



MUNICIPALITY PLEADS GUILTY TO CHEMICAL RELEASE

The Regional Municipality of Wood Buffalo has pleaded guilty to one count under environmental legislation related to a release of chlorine gas at their water treatment plant.

The incident took place on May 8, 2017, at the plant in Fort McMurray. It involved the accidental mixing of sodium hypochlorite and polyaluminum chloride, resulting in the release of chlorine gas.

Provincial court has penalized the municipality \$150,000 for releasing a substance into the environment in an amount, concentration or level or at a rate of release that causes or may cause a significant adverse effect. This is contrary to Section 109(2) of the *Environmental Protection and Enhancement Act*.

Most of the penalty funds will go to two creative sentencing projects.

The first is a workshop developed by the municipality and the Alberta Water and Wastewater Operators Association to provide operators with a better understanding of what an "incident" is and what their legal obligations are to try to prevent the incidents, how to report them, and corrective actions.

The second will see the Northern Lights Health Foundation direct the funds to the Northern Lights Health Centre, Facility Maintenance department to purchase filters for the air handling units currently on hand.

TRAIN CARRYING POTASH DERAILS NEAR HOPE, B.C., CN RAIL REPORTS

(Source: Canadian Press) CN Rail says at least 60 railcars carrying potash derailed Monday near Hope, B.C.

The company says no injuries, fires or dangerous goods were involved. It says preliminary information indicates the cars derailed off of a rail bridge.

CN has sent a team of environmental experts and an outside contractor to the site of the derailment because it says several cars wound up in the water.

Hope Mayor Peter Robb, who notes he was alerted to the derailment soon after 6 a.m. Monday morning, says containment booms have been put in place where some potash spilled into the water.

"CN's on site and doing the best they can to get things organized and cleaned up as quickly as possible," said Robb.

He says the train included approximately 200 railcars, and of the 60 that derailed, 20 were open and spilled.

The mayor says there's no impact to the general public, and the derailment has not made him concerned about the safety of train operations in the area.

CN says the cause of the incident is under investigation.

The Transportation Safety Board says it will gather information and assess what happened in the derailment.

***The ESAA Weekly News is
published weekly by:***

***Environmental Services
Association of Alberta (ESAA)
102, 2528 Ellwood Drive SW
Edmonton, AB T6X 0A9
(P) 780.429.6363***

***info@esaa.org
www.esaa.org***

**Comments & submissions are
welcome!**

Please submit your announcement
via e-mail to: weeklynews@esaa.org

WAGE FUNDING AVAILABLE



UP TO \$22,500

HIRE NEW TALENT AND SAVE UP TO **\$22,500** ON STAFFING OVERHEAD

Invest in the future of your business and the next generation of environmental practitioners without the financial risk through our wage funding programs for hiring and training.

Funding is available for employers to hire full-time, environmentally-related positions. Programs can cover up to 50-100% of salary.



ECO CANADA

We've funded over 7,500 jobs for youth and distributed over \$50M to employers since 2002



HOST EMPLOYERS

Employers get funding for hiring youth in STEM, natural resources, or digital skills related roles



JOB CANDIDATES

Graduates and young professionals (under age 31) can pre-qualify as a candidate if they meet the criteria

APPLY BEFORE SEPTEMBER 15

Limited funding available

Visit our website for to get started
WWW.ECO.CA/EMPLOYMENT-PROGRAMS/



GET IN TOUCH: pathways@eco.ca eco.ca

CARIBOU HERDS IN JASPER NATIONAL PARK DECLINE; WILDERNESS GROUP CALLS FOR ACTION

(Source: Canadian Press) JASPER, Alta. — The woodland caribou herds in Jasper National Park are dwindling.

An update posted on the Parks Canada website suggests that the three Southern Mountain caribou herds managed by the federal agency in the national park in Alberta have declined to critical levels.

It says the Tonguin herd has 45 caribou, while the Brazeau herd has fewer than 15 caribou.

The update says neither has enough female caribou to grow those herds.

In addition, Parks Canada says the Maligne herd was last seen in 2018 and is officially considered extirpated.

The situation has the Alberta Wilderness Association calling for immediate action by the federal government to save the herds.

“This is an iconic Canadian wildlife species, it’s on our quarter,” said Carolyn Campbell, a conservation specialist with the Alberta-based environmental group.

