, including the use of mufflers.</li> <li>• Unnecessary idling will be discouraged.</li> <li>• Vehicles and equipment will be plugged in at camps to minimize the need to keep running during cold weather.</li> <li>• During construction, traffic along the alignment will be minimized by ensuring workers are transported to site via vans or extended crew cabs.</li> <li>• Observations of wildlife by project staff will be reported to ENR.</li> <li>• Operations will be temporarily suspended if caribou or moose are noticed within 500 m of Project activities.</li> <li>• In the event that an active den is identified, ENR will be consulted to determine an appropriate strategy.</li> <li>• Wildlife monitors will be on site to monitor wildlife and manage risks.</li> <li>• Snow banks along the alignment will be kept low and escape points will be ploughed out for wildlife crossing. Frequency and distance intervals will be discussed with the land use inspector and ENR.</li> <li>• Traffic volumes and speeds will kept be low.</li> </ul>
Wildlife Incidents	<ul style="list-style-type: none"> <li>• An appropriately designated supervisor will educate all field workers on wildlife mitigation measures</li> <li>• An appropriately designated supervisor will provide all field workers with wildlife response training and general wildlife awareness.</li> <li>• Workers will avoid all interactions with wildlife unless crew safety is at risk.</li> <li>• Workers will not feed, harass or approach wildlife.</li> </ul>
	<ul style="list-style-type: none"> <li>• All humans/wildlife conflicts and incidents will be reported to the appropriately designated supervisor and to DOT.</li> <li>• All significant wildlife features, such as dens, will be documented and reported.</li> <li>• Firearms will not be allowed on-site except for firearms in the possession and control of authorized wildlife monitors.</li> <li>• No hunting or fishing by workers will be permitted.</li> <li>• All food and stored garbage will be kept in bear-proof areas or bear-proof containers to prevent wildlife attraction.</li> <li>• Any grease, oils, fuels stored on-site will be stored in bear-proof areas or containers and the Waste Management Plan will be followed.</li> <li>• Workers will be directed to report any suspicious activities related to wildlife. The appropriately designated supervisor will be responsible for obtaining and reporting this information to DOT.</li> <li>• Wildlife sightings will be recorded (including GPS location data if possible), submitted to DOT and ENR, and included in annual permit reporting to WLWB.</li> </ul>

Wildlife Attraction to Site and Waste Management	<ul style="list-style-type: none"> <li>• Waste products will be stored in secured containers and transported to appropriate receiver facilities where arrangements have been made to receive the waste, if necessary.</li> <li>• Wildlife deterrent mechanisms (including fencing and lights) will be used as needed.</li> <li>• The camp will be designed to prevent wildlife interactions.</li> <li>• Adequate outdoor lighting will be installed.</li> <li>• Personnel will follow an approved Waste Management Plan.</li> </ul>
Wildlife Mortality	<ul style="list-style-type: none"> <li>• Equipment and vehicle movements and speeds will be kept low, which should minimize risk of collisions.</li> <li>• Any wildlife injury or mortality will be immediately reported to DOT which will then inform ENR and the WLWB. The cause will be investigated with potential new mitigation developed and applied.</li> <li>• Maintenance measures to reduce attraction of wildlife will be employed.</li> <li>• Additional mitigation, if required, to minimize impacts on wildlife will be developed.</li> </ul>
Spills of Hydrocarbons or Toxic Substances Resulting in Injury to Wildlife and/or Wildlife Habitat	<ul style="list-style-type: none"> <li>• Vehicles will be equipped with spill kits and fuelled 100 m away from waterbodies.</li> <li>• Fuel storage areas will be equipped with spill kits, will be located at least 100 m away from waterbodies and large fuel storage tanks (above 2,000 L) will be double walled.</li> <li>• Spill response and containment will be completed expeditiously in accordance with the Spill Contingency Plan and the contractor's HSE manual and procedures.</li> <li>• Appropriate deterrents will be used to discourage wildlife from entering the area.</li> <li>• ENR will be contacted immediately to determine appropriate course of action, which may include capturing, relocating or treating contaminated wildlife.</li> </ul>