



**Long Lake #58 First Nation
Diesel Fuel Depot
Initial Project Description**

Prepared for:
Long Lake #58 First Nation FuelCo (Proponent)
For Submission to Long Lake #58 First Nation Lands Department

Prepared by:
Azimuth Environmental Consulting Inc.,
with Crozier and Associates Consulting Engineers
and Aboriginal Business Network

November 2021

AEC 14-391



Environmental Assessments & Approvals

November 4, 2021

AEC 14-391

Long Lake #58 First Nation Lands Department
209 Otter Street
PO Box 609
Longlac, Ontario P0T 2A0

Attention: Duane Wesley, President of Long Lake #58 First Nation Fuel Company

Re: **Long Lake #58 First Nation Diesel Fuel Depot Project**
Initial Project Description


Dear Mr. Wesley:

Azimuth Environmental Consulting, Inc. (Azimuth) is pleased to provide an initial project description for the aforementioned project. The initial project description is part of the early engagement process with the Long Lake #58 First Nation Lands Department and the Community. If you have any questions please do not hesitate to contact the undersigned.

Yours truly,


AZIMUTH ENVIRONMENTAL CONSULTING, INC.

Mike Jones, M.Sc., P.Geo.
Hydrogeologist, President


Dr. Scott Tarof, Ph.D. (Biology)
Terrestrial Ecologist

cc: Steve Morse, Principal, Aboriginal Business Network
Ian Horne, LL58FN Representative
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1.0 INTRODUCTION

Project Name and Proponent Contact Information

Project Name: Long Lake #58 First Nation Diesel Fuel Depot

Proponent: Long Lake #58 First Nation Fuel Company

Proponent Contact:

Long Lake #58 First Nation Fuel Company

Mr. Duane Wesley, President

209 Otter Street

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Executive Summary

This initial project description (IPD) provides information currently available regarding the proposed diesel fuel depot project. Long Lake #58 First Nation (LL58FN) has the right to supply diesel fuel to a mine project to be developed in the Municipality of Greenstone (community of Geraldton), Ontario by Greenstone Gold Mines (GGM). To service the mine, LL58FN established the Long Lake #58 First Nation Fuel Company (FuelCo). Under the contractual agreement between GGM and LL58FN, GGM is responsible to fund the capital and operating costs of FuelCo.

To support the feasibility of the agreement, FuelCo has brought forward the proposal to develop a diesel fuel depot on LL58FN Lands. FuelCo plans to build a fenced, bulk diesel fuel depot on a portion of reserve lands designated for industrial uses and to be in service by the third quarter (summer) of 2022. Three alternative sites are being considered. Project components include the diesel fuel depot with bulk fuel storage tanks, a backup diesel generator, a stormwater management system (SWMS), site trailer, potable water well, on-site sewage system, fire tank, fire break, snow storage areas, fencing, gate(s) at the entrance and exit for security and a gate booth (Appendix A).



To access and service the site, the project will require:

- Construction of an electrical supply line and interconnect to the Hydro One system;
- Extension of telecom lines to provide communication and internet services;
- A permit from the Ontario Ministry of Transportation for access to Provincial Highway 11 and improvements to existing intersection of Florrie Extension (Ext.);
- A permit from the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry for any improvements to an existing forestry road; and,
- A Memorandum of Understanding (MOU) with the *Sustainable Forest Licensee* - The MOU will clarify road use, inspection, maintenance, and repair responsibilities.

The LL58FN's Land Code outlines a process for decision-making regarding use and management of LL58FN lands. The Environmental Assessment (EA) Law will provide the methodological framework for the project. An environmental evaluation is underway as part of the project. Assessment of the alternative sites and utility corridors in support of the project will be facilitated by Crozier Consulting Engineers (Crozier) and Azimuth Environmental Consulting, Inc. (Azimuth). The project will be completed in accordance with the LL58FN Engagement and Accommodation Protocol Manual.

