ᓄᓇᕗᒻ ᐊᐸᑎᓕᓱᓴᕐᓂᕐᒧᑦ ᑲᑎᒪᔨᖏᑦᑎᐊᑦ ᑐᓴᕐᖃᑎᑦ ᖃᓄᐃᓕᓐᓂᑦ ᖁᒥᖁᕈᕆᓴᖅ #126018

Kugaaruk Sealift Improvements Project

ᑐᓴᕐᖃᑎᒌᐅᕗᖅ ᖁᓕᓂᒃᑯᑦ:	New
ᐱᓕᓇᐊᓱᑕᐅᔪᓐᓇᖅᑐᑦ ᖁᓂᐃᑦᑐᓂ:	Coastal Infrastucture
ᐅᓪᓗᖏᓐ ᑐᓴᕐᖃᑎᓕᐊᔾᔨᖅᓯᒪᔪᑦ:	12/10/2024 2:37:07 PM
Period of operation:	from 2025-08-28 to 2050-10-26
ᐱᓕᓇᐊᖁᕈᒪᔪᖅ:	Richard Hoos Tetra Tech Canada Inc. 1000, 885 Dunsmuir Street Vancouver British Columbia V6C 1NS Canada ᐅᖁᓚᐅᑎᑦ: 604 813 4952, ᓯᓚᔾᔪᑦ:

ᑐᓴᐅᒪᔪᖅᓴᑦ

ᖃᓄᐃᑦᑐᑎᓂᖅ ᐱᓕᕆᐊᖃᖅᓯᐊᕆᐊᖓᓂᖅ

ᖃᖅᓯᓄᓇᑎᑐᑦ: The Hamlet of Kugaaruk has determined that the community's existing barge landing area, including the barge landing ramp and cargo laydown/storage area need to be expanded to accommodate future anticipated Hamlet sealift needs. In particular, the barge landing expansion project is proposed to include:Barge Landing AreaExpansion of the existing barge landing area (0.76ha) to 45m wide to accommodate two (2) barges concurrently.Boulder and bedrock blasting in the lower intertidal zone, followed by rockfill and gravel placement during low tide conditions.Sealift Laydown Area-Expansion of the existing on-land sealift laydown area from its current size (0.5 ha) to 1.0 ha.-Drainage improvements to the perimeter of the current sealift laydown area. Excavation and bedrock blasting as necessary, followed by gravel and rockfill placement to create the expanded level sealift laydown area.Sealift Laydown AreaWidening of the existing access road from 8 m to 10 m.Improving existing steep vertical grades (approx.. 10-12% grades) along approximately 100 m. of the existing access road,Excavation and bedrock blasting as necessary, followed by gravel and rockfill placement.Additional proposed Infrastructure (Optional)Security Office insulated with Generator, powered heating and lighting.Security fence surrounding laydown area (320 m).Road and caution signage in both English and Inuktitut.

ᐅᐃᕕᑎᑐᑦ: Le hameau de Kugaaruk a déterminé que l'aire d'atterrissage actuelle des barges de la communauté, y compris la rampe d'atterrissage des barges et l'aire de dépôt et d'entreposage des marchandises, doit être agrandie pour répondre aux besoins futurs prévus du hameau en matière de transport maritime. En particulier, le projet d'agrandissement de l'aire d'atterrissage des barges est proposé pour inclure :Expansion de l'aire d'atterrissage des barges existante (0,76 ha) à 45 m de large pour accueillir deux (2) barges simultanément.Dynamitage des rochers et du substrat rocheux dans la zone intertidale inférieure, suivi de la mise en place de l'enrochement et du gravier dans des conditions de marée basse. Zone de dépôt du transport maritime-Extension de la zone de dépôt terrestre existante de sa taille actuelle (0,5 ha) à 1,0 ha.-Améliorations du drainage du périmètre de la zone de dépôt actuelle du transport maritime. Excavation et dynamitage du substrat rocheux au besoin, suivis de la mise en place de gravier et d'enrochement pour créer la zone de dépôt de transport maritime élargie. Zone de dépôt du transport maritimeÉlargissement de la route d'accès existante de 8 m à 10 m.Amélioration des pentes verticales abruptes existantes (environ 10 à 12 % des pentes) le long d'environ 100 m de la route d'accès existante,Excavation et dynamitage du substrat rocheux si nécessaire, suivis de la mise en place de gravier et d'enrochement. Infrastructure supplémentaire proposée (facultatif)Bureau de sécurité isolé avec une génératrice, chauffage et éclairage alimentés.Clôture de sécurité entourant la zone de dépôt (320 m).Signalisation routière et d'avertissement en anglais et en inuktitut.