“The federal government has a responsibility in its own backyard — the national parks — to really move on a good plan, which we feel is probably there. And we are just really perplexed and concerned why it’s moving in such slow motion when the populations are declining at speed.

“We just need to act now while we still can,” added Campbell.

YUKON MINE POSES ENVIRONMENTAL RISK DECADES AFTER BEING REMEDIATED UNDER FEDERAL WATCH

(Source: The Narwhal) Yukon’s government has been left to pay for the clean-up of a decommissioned mine that could leach toxic metals into Kluane River, raising questions about the federal government’s decision to let the owner walk away decades ago.

A nine-hectare tailings pond containing roughly 170,000 tonnes of tailings at the Wellgreen property, where rare earth metals such as copper, nickel and gold were mined in the 1970s, could be generating acid that reacts with metals in the tailings, making them toxic. This poses a risk to surface and groundwater in the area, as well as aquatic life.

The mine site is made up of two leases, one of which is still being mined by Nickel Creek Platinum. The Yukon government issued an [order in council in 2012](#) to block future staking of the other parcel — containing an old tailings pond and mill previously used by Hudson Bay Mining — to prevent further environmental damage.

Just who is tasked with cleaning up the site, which is located 27 kilometres northwest of Burwash Landing, harkens back to the transfer of power from the federal government to the territory in 2003 — known as devolution — which gave Yukon control over natural resources such as minerals. When this transfer happened, the site wasn’t classified as a Type II mine — an area deemed to pose significant liabilities that would be remediated with federal funding. Now that it has been deemed enough of an environmental liability to be a concern, the Yukon government and, by extension, Yukoners are on the hook for remediation.

Paul Inglis, manager of the assessment remediation unit, a branch of Environment Yukon, said the clean-up tab could be \$15 million based on recently contracted assessment work. According to the Yukon government’s contract registry, the territory has spent nearly \$1 million related to inspection and reclamation work at the site over the past decade.

“We’re not quite sure if the Yukon government is going to have to pay for the whole thing or if there’s going to be contributions from somewhere else,” Inglis said, noting that it’s unclear at this point where those other funds could come from.

“It needs to be cleaned up before it becomes an issue.”

Environmental concerns at the Wellgreen site

There are three ingredients that make acid generation a very real prospect in the old Wellgreen tailings pond — sulphide, air and water, which, when they react, create acid. That acid then converts metals into a more active form that can pose a significant risk should it reach ground or surface water.

“It’s those metals that are toxic to aquatic life,” Inglis said.

Kluane River, home to fish such as chinook salmon and Arctic grayling, is roughly one kilometre east of the site. There’s a spillway from the tailings pond that leads to nearby Quill Creek, which drains into the Kluane River.

“We have the conditions that mean that, at some point, it’s likely that there would be acid generation into either the groundwater or surface water that flows over the tailings,” Inglis said. Though he added that it would be rare for surface water that comes into contact with tailings to reach the creek, as it usually dries up or goes into the ground before making it that far.

Wellgreen’s remediation history and why it still isn’t remediated

Hudson Bay Mining, now [Hudbay Minerals](#), operated the Wellgreen mine until 1973, then the mill was shuttered and dismantled, leaving behind debris and thousands of tonnes of tailings. The company attempted to stabilize the site during the next three years by submerging the tailings and increasing the height of the tailings dam.

“The feds basically said make sure it’s covered by water and you’re good to go,” Inglis said. “It was effectively abandoned.”

While the company had met the standards of the day, it became clear that the plan wasn’t sufficient, with inflows not large enough to adequately cover the tailings pond with an even layer of water throughout the year, increasing the risk for acid generation, Inglis said. There’s also no liner on the tailings pond, he said, raising the possibility of metals leaching into groundwater.

According to the remediation proposal, samples collected in the immediate area of the tailings pond had the highest concentration of metals, but those taken farther away, including in Quill Creek, had not been impacted by the metals.

Nonetheless, seeing the risks, the Yukon government stepped in to complete remediation. While the predecessor of Hudbay Minerals — which remains in operation today with two mines in Canada and more abroad — had followed the rules, the rules have since changed, rendering the reclamation work inadequate.

Corporate responsibility and financial security

The Wellgreen property raises questions about how long companies are responsible for tidying up former operations, said Lewis Rifkind, mining analyst at the Yukon Conservation Society.

“Is there a legal responsibility or not? That doesn’t seem clear,” he said. “While I look at this through green goggles, old abandoned sites, when they become toxic hazards, you tend to go after whoever created the mess and ask them to clean it up. It’s an interesting legal question and it hasn’t been resolved.”