Early Engagement

1.1.1 Project Notification

Proponents of a proposed development project on LL58FN Lands are recommended to notify LL58FN by discussing their project proposal with the Lands Department prior to submitting an IPD. This preliminary consultation engagement will inform how the development proposal is affected by LL58FN legislation, policies and guidelines (<https://www.longlake58fn.ca/>, <https://www.longlake58fn.ca/lands>). To date, early engagement activities have involved FuelCo's consulting team, the LL58FN Lands Department and GGM. No public engagement has yet occurred but is planned. Early engagement serves to identify potential issues, constraints and study requirements. Whether or not an EA report is required for the project will be determined by the LL58FN Lands Department based on the proponent's project submission, in accordance with the EA law, and in consideration of information in the IPD and detailed project description (DPD).



Other Agencies Having Jurisdiction or Project Interest

1.1.2 Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry

Two of the alternative sites being considered for the permanent diesel fuel depot would be accessed by an existing forestry road which is entirely on Provincial Crown land. The proponent is in discussion with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry.

1.1.3 Hydro One

Electrical power to the site will be provided through the Hydro One network on a “merchant line” to be constructed on reserve lands. Hydro One would be responsible for the construction of an interconnection to an existing power line on the north side of Highway 11. The proponent is in discussion with Hydro One.

1.1.4 Ontario Ministry of Transportation

Renewal of a permit will be required for access from the existing forestry road to Highway 11. Permitting for a connection in the community for the Interim site would be required. The proponent is in discussion with the Ontario Ministry of Transportation.

1.1.5 Local Forest Licensee

Two of the alternative sites under consideration for the permanent diesel fuel depot would be accessed by an existing private forestry road. The proponent is in discussion with the *Sustainable Forest Licensee*.

1.1.6 Other Interested Parties

In addition to the aforementioned agencies, others who may have interest in the project (*i.e.*, in use of the private forestry road) include other indigenous communities, hunters, anglers, trappers and outfitters. Since these individuals may not have a centralized point of contact, they can be informed about the project through LL58FN’s website posting and/or during the engagement process.

2.0 PROJECT RATIONALE

Submission of an IPD provides formal project documentation and is the first step in determining whether or not an EA will be required. The IPD provides a general description of the project to the Lands Department and additional information that has been identified through the project notification and early engagement process.



The rationale for the LL58N fuel depot project is to construct and operate a diesel fuel depot to serve the GGM mine (Appendix A). The project would involve evaluating a series of alternative diesel fuel depot sites based on set criteria to choose a preferred site in accordance with the EA Law. The project would also entail an evaluation of alternative locations for a hydroelectric/utility corridor to service the depot (*i.e.*, the Area 1 alternative site). Locations of three alternative diesel fuel depot sites and two utility corridor sites are outlined below in Section 5.0 and shown in Appendix B.

Evaluation of the alternative sites and utility corridors will be based on scientific background, field and traditional knowledge data collected over the course of biophysical (*i.e.*, natural heritage and hydrogeological) investigations, as well as on consideration of transportation and access logistics, and public and environmental safety criteria. Evaluation of alternatives and an impact assessment would be prepared. The diesel fuel depot will be operated by FuelCo and provide fuel to GGM trucks and heavy equipment used by the mine.

3.0 PROJECT COMPONENTS

The current Master Plan Layout proposed for the fuel depot depicts several physical project components (Appendix A) that outline what is proposed to be built. Table 1 below lists the project components and their estimated size.

Land Requirements to Build Project Components

A conceptual Master Plan Layout was developed to identify project components that would be included at the site, and the required land area to quantify how large the site would need to be to be considered suitable for the undertaking. The site will be required to be readily accessible, approximately 2ha in size (minimum, plus fire break) to facilitate suitable storage, vehicle access, operational and safety requirements, while also minimizing environmental impacts.



Table 1: Project Components for the Proposed Diesel Fuel Depot

Component	Est. Size [metres (m)] and Comments
GGM Diesel Fuel Tanks	25m x 25m Actual number of tanks and layout to be confirmed to accommodate a total capacity of 150,000 litres (L) of fuel with the potential for additional storage
Hydroelectric/Utilities Corridor	Overhead service corridor from Hwy 11 to supply power and utilities; ~10m wide x 800m long
Diesel Generator	5m x 10m Sizing and siting to be confirmed
Fencing, Gates and Security	1.8m high chain link fence Min. 6m opening for sliding gate for each access; gate booth at entrance
On-site Trailer	Size TBD and non-permanent; Trailer will have an office and washroom, with connections to well and sewage system
On-site Sewage System	Ultimate = 35m x 25m; sized as per National Building Code Interim = Class 5 System; system specifications (type, size, etc.) will be confirmed during detailed design
Water Supply	Potable well drilled in close proximity to site
Stormwater Management System (SWMS)	Best management practices to meet applicable standards Approximate footprint 50m x 30m; size and type to be confirmed during detailed design
Fire Tank and Fire Break	Fire tank size TBD Fire break = 60m wide (min.)
Snow Storage	Snow storage located at several areas on-site
Access On-site and Parking	3500m ² granular pad Drive-thru approach with separate entrance and exit points Internal drive corridors and parking for equipment and staff
Site Access	Florrie Ext. = existing forestry access road; improvements required to ensure year-round vehicular access Hwy 11 = direct connection

Refer to Master Plan Layout (Appendix A).

Diesel Fuel Depot

The depot will provide three diesel fuel storage tanks (~50,000L) each to supply GGM. Fuel will be delivered to the depot by B-Train tanker trucks (~63,000L capacity) and unloaded by pump at the fuel depot (Appendix A). Unloading the B-Train tanker trucks will take approximately one hour. Subsequent transportation of diesel fuel to the mine and for local use will use a 20,000L tanker truck that will be filled from the fuel depot storage tanks by pumps. It will take approximately 20 minutes to fill each tanker truck. During the first 18 months of operation it is projected that tanker traffic to and from the depot will be approximately one tanker truck per day (inbound) and three to four smaller



trucks out bound to the mine. At peak operations, this tanker traffic increases to approximately four tankers inbound and 12 to 16 loads outbound.

The Master Plan Layout (Appendix A) shows horizontal doubled-walled fuel storage tanks with maintenance access stairways at each end and a connecting walkway. The tanks will be placed on a level gravel pad with concrete barriers to protect from traffic and will include all instrumentation and metering with accuracy suitable for transfer of custody. The design will make provision for future tanks to provide expansion to the mine storage capacity if necessary. Alternatively, the fuel depot may use one or multiple traditional vertical tanks. The requirement to incorporate a constructed spill containment system for diesel storage tanks will be confirmed during detailed design to ensure compliance with applicable regulations.

Utilities

Electricity required to power the lighting, site infrastructure and the proposed components of the fuel systems will be provided through a connection and extension from the existing Hydro One aerial network on Hwy 11 (Appendix B). Preferred routing of the utility corridor extension using poles and aerial cabling will be confirmed based on discussions with Hydro One, environmental sensitivities and during detailed design.

For Alternative Site 1, it is anticipated that the width of the utility corridor would be approximately 10m and an estimated length of approximately 800m.

Telecom and internet infrastructure will be provided to the facility, and the preferred connection method will be confirmed with area providers during detailed design. Two potential options would be to incorporate utility lines as part of the hydroelectric service extension or as a wireless system.

Diesel Generators

In the event of a power outage a generator will be provided for back-up power supply, fueled with the available on-site diesel (Appendix A). Sizing and siting of the generator will be confirmed during detailed design and confirmation of required power demands.

Fencing, Gates and Security

A chain link fence (assumed height 1.8m) will be installed to surround the site for security purposes. In addition, the entrance/exit to the site will be controlled with sliding gates; a gate booth is proposed at the entrance into the site (Appendix A). The provision of security cameras for continuous remote monitoring will be determined based on discussions with suppliers and GGM.