ᐃᓄᖅᑎᑐᑦ: ᕂᐊᖏᓪᓕᑦ ᑯᐃᖏᖅ ᓇᓗᓇᐃᖅᓱᓕᕆᓂᑦ ᓄᓇᓕᒻᒪᑦ ᒪᓪᓇᐅᔾᔨᑦ ᑲᓪᓚᓄᑦ ᓄᓐᖏᖅᓯᒪᓪᓚᖅ, ᐱᖅᓯᐅᑎᑦᓴᓂ ᑲᓪᓚᐅᑦ ᒪᔪᖏᖅᓯᒪᓪᓚᖅ/ ᑐᑦᑯᐃᐃᖅᓯᒪᓪᓚᖅ ᓇᒻᑭᓪᓕᐊᖅᑕᐅᕗᖅᓯᐊᕆᐊᓕᓐᓄ ᐱᖅᓯᐅᑦᔨᔪᓪᓇᓂᕐᓗᓂᑦᓴᓐ ᓯᓄᓕᕐᕆᐅᕗᔪᓂᑦ ᐅᒪᐃᕐᓂᐊᕐᑯᖅᑎᑕᐅᕗᖅᐅᕗᔪᑦ ᐱᖅᐅᖅᓱᐊᖅᑯᖅᓯᓪᓚᓂᑦᓴᓂᑦ. ᐱᓗᐊᖅᑐᒥᑦ, ᑲᓂᓪᓄᑦ ᓄᓐᖏᖅᓯᒪᓪᓚᖅ ᐱᓕᕆᐊᖅᑕᐅᓂᖅᓄᑦ ᐱᓕᕆᓚᖅ ᑐᓴᐅᔭᕐᔪᖅ ᐱᖅᓯᐅᑦᔨᓗᓂᓂ: ᑲᓪᓚᓄᑦ ᓄᓐᖏᖅᓯᒪᓪᓚᖅ ᓇᒻᑭᓪᓕᐊᖅᑕᐅᓂᖅᓄᖅ ᒪᓐᓇᐅᔾᔨᑦ ᑲᓪᓚᓄᑦ (0.76ha) ᑎᑭᓴᓗᒍᒍ 45ᒥᑕᐃᑦ ᔪᕐᑐᐅᓂᖅ ᐱᖅᓯᐅᑦᔨᔪᓪᓚᓗᓂ ᒪᖏᑐᓂᑦ ᕕᖓ). ᑲᑎᒪᔨᓂᖅ ᐊᒻᒪ ᓄᓇᐅᑦ ᐃᑭᖓᓂ ᐅᑎᖅᑲᓂᑦ ᐊᒻᒪ ᐅᑎᖅᓯᓂᑦ ᐊᑎᑎᓂᖅᓄᓂ ᑎᓂᓂᖅᑎᑦᓯᓂᖅᑎᑦ, ᐃᓗᓕᓪᓕᖅᑕᐅᓪᓕᓪᓚᓂ ᐅᑎᖅᓯᒪᓪᓚᖅ ᐊᑎᑎᓂᖅᓄᓂ ᑎᓂᓂᖅᑎᑦᓯᓂᖅᑎᑦ ᐱᓕᕆᐊᖅᑕᐅᓂᖅᓄᑦ ᓄᓇᓕᒻᒪᑦ. ᐅᑎᕐᓂᐊᕐᑯᖅᑎᑕᐅᕗᖅᐅᕗᔪᓂᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐃᓄᖅᑕᐅᕗᖅᐅᕗᔪᓂᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐊᑎᑎᓂᖅᓄᖅ (0.5 ha) ᑎᑭᓴᓗᒍ 1.0 ha. - ᑯᐸᐃᖓᑦ ᐱᐅᔪᑎᑦᐊᖅᑕᐅᓂᖅᑦ ᑭᓪᓕᓴᓂᖅᓂ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐅᑎᑦᔨᔪᓪᓚᖅᑎᑦᑕᐅᕗᔪᓂᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ. ᐊᐱᖅᑕᐅᓂᖅᓄᑦ ᐊᒻᒪ ᓄᓇᐅᑦ ᐅᑎᖅᑲᓂᑦ ᖃᓄᖅᑕᐅᖅᑐᑎᑦᑕᐅᕗᖅᐅᕗᖅ, ᑭᖑᓂᔪᒍᑦ ᐅᑎᖅᓯᓂᑦ ᐊᒻᒪ ᐅᑎᖅᑲᓂᑦ ᐃᓕᓐᓂᑕᖅᑕᐅᓂᖅᓄᑦ ᐊᑎᑎᓂᖅᑎᑦᓯᓂᖅᑎᑦᑎᓗᓐᓂ, ᓇᓕᒧᓕᖅᑎᑦᓴᓗᒍ ᐅᑎᔨᔪᓪᓚᐅᑦᔨᖅᑎᑦᑕᐅᕗᔪᓂᑦ ᐃᓄᒥᖅᓄᑦ ᓇᐃᓕᓐᓂᑕᖅᑕᐅᓂᖅᓄᑦ. ᐊᑐᓪᓚᐃᖅᓱᓕᑦᑐᓪᓚᖅᑎᑦᑕᐅᓂᖅᓄᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐊᑐᓪᓚᐃᖅᓄᑦ ᐅᓂᖅᓄᑦ 8 ᒥᑕᐃᑦ ᑎᑭᓴᓗᒍ 10 ᒥᑕᐃᑦ. ᐱᐅᔪᑎᑦᐊᖅᑕᐅᓂᖅᓄᑦ ᔪᓚᖅᓱᓂᖅᓄᑦ ᑐᑭᑦ (ᖃᓄᑎᖅᓄᑦ 10- 12% ᔪᓚᖅᓱᓂᖅᓄᑦ) ᑭᓪᓕᖅᓄᑦ ᖃᓄᑎᖅᓄᓂ 100 ᒥᑕᐃᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐊᑐᓪᓚᐃᖅ. ᐊᐱᖅᑕᐅᓂᖅᓄᑦ ᐊᒻᒪ ᓄᓇᐅᑦ ᖃᓄᖅᑎᑦᑕᐅᕗᒥᖅᓄᑦ ᐱᑕᖃᓚᐃᖅᖃᓄᓪᓕᓗᒍ, ᑭᖑᓂᔪᒍᑦ ᐅᑎᖅᓯᓂᑦ ᐊᒻᒪ ᐅᑎᖅᑲᓂᑦ ᐃᓕᓐᓂᑕᖅᑕᐅᓂᖅᓄᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ. ᐃᓚᒋᑕᖅᓄᓂᖅᓄᑦ ᑐᓴᐅᔪᖅᑐᑦ ᐱᔭᕐᔪᖅᑐᑦ (ᓇᓕᓪᕆᔨᖃᖅᑐᑦ)ᐅᐊᑦᑎᔨᓄ ᐊᓪᓚᓇᖅᓱᒪ ᐅᑭᐊᖃᒥᓪᓗᒍ ᐊᐅᓚᐅᑎᒍᑦ, ᐅᓇᖅᑎᑎᑕᐅᕗᖅᐅᕗᖅ ᐊᒻᒪ ᖃᐅᒪᖃᖅᑎᑕᐅᕗᖅᐅᕗᖅ. ᐊᑦᑕᓇᐃᖅᑐᓂᑦ ᐊᐅᓚᐅᑎᒍᑦ ᐊᐱᖅᑕᐅᓂᖅᓄᑦ ᐃᓄᖅᑕᐅᕗᖅᐅᕗᖅᓄᑦ ᐊᑎᑎᓂᖅᓄᖅ (320 m). ᐊᑐᓪᓚᐃᖅ ᐊᒻᒪ ᐅᑎᖅᑭᑎᑕᑎᓂᔪᓪᓗᒍ ᑎᑎᑕᐅᓂᖅᓄᑦ.