The undercurrent to this, Rifkind continued, is why this site wasn’t considered a Type II mine when devolution occurred. Rifkind pointed to the case of former asbestos mine [Clinton Creek](#), which received Type II designation and in turn the funding attached to the federal government’s Northern mine reclamation program.

“It seems unclear how sites are determined to be Type II,” Rifkind said, adding that the Wellgreen site appears to pose enough of an environmental risk to warrant giving it Type II status. Doing so, he said, would have insulated Yukoners from paying for its clean-up.

[In a submission](#) to the Yukon Mineral Development Strategy, an independent panel tasked with recommending improvements to the territory’s mining regime, Kluane First Nation says the Wellgreen site poses a risk to the environment and the nation’s traditional territory. The First Nation said that a long-term solution is needed to avoid repeat problems, including the potential for more unremediated mines to surface in the future.

The Yukon government “must implement a comprehensive system to deal with abandoned sites,” it says. “While Wellgreen is tied to the past and murky, future abandonment of sites will occur and [the Yukon government] must be prepared to address those issues with mechanisms such as increased security amounts.”

Chief Bob Dickson wasn't immediately available for comment.

Where remediation of the Wellgreen property is at now

The Yukon government's remediation proposal, currently being assessed by the Yukon Environmental and Socio-economic Assessment Board, says the preferred clean-up option is containing the tailings with a cover layered with clay and soil that will ultimately be revegetated, and using drainage ditches to divert surface water from the tailings area.

But the project in front of the assessment board only accounts for 30 per cent of the remediation design, Inglis said. It will be the basis for continued work to fully reclaim the site. Remediation work is slated to start in the spring of 2022, Inglis said.

QUARTER-CENTURY OF REMEDIATION WORK LEFT AT FORMER MILITARY BASE: DND

(Source: The Sarnia Observer) It's estimated it'll take another 25 years to clear remaining unexploded ordnance from former Camp Ipperwash lands and remediate the former military base so it can be fully returned to Kettle and Stony Point First Nation, a Department of National Defence spokesperson says.

Nearly one-tenth of the 390 hectares in need of clearing on site have been tackled so far, said Andrée-Anne Poulin in an email. Another 20 hectares are expected to be cleared this year, and along Highway 21, though planned work was delayed by four months because of COVID-19, she said.

Parcels of the land are to be returned as they become ready amid remediation, she said.

Field work is limited to 24 weeks per year, she added, since it's not possible in the winter and because steps are needed to protect species at risk. Systematic archeological excavations are also required, she said.

“Our priority remains the health and safety of people on the site, and the safe return of (former Camp Ipperwash) lands to the Chippewas of Kettle and Stony Point First Nation,” she said.

The work is being done in compliance with cultural protocols agreed to by the department and the First Nation in 2016, she said.

Since then, nearly 37 hectares of unexploded ordnance – including grenades, rockets, mortars and pyrotechnics – have been cleared, and 8,000 cubic metres of contaminated soil remediated, while 10,302 archeological artifacts have been collected and stored as per the agreement, Poulin said.

The program has included extensive environmental investigations on the former army camp lands, including analysis of historical records, interviews, site visits, water and soil sampling, and observations made during unexploded ordnance investigation work, she said.

Munitions have been cleared from the cemetery, grenade ranges, rifle range and the ammunition compound, among other areas on the former base lands, she said.

Demolition of the grenade range was completed in 2019, and about 20 hectares of unexploded ordnance cleared, along with environmental site assessments, remediation work, while the demolition of 13 building foundations was planned for 2020, she said.

About \$16.3 million has been invested in site cleanup since 2014 and the remediation budget forecast for fiscal 2020-21 is about \$7.4 million, she said.

The land was taken in 1942, and its delayed return was the root of the Ipperwash Crisis, when unarmed protester Dudley George was killed by an OPP sniper. He was one of several protesters taking action at Ipperwash Provincial Park in 1995.

At the time of the base's creation, families from the Stony Point reserve were removed and relocated to nearby Kettle Point to make way.

A [rift between the merged First Nations has remained](#). Nearly 46 hectares of the former provincial park was [returned to Kettle and Stony Point Tuesday](#), ending what's known as an addition to reserve process.

Control of the park was formally transferred to the First Nation from Ontario in 2009 while the former military camp lands were [transferred in 2016](#).