On-site Trailer

One project component will include an on-site trailer (non-permanent) with an office and washroom (Appendix A). Hydro and utilities will be provided to the trailer. The trailer will have an interim wastewater connection to a holding tank and a permanent water connection to the well. The wastewater connection will feed into the holding tank located between the trailer and the main on-site sewage system (septic bed to be part of future site expansion).

On-site Sewage System

An on-site sewage system (Appendix A) will be required to treat and dispose of sanitary wastewater generated by the office and washrooms. The sewage system will be sized in accordance with the National Building Code and with the potential to expand for future ancillary uses to the depot.

As an interim measure, a holding tank will service the trailer office and washroom. This tank will be designed as a Class 5 System. A sewage system will be based on a holding tank for retention of on-site sewage, and will be required to be emptied by a licensed sewage hauler. A permit is required to install this type of septic system. The system can include an alarm system to notify operators of timing for pump-out or maintenance.

For the ultimate build-out of the depot, two options for treatment and discharge of sanitary wastewater will be considered. Option 1 consists of a “conventional” on-site sewage system, consisting of a below grade septic tank and a leaching bed. Option 2 consists of an advanced treatment system and a smaller leaching. Pumps may be required for both options, depending on the relative elevation of the system components.

System specifications (type, size, *etc.*) for the ultimate build-out will be confirmed during detailed design. Location and size of the sewage area, as shown on the current Master Plan Layout, have been proposed to allow for future site expansion.

Well Water Supply

A potable well will be constructed to service the site (Appendix A). Water will be required for the office and washroom. The well will be located 15m from any source of contamination, and the water extracted will be treated prior to use. The type of treatment will be confirmed as part of detailed design. Pumps, a water cistern and heat tracer wiring may be required to provide adequate water supply.



Stormwater Management System

A SWMS is proposed as part of the site (Appendix A). The SWMS will allow runoff to discharge to a designed collection area. The system will provide temporary water storage and treat stormwater runoff prior to discharging back into the environment from the project footprint.

Storm sewers and catchbasins may need to be implemented to help capture stormwater generated on-site. One recommended treatment option for on-site stormwater collection is an oil-grit separator. There will also need to be a salt management system to remove salt from stormwater runoff to mitigate discharge of salt into natural areas.

Fire Tank and Fire Break

Construction of the diesel fuel depot will include a fire tank designed appropriately to contain and provide water in the event of a fire. A fire break is proposed around the entire site footprint (Appendix A). The fire break will be 60m (min.) from any infrastructure considered to be a fire hazard.

Snow Storage

Three snow storage areas part of the Master Plan Layout so that transportation corridors and parking areas are able to be kept clear of snow (Appendix A). The approximate area of snow storage is 2500m².

3.11 Access and Parking

The site layout for the depot proposes two access points, and they have been designed as a one-way drive-thru system (Appendix A). The second access will be the entrance to the site; the other (or first) access will be the exit. The internal road network on-site will be designed to accommodate the movements of the B-Train Tankers. Parking for trucks, vehicles and the equipment required to operate the depot has been provided as part of the Master Plan. The internal roadways and parking areas will be constructed on a granular pad. Dimensions, depth and makeup of the granular pad will be determined post-completion of topographical survey and geotechnical investigation.

3.12 Florrie Extension

The Florrie Ext. is identified as a forest access road in the current *Kenogami Forest Management Plan*. As such, responsibility for maintenance lies with the Sustainable Forest License holder on a priority basis (repairs are undertaken on as-needed basis). The current road platform is approximately 3-4m wide and comprised of granular material. Depth and make-up of granular material is unknown, and the drainage system (ditches) associated with the roadway is limited.



Improvements to the road platform will be required to provide year-round access for fuel trucks. Scope and extent of improvements will be determined post-completion of topographical survey and geotechnical investigation. It is expected that external road improvements will be required at the intersection with Highway 11 to facilitate truck turning movements.