Personnel

Personnel on site: 15

Days on site: 240

Total Person days: 3600
Operations Phase: from 2025-06-27 to 2026-10-27
Operations Phase: from 2025-08-28 to 2050-10-26
Post-Closure Phase: from to

ᐱᓕᓐᐊᓐᓴᐅᓂᐊᖅᑐᑦ

ᓇᒥ	ᖃᓄᐃᓕᑐᒋᑦ ᐱᓕᓐᐊᖃᓂᓂᐊᖅᐸ	ᑭᓱᑯᑦ ᓄᓇᕗᒻᒥᔪᓂ	ᑐᓴᐅᒪᔭᓴᑦ ᓄᓇᐅᓪ ᖃᑐᒪᐅᓪᓕᐊᕐᓂᐊᓂᓂᓐᖏᓐᓂᓐᖏᑦ	ᐃᑦᓴᓂᓕᖃᖅᑭᐊᐅᔪᓕᐅᖅᐸ ᐃᓄᐹᑦ ᓇᔨᖅᑕᐅᖃᖅᑎᑦᑕᓂᑯᓗ ᑕᐃᑦᓭᒪᓂᑐᖃᓕᓂᖅᑐᖅ	ᖃᓄᓐᓂᖅᐸᑦ ᓄᓇᕗᑦᓴᐅᔨᖅ ᐊᒻᒪᓗ ᓴᐳᒻᒋᐃᐅᔪᓗ ᓭᓇᓄᑦ
expanded area footprints	Harbour infrastructure	Municipal	Existing sealift barge ramp with existing sealift laydown area	Previously disturbed site, no archaeological potential	1.6 kilometres south of Kugaaruk
expanded area footprints	Offshore Infrastructure (port, break water, dock)	Municipal	Existing Sealift barge ramp and Sealift cargo area will be expanded to address ongoing and future supply needs of the Hamlet of Kugaaruk. Aggregates from the community quarry/borrow site will be hauled to the project area and placed in areas designated for expansion,	this is a previously disturbed site and is not anticipated to have no archaeological potential	1.6 km south of Kugaaruk

ᓄᓇᕗᑦᐸ ᐃᓕᐅᖃᑕᐅᓂᖓ ᓄᓇᓕᒻᒥ ᐊᐃᑲᑐᖃᓕᕐᓂᖓᓄᑦ ᐃᑲᔪᑕᐅᔪᓐᓇᖅᑐᑦ

ᓄᓇᕗᑦᓴᖅ	ᐊᑎᑦ	ᑲᑐᔾᔨᐊᖃᖅᑎᑎᑦᓴᖅ	ᖃᖅᖏᒻᒪᓂ ᑐᓴᐅᒪᔭᓴᑦ ᐊᓂᒍᑎᓪᓗᒍ
ᑯᒍᖏᖅ	Michelle Byers MBA	SAO	2024-10-30

ᓕᐃᓴᓯᑦ ᐱᒧᓐᓇᐅᑎ ᐊᓐᑭᖅᑕᐅᓯᒪᔪᑦ

ᓇᒋᒋᐊᖏᓐᓂᒃ ᐱᓕᕆᐊᕆᔭᕐᐅᓂᐊᖅᑐᑦ ᑎᑎᕀᓗᓕᒋᑦ:

ᓕᐃᓴᓯᑦ ᐱᒧᓐᓇᐅᑎ ᐊᖏᓐᑭᖅᑕᐅᓯᒪᔪᑦ

ᑲᔪᒪᒋᐅᔨᑦᓴᑦ ᐊᕕᒃᑐᑎᖅᓯᒪᓐᓂᖅ ᒪᓕᑎᕀᓇᖏᓐᓂᒃ ᐱᕀᐊᑎᕀᓇᖏᓐᓇᓗ ᑲᒪᒋᑦ ᐱᔪᓐᓇᐅᑎᒋᔭᐅᓂᖅ ᓕᐃᓴᓯᓂᓗᓇᓗ ᑲᔪᓯᖅᓯᐅᑦ	ᖃᓄᐃᑦᑐᓕᕆᐅᔪᖅ ᓕᐃᓴᓯᒋᐊᖅᑕᐅᔪᖅ ᐱᔪᓐᓇᐅᑎᑦᑕᐅᔪᖅ ᐊᖏᓐᑭᖅᑕᐅᔪᓕᓂᓐᓂᑦ	ᐃᓐᓇ ᖃᓄᐃᓕᓚᖅᓯᒪᔪᖅ	ᐅᑉᓗᒋᑦ ᑐᓂᔨᖅ/ ᑐᓴᕐᖅᑐᑕᐅᓕᐅᖅᓯᒪᔪᖅ	ᑭᒡᓕᖃᕐᓂᖅᓯᒪᓐ
ᑲᓇᑕᒥ ᐃᖃᓗᓕᕆᓂᑦ ᑕᕆᐅᓕᕆᓂᑉᓗᓐ	Letter of Advice	Not Yet Applied		
ᑲᓇᑕᒥ ᓄᓇᖃᖅᑲᓕᕆᓂᖅᓴᓕᑦ ᐅᑭᐅᖅᑕᖅᑐᑦ ᐱᓯᔪᓕᕆᓂᑉᓗᓐ	Land Use Permit	Not Yet Applied		
ᑲᓇᑕᒥ ᐃᑭᕐᕕᖅᑕᕆᓂᕐᓂᖅᓴᓕᑦ ᐅᑭᐅᖅᑕᖅᑐᑦ ᐱᓯᔪᓕᕆᓂᑉᓗᓐ	Approval	Not Yet Applied		

Project transportation types

Transportation Type	ᓄᓇᒧᑦ ᐊᑐᓚᐅᓂᐊᖅᐸ	Length of Use
Water	expansion of the sealift landing ramp will be conducted on land or in the dry during low tide conditions	
Land	all Project work will be conducted on land or in the dry during low tide conditions	

Project accomodation types

ᓄᓇᕗᑦᓴᖅ

ᐊᑐᓚᐅᓂᐊᖅᑐᖅ

ᐱᖏᑦ ᐊᖓᔪᖅ ᐊᑐᖅᑕᐅᓂᐅᕆᔨᖅ ᐃᓕᖅᑲᔪᐅᑎᓗᓂᑦ ᐃᓱᒋᑕᐃᑦ, ᒥᓪᓗᐊᕿᑎᑦ, ᖃᖓᑲᑦᓴᖅ, ᓄᓇᔪᐅᑦ ᐊᔪᖓᓪᓗ

ᐊᖓᔪᖅ ᐱᖏᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ ᖃᑲᓇᐅᑎᓪᓚᖅ	ᖃᑦᔪᐅᓴᑦ	ᐊᖓᔪᓂᖓᑦ - ᐳᖅᑐᓂᖓᑦ	ᔪᓚᒧᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ
Excavator	1	35 tons	excavate aggregate and rock for loading into trucks
Bull Dozer	1	25 tons	for moving and spreading of aggregate matererials
Grader	1	20	leveling and grading of aggregate material for expansion of sealift ramp and laydown area
Front end Loader	1	20	Loading of aggregate into trucks
vibrator compactor	1	19 tons	for compacting of aggregate at expanded barge ramp and sealift laydown area
Water truck	1	15 cubic metres	for dust control and Project site and haul road
Dump Trucks	3	30 tons	Haul aggregate and rock from community quarry to project site for placement

