Appendix B

# Data Gaps Crosswalk Comprehensive Design Road Map

## Introduction

One of the first activities conducted by CH2M HILL Canada Limited (CH2M) after coming under contract to the Government of Yukon was to review the Draft 4A Closure Plan (SRK, March 2010a) and existing data and reports for the Faro Mine Remediation Project. Based on this review, CH2M identified gaps in existing Faro Mine Complex (FMC) information that would be necessary to support preparation of a *Yukon Environmental and Socio‐economic Assessment Act* Project Proposal. The data gaps were identified based on the assumption that a 60 percent level of design would be required for submission of the Project Proposal.

CH2M recommended field investigations to address both engineering and regulatory gaps of information and data. These recommendations were summarized in tabular form in the Gaps Assessment Report (CH2M, February 2012c) and Revised Gaps Assessment Report (CH2M, March 2014o).

For this Comprehensive Design Road Map Report, CH2M has reviewed and augmented the tables included in the Revised Gaps Assessment Report. Columns have been added to describe and document whether specific gaps identified in the Revised Gaps Assessment Report have been addressed since preparation of that report. Where available, references are listed identifying reports or other documents that have been prepared to address the data gap. Remaining data gaps are identified.

Many of the data gaps identified in the 2012 and 2014 reports have been addressed, or are no longer identified as data gaps, as a result of the following:

Field work has been completed to address the data gap.

Analyses has been completed showing that additional field work is not necessary to address the particular data gap.

The data gap is specific to the Vangorda/Grum Area and that area has been removed from the Faro Mine Remediation Project.

The understanding of the level of design required for preparation of the Project Proposal has changed since preparation of the 2012 and 2014 data gaps reports.

The scope of work needs to be re-evaluated based on changes to the design, identification of alternative design approaches, and discussions with YG, INAC, and the IPRP.

The process of comparing and documenting whether data gaps have been addressed is referred to as the Gaps crosswalk comparison. The updated Gaps Assessment tables documenting this crosswalk process are included in this appendix. Tables are included for both engineering gaps (Appendix B-1) and regulatory gaps (Appendix B-2).