4.0 WORK PLAN

The anticipated work plan (*i.e.*, activities and timing) is as follows:

- Initial natural heritage fieldwork (Sand Pit site, Area 1 site) – 2019/2020;
- Additional fieldwork (Area 1 site, Florrie Ext., Highway 11/Florrie Ext. intersection, utility corridors, Interim site) – Early October 2021;
- Prepare IPD, feedback/revise IPD – October 2021;
- Geotechnical investigations, land surveying – October & November 2021;
- Community engagement information meeting #1 at Long Lake – November 2021;
- Prepare draft DPD – December 2021;
- Community engagement meeting #2 at Long Lake – December 2021;
- Finalize the DPD, determine whether an EA report is required and EA Terms of Reference (if required) – January 2022;
- Tree clearing and MNRF work permits – January/February 2022;
- Site preparation/tree removals – February/March 2022;
- Begin fuel depot construction – Spring 2022; and,
- Fuel depot in service – Late Summer 2022.

5.0 SITE ALTERNATIVES, BIOPHYSICAL ENVIRONMENT AND TRADITIONAL KNOWLEDGE

A short-list of three alternative diesel fuel depot sites in the Longlac region are being considered (Appendix B). In accordance with the EA Law, the alternative sites will be considered and a preferred site recommended based on evaluation criteria. The three alternative sites include:

1. Sand Pit, Florrie Ext.;
2. Area 1, Florrie Ext.; and,
3. Interim adjacent to existing LL General Store.

Table 2 below summarizes the three alternative sites and two utility corridor options under consideration.



To characterize the biophysical environment at the three alternative sites and two hydroelectric corridor options, natural heritage wildlife and plant (including wetlands) field data were collected by Azimuth ecologists in 2019, 2020 and 2021 (see Table 3 below for field data summary). Fish habitat surveys were not part of the approved fieldwork scope. A LL58FN field researcher conducted amphibian surveys at the Sand Pit site in spring 2020. Fieldwork in fall 2021 also included surveying lands proximal to the Highway 11/Florrie Ext. intersection and the logging road west of Suckle Creek.

At a high level, the biophysical environment of the Sand Pit site is comprised of a large sand pit area surrounded by forest with wetland pockets. A watercourse (Suckle Creek) is approximately 65m away to the west. There are no human settlements in the vicinity of the Sand Pit site (Appendix B). The Area 1 site alternative is a mosaic of forest and wetland (including treed swamp and fen habitats along the Florrie Ext.) in an area of undulating topography. Area 1 is approximately 550m east of Suckle Creek. A private residence is on Highway 11 across the street from Florrie Ext., approximately 850m from the Area 1 site (Appendix B). An Interim site is being considered as a temporary fueling location until the new fuel depot is constructed (Appendix B). The Interim site is adjacent to the LL58FN General Store/Gas Station in Long Lake. The site is a forested lot immediately west of the General Store/Gas Station, surrounded by residential and commercial land use (Figure 4). Option #1 proposed for the utility corridor is comprised of a mixture of upland forest and treed swamp. Utility corridor option #2 would traverse an area that is predominantly wetland (including a fen). Background mapping data/information [*e.g.*, Species at Risk (SAR) records for plants, wildlife and fish, presence of Provincially Significant Wetlands, *etc.*] will be provided as part of the DPD, and included in the assessment of impacts on natural heritage features and functions.

A hydrogeological assessment by Azimuth based on field data collected in October 2021 and desktop mapping will be used to characterize the biophysical environment more fully and inform selection of the preferred site for the diesel fuel depot.

If available, LL58FN traditional knowledge data may be provided (in GIS/CAD format from others). Permission from LL58FN would be required to use traditional knowledge data in the DPD (and EA report – if required). Traditional knowledge data would be overlaid onto environmental Figures and used to help evaluate site and utility corridor alternatives.