ᑎᑎᕋᐅᔪᓕᐃᔪᒍ ᐅᖅᔪᑦᓴᐃᑦ ᐊᑦᑕᓇᖅᑐᖅᑕᓯᓪᓗ ᐊᑐᖅᑕᐅᓂᐊᕐᓂᖓᑦ

ᔪᓚᒧᑦ ᐅᖅᔪᑦᓴᕐᕕᐊᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ	ᖃᖅᑎᓂᐅᑉᓯᓚᐅᖅᑕᐅᓂᖅ ᐅᖅᔪᑦᓴᕐᕕᐊᖅ	ᖃᖅᑎᓂᐅᑉᓯᖅᐅᑎᑦ ᐅᖅᔪᑦᓴᕐᕕᖅᑎᑦ	ᐃᓗᐊᓂᖅ ᐃᒪᖅᑎᑉᓯᓚᐅᖅᑕᐅᓂᖅᓯᒪᔪᖅ	ᑲᑎᓪᓗᒍ	ᐃᓗᐊᓂᖅ ᐊᒥᔪᓂᖓᑦ	ᔪᓚᒧᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᐸ
Diesel	fuel	9	300	2700	Liters	fuel for construction equipment

ᐃᒪᖅ ᐊᑐᖅᑕᐅᔨᒪᖅᑐᖅ

ᐅᓪᓗ ᑕᒧᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ	ᖃᓄᐅ ᐃᒥᖅᑕᖅᖃᖅᑕᕐᓂᐊᖅᐸᑦ	ᓇᒃᑭᑦ ᐃᒥᖅᑕᖅᖃᖅᑕᕐᓂᐊᖅᐸᑦ
0	No water will be used for the construction of this expansion Project	Not Applicable

ᐊᑲᑕᑯᑦ

ᐊᑲᑕᑯᓕᓂᓂᐊᕐᓂᖅ

ᐱᓕᓗᐊᓗᖅᐅᓱᒪᔪᒍᑦ ᐱᓕᓗᐊᓗᖅᐅᓂᐊᖅᑐᖅ	ᖃᓄᐃᔅᑐᖅ ᐊᑲᑕᑯᖅ	ᖃᓄᐅᑎᒋ ᐊᑲᑕᑯᑦ ᓴᖅᑭᐊᓂᐊᖅᑐᓗᖅᐳᑦ	ᖃᓄᐅᖅ ᐊᑲᑕᖅᑕᐅᓂᐊᖅᓯ	ᓴᓪᓚᒪᖅᓴᐅᑎᑲᓴᖅᓂᐅᓂᐊᖅᑐᑦ
Harbour infrastructure	ᐊᑲᑕᑯᑦ ᐃᓄᐊᓪᑕᑐᐅᔨᓐᓇᖅᑐᑦ	10 cubic metres over 2 years	all combustible wastes will be transported to the hamlet landfill site for disposal	none required
Harbour infrastructure	ᐊᑲᑕᑯᑦ ᐃᓄᐊᓪᑕᑐᐅᔨᓐᓇᕐᓂᑐᑦ	0.5 cubic metres	waste electrical wire will be returned to the Hamlet for re-use	None required
Harbour infrastructure	ᖃᓄᖅᑕᓪᓂᓂᖅ	240 liters	Porta Potties or Hamlet facilities will be used. all sewage will be transported to the Hamlet sewage lagoon	None required

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Positive impacts will be achieved for the residents of the Hamlet of Kugaaruk as the sealift expansion project will permit an increase in the volume and variety of cargos that can be offloaded on an annual basis. A locally negative/non mitigable impact will occur to the small area of benthic intertidal marine habitat at the end of the current barge ramp, due to burial of this habitat by fill and aggregate material used to widen the end of the barge ramp. Negative/mitigable potential impacts on fish will be mitigated by conducting all potential in-water work by conducting all work "in the dry" during low tide conditions .

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

The Hamlet of Kugaaruk has determined that the community's existing barge landing area, including the barge landing ramp and cargo laydown/storage area need to be expanded to accommodate future anticipated Hamlet sealift needs. In particular, the barge landing expansion project is proposed to include:Barge Landing AreaExpansion of the existing barge landing area (0.76ha) to 45m wide to accommodate two (2) barges concurrently.Boulder and bedrock blasting in the lower intertidal zone, followed by rockfill and gravel placement during low tide conditions.Sealift Laydown Area-Expansion of the existing on-land sealift laydown area from its current size (0.5 ha) to 1.0 ha.-Drainage improvements to the perimeter of the current sealift laydown area. Excavation and bedrock blasting as necessary, followed by gravel and rockfill placement to create the expanded level sealift laydown area.Sealift Laydown AreaWidening of the existing access road from 8 m to 10 m.Improving existing steep vertical grades (approx.. 10-12% grades) along approximately 100 m. of the existing access road,Excavation and bedrock blasting as necessary, followed by gravel and rockfill placement.Additional proposed Infrastructure (Optional)Security Office insulated with Generator, powered heating and lighting.Security fence surrounding laydown area (320 m).Road and caution signage in both English and Inuktitut.