The Stony Point lands – the park and army camp – are referred to by the First Nation as “Aazhoodena.” The Department of National Defence is also working with the First Nation on an interim housing solution for occupants of the old barracks, Poulin said.

Members of Stony Point have been occupying the former military base lands since 1993 and property maintenance agreements between the department and First Nation have been in place since 2012, Poulin said.

A community meeting to answer questions was held Aug. 18 and another is planned for mid-September, she said, noting it's early in the process and there aren't many details. “We are pleased with the ongoing discussions and the recent progress made regarding the interim housing initiative and the increased maintenance activity,” she said.

ESAA MEMBER NEWS

ENVIROAPPS HELPING INDUSTRY DIGITIZE TDG SHIPPING DOCUMENTS FOR SAFETY AND EFFICIENCY



The world has seen dramatic changes in the last decade through the digitization of almost every aspect of our lives. These transformations have shaped the way we do business and created efficiencies in that we now consider to be the norm.

The trucking industry has seen significant digital transformation in recent years with the increasing adoption of Electronic Logging Devices (ELDs) as a replacement for paper logs. Initially adopted to help regulate driver hours of service, the ELD platform is now being leveraged to achieve new kinds of supply chain productivity benefits.

An important initiative on this front has been Transport Canada's Regulatory Sandbox Project which facilitates the advancement of environmental digital solutions within the transport sector. The goals of the Regulatory Sandbox Project are to update Canada's regulations to maintain competitiveness, encourage innovation and improve safety.

“We saw a unique opportunity to innovate in this space,” said Amit Bhargava, Co-founder of Calgary-based technology scale-up company EnviroApps Inc.

“One of the areas we wanted to tackle was the development of electronic shipping documents. Not only is it more efficient for companies, but it also increases safety in many different respects.”

Regulations in Canada currently require a physical paper shipping document to follow the transportation of dangerous goods. These shipping documents include information on the dangerous goods being transported and provide first responders the information they need in the event of an incident. However, paper documents can be lost, destroyed or inaccessible in an emergency, which can cause delays in response.

“Our flagship product, ez2Track has a proven track-record and robust workflow for tracking hazardous waste on a cloud-based platform,” continued Bhargava.

“We felt we could adapt this technology to meet the requirements of the transportation sector. To prove our concept, we reached out to partner with Trimac Transportation and Tourmaline Oil, two companies well-known for their commitment to safety and innovation.”

“The pilot project allows us to develop and test the use of electronic shipping documents for dangerous goods shipments in Northwest Alberta with Trimac Energy Services hauling crude oil from the Tourmaline site to the delivery point.”

The benefits identified from the pilot are documents that have greater legibility and are easier to update, as well as more accessible to emergency responders and are aligned with international regulations. Another benefit is that electronic TDG documents integrate with existing digital business processes.

Trimac Transportation is celebrating 75 years of operation, after starting from humble beginnings in Moose Jaw, Saskatchewan in 1945. Since that time Trimac has become one of the premier bulk carriers in North America, hauling a variety of commodities including Western Canada crude through Trimac Energy Services.

“Our business has been built upon the motto of service with safety,” said Ken Trickey, Director of Innovation at Trimac. “We were early adopters of electronic in-cab devices in our fleet, which we have leveraged to improve every aspect of our business. The ez2Track system integrates well with our existing technology, provides a wealth of benefits from an efficiency perspective, and throughout COVID-19 has eliminated unwanted points of contact, keeping our drivers safe and healthy.”

“Overall, we are very impressed how ez2Track became the single source of truth and eliminated any ambiguity of information. It integrates seamlessly with our in-cab devices and makes our workflow that much more efficient.”

Tourmaline Oil Corp. (Tourmaline), a Canadian senior crude oil and natural gas exploration and production company, uses Trimac to transport some of its product.

“When EnviroApps approached us to participate in the Regulatory Sandbox Project, we saw the potential benefits,” said Dean Soucy, Manager of Health, Safety, Environment and Regulatory at Tourmaline.

“The ez2Track system has the potential to pave the way for more benefits and better performance of electronic shipping documents. We anticipate increased efficiencies, accuracy and timeliness of documentation, and the ability to provide accurate information to first responders in a timely manner. The safe shipment of commodities is the upmost priority for all stakeholders in this project, and this project will enhance both the effectiveness of the safety shipment and the delivery of these commodities,” said Soucy.