Table 2: Alternative Diesel Fuel Depot and Utility Corridor Options

Site	Location	Coordinates	Footprint Size
Sand Pit	~6km west of Longlac, Ontario; ~4km south of Highway 11 on Florrie Ext.	Central site location: Latitude: 49.738839° Longitude: -86.644409°	~100m x 200m
Area 1	~6km west of Longlac, Ontario; ~800m south of Highway 11 on Florrie Ext.	NE footprint corner: Latitude: 49.754312° Longitude: -86.634699° SE footprint corner: Latitude: 49.753545° Longitude: -86.633990° SW footprint corner: Latitude: 49.752716° Longitude: -86.636558° NW footprint corner: Latitude: 49.753348° Longitude: -86.637220°	~100m x 200m
Interim	LL58FN General Store/Gas Station – 10090 Highway 11, Long Lake, Ontario POT 2A0 (intersection of Highway 11 and Wolf Street)	Central site location: Latitude: 49.785016° Longitude: -86.575529°	~50m x 180m
Utility Corridors	Option #1: South off Highway 11 (east of fen) to Area 1 site Option #2: East side of the Florrie Ext. (through fen) to Area 1 site	At snowmobile trail: Latitude 49.759221° Longitude: -86.631291° At snowmobile trail: Latitude 49.758488° Longitude: -86.634852°	~10m x 800m ~10m x 855m



Table 3: Natural Heritage Field Surveys Completed by Azimuth

	Surveys			
	Sand Pit Site	Area 1 Site	Interim Site	Highway 11/Florrie Ext. Intersection, Logging Road, Utility Corridors
Fall 2019	ELC and plant inventory ¹			
Spring/Summer 2020	ELC and plant inventory			
	Evening calling amphibians ²	Evening calling amphibians		
	Dawn birds			
	Nocturnal birds			
Fall 2020	ELC and plant inventory	ELC and plant inventory		
	General road topography	General road topography		
Fall 2021		ELC and plant inventory	ELC and plant inventory	ELC and plant inventory
		SAR habitat	SAR habitat	SAR habitat
		Significant Wildlife Habitat	Significant Wildlife Habitat	Significant Wildlife Habitat
		Raptor nesting	Raptor nesting	Raptor nesting
		Physical and chemical water testing		

¹ ELC = Ecological Land Classification of vegetation communities by community type, includes vegetation community mapping and plant species inventory list (including wetlands)

² Amphibian surveys included use of acoustic monitors



6.0 EMISSIONS, DISCHARGES AND WASTE

Emissions related to the fuel depot would likely include *in situ* diesel exhaust from transport trucks and depot generators, as well as diesel fumes associated with fuel transfer into the trucks. Diesel exhaust would also be an emission source during fuel transport between the fuel depot and the mine or other external consumers.

No direct discharges are anticipated, providing there are no fuel spills on-site or during transportation of fuel. In terms of indirect discharges, there may be run-off from road salt, stormwater and sewage effluent from washrooms that will be treated on-site.

Management of solid waste and recycling will be managed by on-site staff using appropriately sized and located bins. LL58FN has a waste management program, and LL58FN would be contracted by FuelCo to collect and dispose of all solid waste and recycling materials.

7.0 PUBLIC AND ENVIRONMENTAL SAFETY

Elements of public safety to be considered in the project include large truck traffic on Highway 11. Interim site excepted, the diesel fuel depot would be located on a private logging road (Florrie Ext.) that is not open to public traffic. Florrie Ext. is intended for use by trucks and license holders only. As such, Florrie Ext. will not be signed as a public road to reduce the potential for use of the road by the general public. To help ensure safety, the depot will be fenced and monitored. Fire precautions on-site, including a fire tank, fire break and Emergency Response Plan, will be designed to mitigate against risk of fire.

In the event of a possible fuel spill during fuel transport to/from the fuel depot, natural heritage features that may be impacted include Suckle Creek, wetland and forest habitat adjacent to Florrie Ext. or Highway 11 and their associated SAR habitat and SWH functions.