SECTION D2: Facility Construction

Construction of the sealift expansion facilities will involve the hauling of aggregate materials from the existing community quarry/borrow site and the placement, leveling and compaction of this material in the designated areas to complete the planned expansion of the sealift barge ramp and associated sealift cargo storage area.

SECTION D3: Facility Operation

the expanded facilities will continue to be operated by assigned Hamlet personnel as per the current approach

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

the barge ramp expansion will permit two barges to offload their cargos concurrently and to reduce the total time for offloading cargo

SECTION H2: Disposal At Sea

No disposal at sea will occur in relation to this sealift expansion project

SECTION I1: Municipal Development

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Kugaaruk is characterized by coastal mountains and well-vegetated lowlands with several lakes, rivers, and pondsthroughout the region, which provide important habitat for a variety of plants and animals2. Land-fast lead systems areareas of separated land-fast ice and pack ice and can be found throughout this region. Overall, Arctic temperatures areincreasing and recently much of Nunavut experienced unseasonably warm summer temperatures3. Residents are alsoexperiencing milder winters and fewer extreme cold temperatures. Due to glacial retreat in Kugaaruk, the land isrebounding to its former height, resulting in what appears to be declining sea levels.

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The wildlife economy plays an important role in Kugaaruk, with many residents supporting themselves by hunting, fishing, trapping, and gathering. Community members also participate in wage-based economic

activities. Important coastal resources in the Kugaaruk region include bowhead whales, narwhals, seals, polar bears, and Arctic char, with residents sometimes travelling long distances to reach hunting and fishing grounds. The community's hunting and fishing area includes Pelly Bay, Boothia Peninsula, Committee Bay, Rae Strait, and The Gulf ofBoothia. Currently there are no national or territorial parks located near Kugaaruk, however, several fishing and huntingcamps exist nearby.

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According to the most recent census in 2021, the population of Kugaaruk was 1033. Kugaaruk is a traditional Central Inuit community. Until 1968, the people followed a nomadic lifestyle. The population is approximately 97% Inuit and most people self-identify as Netsilik. The residents blend a land based lifestyle with modern technology and interests. Most families supplement their diet with ringed seal, caribou, and Arctic char. Other wildlife includes narwhal, beluga, bowhead whale, polar bears, wolverine and peregrine falcons.[8][20][21] Despite the isolation of the community, the traditional language, Inuktitut, is declining. Most people 30 and over speak Inuktitut as their first language, but the language is not being passed on to their children. In most households, a mixture of English and Inuktitut is spoken. Children understand their parents and grandparents, but respond to them in English. One goal of the Nunavut educational system is to encourage and spread the use of Inuktitut.

Miscellaneous Project Information

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The Sealift expansion project involves the hauling of aggregate materials to the existing sealift barge ramp and associated cargo laydown area. Primary mitigation measures to be employed will include: dust control through the application of water as needed from a water truck; all in-water work will be conducted in the dry during low tide conditions to minimize impacts on fish. Blasting of bedrock at the end of the existing barge ramp will be conducted in the dry during low tide conditions in conformance with DFO guidelines; all fuel will be loaded into construction equipment at the Hamlet and not at the construction site to minimize the potential for a fuel spill to occur at the construction site.

