Site 403A

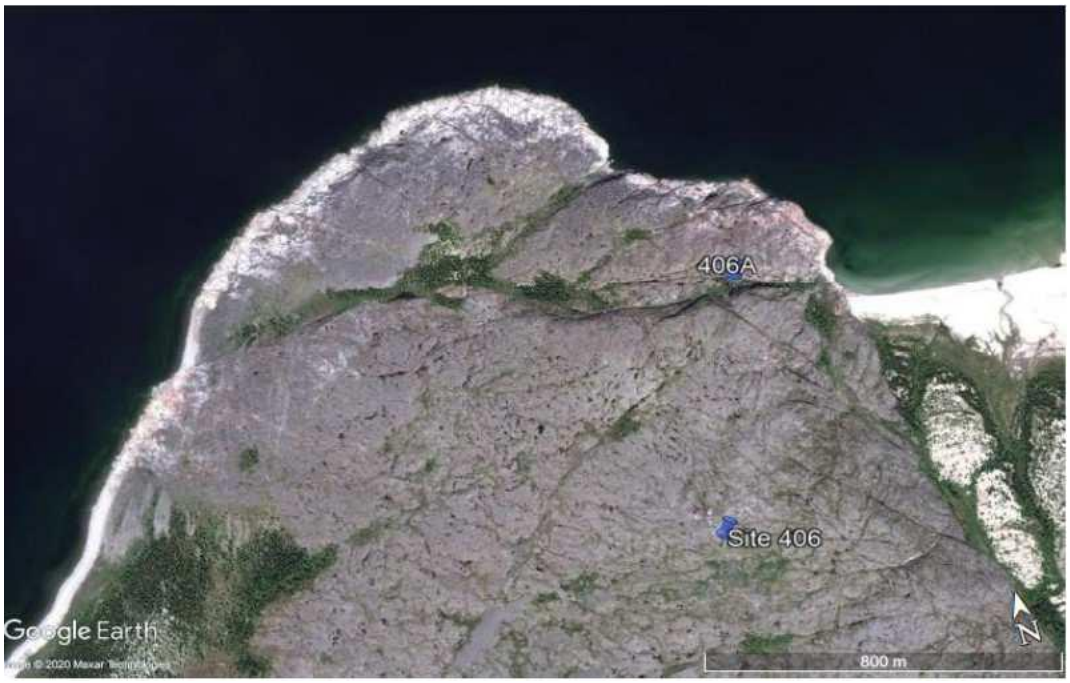
The site is located on the edge of Hudson Bay, 34 km southwest of Kuujjuarapik. The site is accessible by snowmobile, VTT, boat or by air (helicopter). The equipment in place includes a main fuel tank farm of 11 tanks and another secondary of 2 all empty above-ground tanks with a capacity of 4 400 liters each still in place, the associated pumping and pipeline system, an empty barrel storage area totaling about 375 barrels as well as 2 half-filled barrels containing liquid (probable tar) and some areas of various debris. There is no existing path connecting the site to the main site, to Kuujjuarapik or to the Trans-taiga road. The equipment is visible in flight. Surface deposits are mainly composed of sand (usually less than 0.35 m thick) and rests on pebbles or blocks in places followed by natural rock.

Based on the results obtained during the environmental characterization work carried out in September 2017 on the site it appears that:

- Soils with concentrations above criterion B_{ecotox} in PH C_{10}-C_{50} are present on the site at the location of one area. The volume of these soils is estimated at 1.3 m_3 which have in the concentration B_{ecotox}-C.
- The area affected by the contamination is the main tank farm and pipeline area.
- Surface water has concentrations of PAHs, PH C_{10}-C_{50} and metals below the criterion for the protection of acute aquatic life.
- The inventory of structures and debris present on the site has made it possible to estimate a volume of 102 m^3 of material of which 97 m^3 are residual material and 5 m_3 are residual dangerous material or asbestos-containing materials.

The following assessment considers that the present infrastructure will be demolished, packaged and transported off-site. After removal of the residual material and residual dangerous material, a characterization of the underlying soils will be carried out to determine the rehabilitation needs. Soils with a level of contamination above criterion B_{ecotox} will be excavated and transported offsite. Air transport by helicopter was considered up to the exit point of Kuujjuarapik. From there the material will be transported by barge to Chisasibi and finally transported by land to authorized treatment, recycling or disposal sites. Other rehabilitation and transport alternatives are also possible.

Site 406A



The site is located on the edge of Hudson Bay, 95 km southwest of Kuujjuarapik on a rocky massif with 100 meters of altitude. The site is accessible by VTT, boat or by air (helicopter). The equipment in place includes a tank farm of 4 empty above-ground tanks with a capacity of 4400 liters each still in place, the pumping system installed in a building for this purpose, a pipeline connecting the radar station 406 located 600 meters away, a few empty barrels, an old compressor and some areas of various debris. There is no existing path connecting the site to the main site, to Kuujjuarapik or to the Trans-taiga road. The equipment is visible in flight. The site includes rocky outcrops, the presence of contaminated soils is considered in the rock depressions which are also preferential paths for anthropogenic surface contamination.

Based on the results obtained during the environmental characterization work carried out in September 2016 on the site it appears that:

- The soils located on the rock are in very small quantities.
- The inventory of structures and debris present on the site has made it possible to estimate a volume of 50 m^3 of residual material of which 5 m^3 are residual material and 45 m_3 are residual dangerous materials or containing asbestos.

The following assessment considers that the present infrastructure will be demolished, packaged and transported off-site. After removal of the residual material and residual dangerous material, a characterization of the underlying soils will be carried out to determine the rehabilitation needs. Transport will be by air to the Kuujjuarapik exit point. From there it will be transported by barge to Chisasibi and finally transported by land to authorized treatment, recycling or disposal sites. Other rehabilitation and transport alternatives are also possible.