In regards to environmental safety, diesel fuel products will be stored in large quantities at the fuel depot, in addition to equipment for depot operation and maintenance. All storage and dispensing of fuel on the site will be sized, sited and designed per the following regulations:

1. Technical Standards and Safety Act, 2000;
2. Ontario Regulation 217/01 Liquid Fuels; and,
3. Liquid Fuels Handling Code (LFHC)



The fuel depot will use multiple traditional tanks (horizontal or vertical) for diesel storage. For diesel and gasoline, the LFHC prescribes specific rules for different fuel storage facilities. According to the LFHC, secondary containment is not required for an above-ground storage tank of 5,000L capacity or less. Above-ground storage tanks with volumes greater than 5,000L must have dike and/or secondary containment. Tanks without a dike must be equipped with an approved overfill protection and spill containment. Double-wall tanks (maximum capacity of 80,000L) are equivalent to diking. The storage facilities will have containment control to ensure that leakage or spills, if they were to occur, do not result in contaminants escaping from the fuel depot into the surrounding environment.

A comprehensive Emergency Response Plan will be developed as part of the DPD to address response procedures to potential diesel fuel spills, accidents and/or wildfires, including on-site spills during diesel fuel transfer. The depot will also have processes and procedures in-place for the ongoing daily operations and management of the facility.

8.0 ENGAGEMENT AND ACCOMMODATION PLAN

The purpose of the Engagement and Accommodation Plan (EAP) is to provide guidance to the project team regarding working with First Nations' communities to help ensure that the project runs smoothly and has a successful outcome. The EAP outlines an approach for creating and maintaining open and transparent communication with the LL58FN Lands Department and Community throughout the project so that the culture and traditions of LL58FN are respected.

The EAP will include a summary of all engagement conducted prior to the IPD and outline the proponent's engagement for the project, including their preferred engagement tools and strategies. Engagement will include virtual and in-person meetings (*i.e.*, Community Engagement Meetings) with the LL58FN Lands Department and Community, as well as email and phone communications. The EAP will be in conformance with the LL58FN Engagement and Accommodation Protocol Manual.

The Lands Manager will begin the IPD engagement process by providing all available information to Members and other interested parties for comment. A summary of issues and engagement will be provided to the Proponent, Members and other interested parties addressing how the comments and issues received were characterized and are to be considered by the proponent. This summary of issues, along with the engagement conducted by the proponent will help to inform the DPD.



9.0 INITIAL RECOMMENDATIONS AND MITIGATION

It is recommended that the LL58FN Lands Department and Community review the IPD and provide feedback, as part of the engagement process, so that the proposed project conforms to engagement procedures and respects the LL58FN regulatory framework. Feedback will be used to inform development of the DPD and mitigate potential impacts to natural heritage features and functions associated with the fuel depot and utility corridor. Mitigation of a fuel spill, if it were to occur, would be recommended to be based on existing Best Management Practices and relevant provincial/federal legislation, policies and procedures.

10.0 CONCLUSIONS

To service GGM, FuelCo is working to establish the Long Lake #58 First Nation diesel fuel depot. The alternative sites, including the three short-listed alternative sites (Sand Pit, Area 1, Interim), will be evaluated as per the EA Law to choose the preferred site, in addition to consideration of utility corridor service options. Selection of the preferred site for the fuel depot and utility corridor will be based on engineering, scientific background, biophysical and traditional knowledge data, as well as transportation and access logistics, and public and environmental safety factors. Realignment and/or widening of the Florrie Extension may be necessary to access the fuel depot.