EnviroApps has been working closely with Tourmaline, Trimac and Transport Canada over the past few months to develop a fit-for-purpose solution that is equivalent to, or better than paper documents, and is also accessible to emergency responders in less than five minutes.

With the Equivalency Certificate being issued today by Transport Canada, this collaborative group is the first to achieve equivalency for road transportation of dangerous goods in Canada.

“This example of multi-industry collaboration highlights the benefits that can be realized by an entire sector when the industry, stakeholders and government work together towards a common objective.”

“Often companies embark on innovation that can overwhelm them,” explains Bhargava. “A multi-year digitalization project without seeing any benefits until completion can fatigue stakeholders and lose motivation. The key to any successful digitalization strategy is to design bite-sized projects where everyone can see the benefits quickly. That helps build momentum and stakeholder buy-in, creating a somewhat self-funded program with a return on investment.”

EnviroApps has developed a regulatory compliance solution that provides a quick and high return on investment through tracking of hazardous waste, dangerous goods and water use and helping companies lower their current compliance costs by more than 50%.

NOTE: The Regulatory Sandbox Project does not change existing regulations, its success will determine whether Transport Canada will propose any regulatory changes. Once the project is complete, Transport Canada will publish a final report that will include recommendations. For more information and how to participate in the Transport Canada Regulatory Sandbox Project, please visit the Project website at:

<https://www.tc.gc.ca/en/services/dangerous-goods/regulatory-sandbox-electronic-shipping-documents.html>

For more information:

EnviroApps Inc.

Amit Bhargava or Mayank Singh

1-844-775-9696

abhargava@enviroapps.ca

www.enviroapps.ca



NEW ESAA MEMBER

ESAA's Board of Directors and staff would like to welcome the following new member:

Full Member:



Delta Remediation

10436 255 Street
Acheson, AB T7X 6B4
Phone: (250) 575-2001
Web: deltaremediation.com

Robert Lacey, President
Email: rlacey@deltaremediation.com

Profile

Specializing in bioremediation, Delta Remediation has created an amplified natural process to handle hydrocarbon contaminants on-site and in a short time period. Delta's proprietary bioremediation process known as BioLogix eliminates liability and creates economic savings when compared to conventional methods such as landfilling. Delta's secondary technologies include the EcoBinder for liquid waste solidification as well as the Screen Logix Field analysis tool for screening soil samples for petroleum hydrocarbons in real-time. Delta Remediation is also a distributor for Ultratech International and Green Ocean Absorbents, offering innovative containment and absorbent solutions.

UPCOMING EVENTS



Virtual Emerging Contaminants Forum

8:30 am - 4:15 pm
September 23rd, 2020

ESAA is pleased to announce that the draft agenda for the upcoming ESAA Emerging Contaminant Forum is now available. Full details can be found at: <https://www.esaa.org/events/#id=210&cid=153&wid=401>

The full-day forum includes 13 presentations from the following organizations: AGAT Laboratories, Bureau Veritas Laboratories, CARO Analytical, Environment and Climate Change Canada, InnoTech Alberta, IVEY International, Shell Canada, SLR Consulting, TRS Group and Willms & Shier Environmental Lawyers LLP

Registration rates:

- **Member: \$49**
 - **Non-Member: \$79**
 - **Registration Link: [Click Here](#)**
-

ESAA Webinar Series Returns

Three (3) Upcoming Webinars

The ESAA Webinar series is returning. Our free webinars will begin mid-September and run through mid-November. ESAA has listened to your feedback and we will continue to offer the webinars at no-charge.

If you have suggestions for a presentation, contact Joe at the ESAA Office.

If you are interested in becoming the title sponsor for the entire fall webinar series, visit —> [details](#)

ECO Canada Employment Programs - Connecting Environmental employers with fresh talent across Canada

1 pm - 2 pm
September 17th, 2020

Learn how access up to \$25,000 for full time junior roles and up to \$5,000 for students. For over 20 years we have been connecting environmental employers and skilled junior talent through employment programs that offer wage subsidies to drive valuable on-the-job work experience and essential skills training.

What will be covered:

- What is Employment Program?
- Why it is Important? Purpose?
- Type of Placement Program
- How to apply?
- The Next Steps
- Success Stories

Registration is Free. [Register Now](#)

Indigenous Relations & COVID-19: Adapting Protocol during a Pandemic

1 pm - 3pm
September 30th, 2020

The COVID-19 pandemic has forced us to become more considerate towards protecting the health of the communities we work with. Within Indigenous Relations, so many of the traditional protocols and ceremonies are affected by social distances that First Nations and the Industry alike have had to work at adapting processes to make the engagement possible and meaningful at the same time.