Cumulative Effects

this project involves the expansion of the existing sealift facilities to accommodate the growing future community supply needs. no cumulative effects are anticipated to occur as a result of this projec

Impacts

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	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
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Harbour infrastructure		-	P	-	-	-	-	-	M	-	-	M	M		-	-	-	M	-		-	P	P	P	P
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Harbour infrastructure		-	P	-	-	M	-	-	-	-	-	M	M		-	-	-	-	-		-	P	P	P	P
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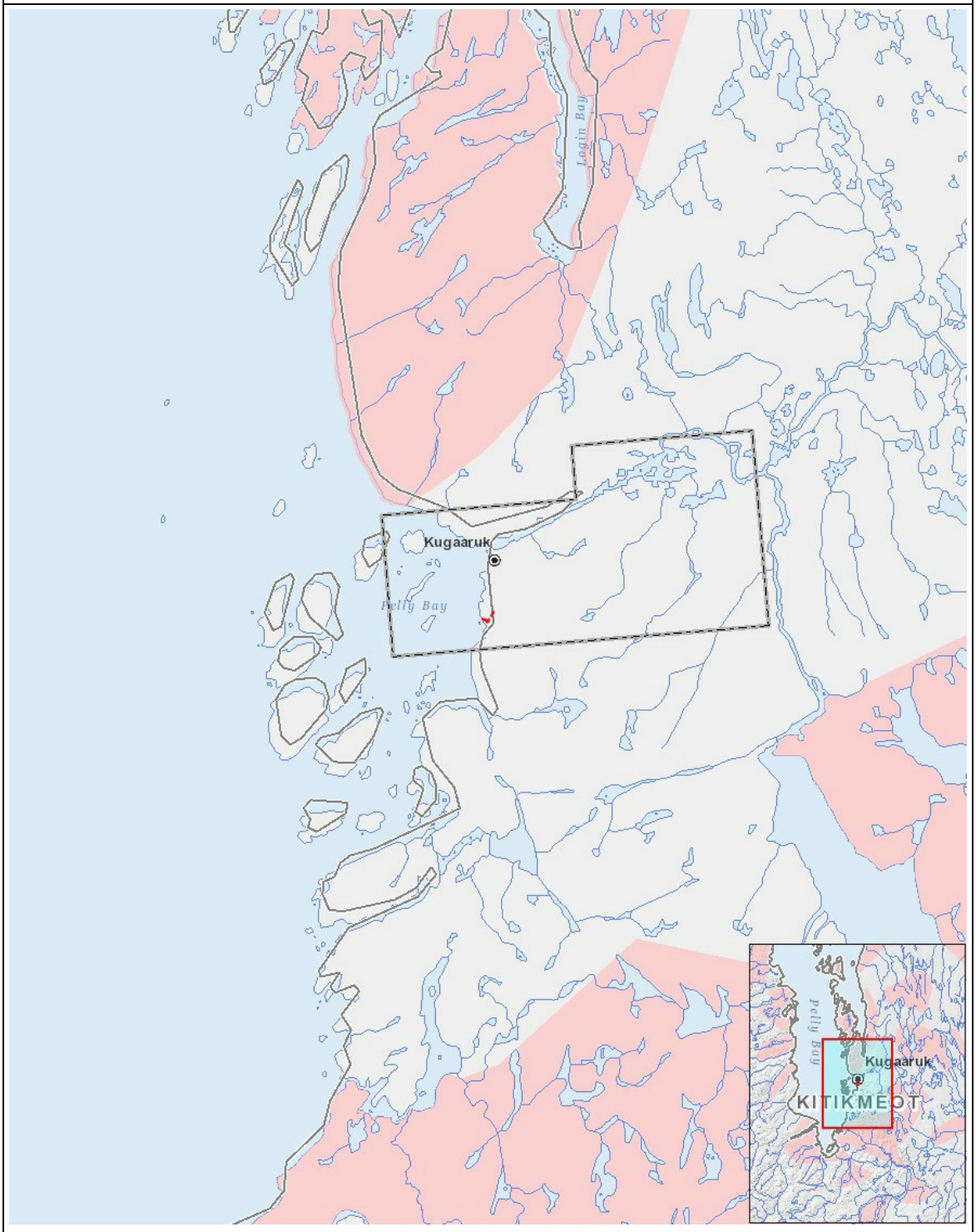

List of Project Geometries

1	polyline	expanded area footprints
2	polyline	expanded area footprints
3	polyline	expanded area footprints
4	polyline	expanded area footprints