

## HAMMOND REEF GOLD PROJECT RESPONSE TO COMMENTS ON FINAL EIS/EA

### COMMENT – T-15

**Source:** Canadian Environmental Assessment Agency

#### Summary of Comment

Complete a worst-case scenario assessment during the construction phase. This scenario would include conducting an assessment for NO<sub>x</sub>, TSP, PM<sub>10</sub> and PM<sub>2.5</sub> (for 1-hr and 24-hr averaging period) and compared with Ontario Ambient Air Quality Criteria (AAQC) and /or National Ambient Air Quality Objectives (NAAQO).

An assessment of this worst- case scenario for these parameters is important to ensure compliance is achieved and also to prove that the operation phase is the bounding case for this project.

#### Proposed Action

Provide a table with the modelling results for the construction phase air emissions since the releases of NO<sub>x</sub> and particulate matter (TSP, PM<sub>10</sub> & PM<sub>2.5</sub>) are the main issues in the site preparation and construction phase and provide a worst-case scenario assessment during the construction phase.

#### Reference to EIS

AETSD Report, Section 3.1.4 pg. 19 Section 3.1.1.1, Table 3-1 pg. 15

AESTD Report, Version 2 response to IR EC-37

#### Response

Compared to the Operations Phase, the Construction Phase will require much fewer trucks, as shown in the table below, resulting in lower fuel consumption and less dust generated.

Parameter	Construction Phase	Operations Phase
No. of trucks greater 2,000 HP	10	20
Total distance travelled (VKT/day) (indicator for dust emissions)	4,332	8,248
Diesel fuel consumption (L/yr) mobile sources (indicator for exhaust gases emissions)	12,849,208	61,773,535
Diesel fuel consumption (L/yr) stationary sources (indicator for electricity exhaust gases emissions)	7,078,080	Emergency testing only
Total diesel fuel consumption (L/yr)	19,927,288	61,773,535

There will also be a Best Management Practices Plan implemented through the Construction Phase. For this reason the Operations Phase was selected as the worst-case scenario for the Project. Further rationale for this selection is provided in Part B of Version 2 of the Atmospheric Environment TSD, Technical Memorandum "Additional Environment Canada Comments on the Air Quality Assessment Approach". An assessment of the worst case Operations Scenario was completed.

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Canadian Malartic Corporation has committed to air quality monitoring throughout the Construction and Operations Phase of the Project. A detailed air quality monitoring program will be submitted to the province for discussion prior to the start of the Construction Phase. This plan will consider the guidance outlined in the Ministry's *Operations Manual for Air Quality Monitoring in Ontario*. Canadian Malartic Corporation will work with regulators to determine reasonable parameters and frequency of sampling for monitoring during Operations and Construction Phases.