Join our panel to discuss how to maintain protocol and elevate respect and relationship, without compromising the health of the community or the integrity of the needed outcomes. The traditional test of marrying traditional knowledge with science finds new challenges amid circumstances such as COVID-19. This discussion aims at finding new, innovative ways to approach engagement and protocol through adaptability and collaboration.

Registration is Free. [Register Now](#)

Stormwater Re-Use in Prairie Watersheds

11 am - 12 pm
October 7th, 2020

Stormwater reuse is becoming increasingly important as climate change and natural variability affects the availability of water throughout Prairie watersheds. Stormwater quality from agricultural landscapes can be affected by nutrient, bacteria, sediment and biomass loading. Similarly, stormwater quality from urban landscapes is further affected by winter road servicing (traction aids and deicing) and occasional sewer overflows. Bill will share the findings for recent applied research on stormwater reuse within southern Alberta and its implications for the design of stormwater retention facilities and treatment options for stormwater reuse.

Registration is Free. [Register Now](#)

Virtual RemTech 2020 October 14 & 15, 2020

Program Now Available



ESAA is pleased to announce that the draft program for RemTech 2020 is now available. You can view the program at: <https://www.esaa.org/remtech/agenda/>. The program features 63 presentations spread over two days. Please take a moment to check out the agenda.

Virtual RemTech Registration Fees

ESAA has intentionally kept the registration fees low and are asking everyone to register, and to spread the word about the event and presentations. Approximately 90% of ESAA's revenues come from events, and now more than ever your Association needs your support!

	Fee	
Member	\$99 + GST	Register Now
Non-Member	\$119 + GST	Register Now

We look forward to your support of *RemTech* and ESAA.

McLennan Ross Webinar: Show Me the Money — Site Rehabilitation Program Update

Please join [Eric Appelt](#) for a webinar on Alberta's Site Rehabilitation Program (SRP).

This webinar will address the following topics:

- Overview of the SRP
- SRP Process: Negotiation, Application, Nomination
- Indigenous Community Participation
- Programs in British Columbia & Saskatchewan
- Industry Response
- Related Initiatives

The focus of this webinar is to give a practical overview of the SRP, how its initial stages have unfolded, and what stakeholders can expect moving forward.

Date: Tuesday, September 29, 2020

Time: 12:00 PM – 1:00 PM

Cost: Complimentary

[Register Now](#)

PTAC Drilling Waste Compliance Option Project

To support continued improvements in decision making, we'll provide an update to our Petroleum Technology Alliance Canada (PTAC) initiative: Review of Phase 2 ESA data from past drilling waste disposal locations to better understand the effectiveness of the Alberta Energy Regulator (AER) document "Assessing Drilling Waste Disposal Areas: Compliance Options for Reclamation Certification" (Compliance Options, AER 2014). North Shore and Waterline collaborated to determine if the Compliance Options: are appropriate as currently written; require adjustment to reduce false positive or negative triggers for Phase II ESAs; or are in need of other changes. Stage 1 (Data Collection), Stage 2 (Data Analysis) and Stage 3 (Draft Report) have been completed.



The intent of this presentation is to provide insight and guidance on improving decision making with respect to evaluating drilling waste disposal risk. We'll provide an overview of the results and suggested recommendations to make the Drilling Waste Compliance Options more effective.

September 29, 2020

12:00 pm - 1:00 pm MST

Speaker: Jim Purves, B.Sc., P.Ag. Technical Advisor, North Shore Environmental Consultants Inc.

Registration Deadline:

September 25, 2020

Fees:

CLRA Members: Free Non-Members: \$20

*All registration fees will be donated to Western Sky Land Trust.

[Register Now](#)

Industry Positions Openings



As a benefit of ESAA Membership, ESAA Members can now post position openings on our website at no charge. Position opening ads also will appear in the newsletter at no charge. For full details visit: <https://www.esaa.org/news/job-board/>

Note: You must still complete the advertising form. After completing the order form, you will receive an email with a link to post your position.

Non-Members are welcome to advertise as well for a nominal charge. Visit [advertising form](#) to place your order.

Job Title	Organization	Application Deadline	Term	Details
Project Manager	H3M Enviromental Ltd.	2020-10-18	Contract	more