11.0 REFERENCES

Long Lake #58 First Nation. <https://www.longlake58fn.ca/>

Long Lake #58 First Nation Land Management. <https://www.longlake58fn.ca/lands>



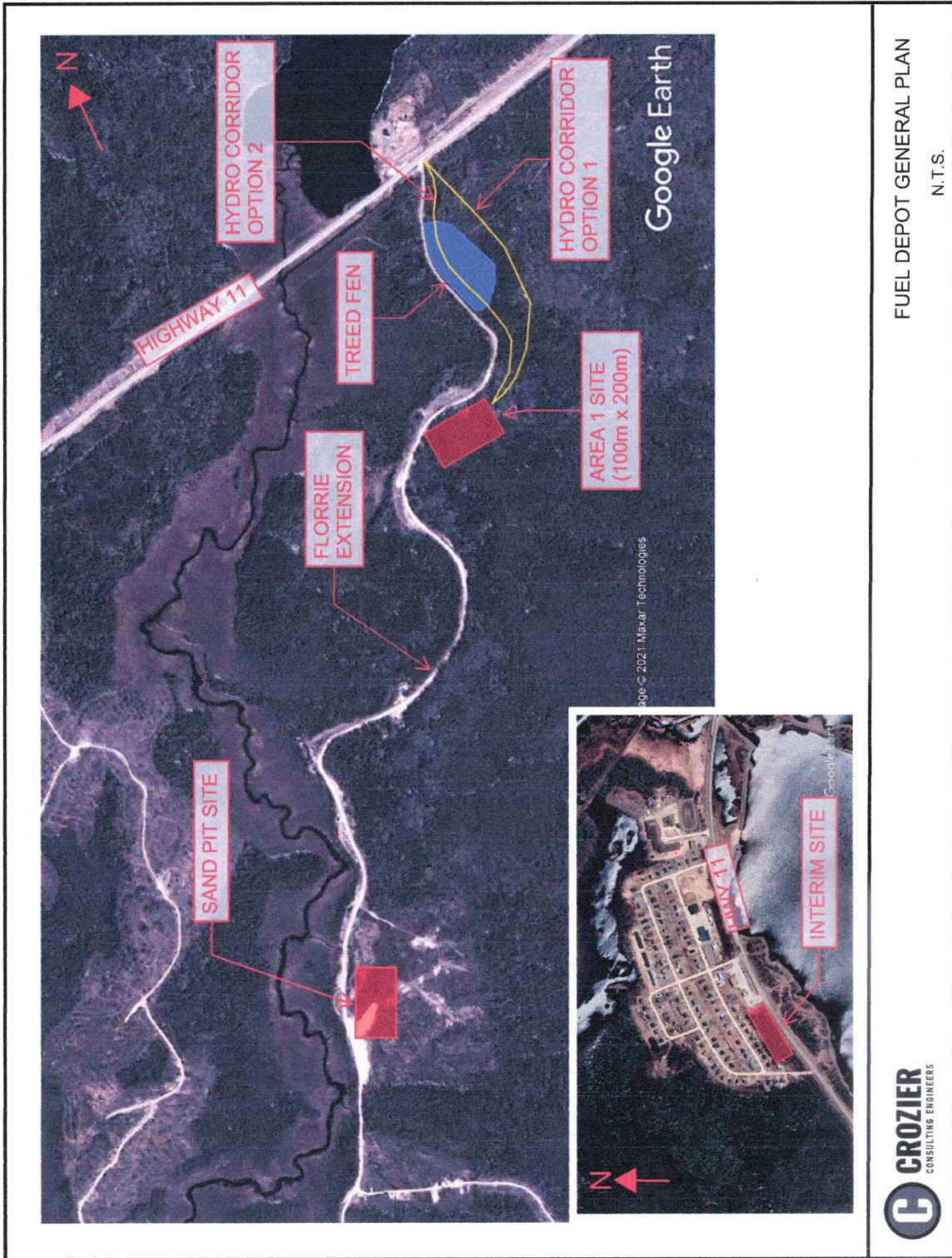
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Appendix A: Proposed Diesel Fuel Depot Master Plan Layout

Appendix B: Alternative Site Locations and General Plan



Appendix B. Alternative Site Locations and General Plan



FUEL DEPOT GENERAL PLAN
N.T.S.

