

Sealift Improvements for Chesterfield Inlet



Safety Equipment and Basic Marine Infrastructure for Northern Communities

Application Template

SECTION A – Project information

Project Title	Chesterfield Inlet Sealift Improvements
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SECTION B – Applicant information

Organization	<input checked="" type="checkbox"/> Government of Nunavut
	<input type="checkbox"/> Government of Northwest Territories
	<input type="checkbox"/> Nunatsiavut Government
	<input type="checkbox"/> Kativik Regional Government
Mailing address	P.O. Box 500, Stn 1500, Iqaluit, Nunavut, X0A 0H0
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SECTION C – Project Description

This project proposes improvements to Chesterfield Inlet's sealift area, including the following major components:

1. Expanded laydown area
2. Sealift ramp resurfacing
3. Boulder clearing
4. Lighting & Signage

Expanded Laydown Area

This expansion will involve the reclamation of land immediately east of the Northern Store and the existing sealift ramp, with an overall increase of approximately 0.5 hectares of laydown space.

Sealift Ramp Resurfacing

The existing sealift ramp requires some upgrades, including resurfacing the lower part of the ramp with a granular substrate in order to improve traction for the operation of heavy machinery.

Boulder Clearing

There are many large boulders present in the sealift area that impede operation of heavy equipment. These boulders will be removed to increase total usable space for cargo storage.

Lighting

Lighting will be installed at both the sealift ramp and laydown area. Components will include standard Quilliq Energy Corporation poles and LED flood lights. Standard road and caution signs will be installed in both Inuktitut and English.

Project Location – Please identify the ownership of the land where the project will be implemented. Please identify exact GPS coordinates, if possible.

The project will be located within the municipal boundaries of the Hamlet of Chesterfield Inlet at approximately N63°20' 26", W 90°41' 52".

Aggregate material for the project will be taken from the municipality's existing quarry, west of the community and within municipal boundaries, or from other sources further west that have already been approved for use.

Project Background & Issue - Please provide a short project background and/or describe the issue the project is seeking to resolve.

Chesterfield Inlet typically sees five cargo ship calls annually, averaging 2 days per visit between the 3rd week of July to the 3rd week of October – a disproportionately high number of calls, given the hamlet's population (437, according to the 2016 census). Numerous other vessels also pass by and anchor in the vicinity of the community on their way through Chesterfield Narrows to service Baker Lake and/or Agnico Eagle's Meadowbank mine.

This high volume of traffic has presented many concerns for the community over the years. Vessels can be at anchor outside the community for weeks at a time, and local hunters believe that this has impacted wildlife distribution in the area. The hamlet has been advocating for a deep-sea port in order to eliminate, or at least significantly reduce, the local transits of supply ships that are damaging subsistence hunting and food security in their community.

Their plans would see cargo unloaded near the hamlet and trucked to the ultimate destination. Such a development would also solve the hamlet's issues with their own sealift, especially the confined space adjacent to their landing ramp. However, financial limitations preclude the hamlet from proceeding with this plan. As such, this project only focuses on the immediate needs of the community's sealift area.

Primary issues with the current sealift arrangement that will be addressed include:

- Inaccessibility of landing area during low tide
- Exposure to high winds from the southeast
- Ramp softness at low tide
- Boulders that present risks to barges and heavy machinery
- Lack of laydown area space
- Laydown area located on Northern Store property

Options Considered - Where applicable, provide a brief description of the alternatives considered, while planning the project.

The hamlet has pleaded their case for a port development at Chesterfield Inlet now for many years. Transport Canada has confirmed that the OPP funds are not appropriate for a port development. An alternative but more costly improvement to the proposed submission is the relocation of the sealift ramp and laydown to a location used by some boaters, 500m southeast of the existing laydown

area. This location could allow access at low tide, is more protected, and has direct road access, but requires more investment to provide a reasonable laydown area, as there is little developed land nearby. Should TC have more funds available and be interested in funding greater improvements for Chesterfield Inlet than are proposed in this submission, the GN would be interested in having further discussions on this option.

Project Benefits – Relevance of the Project

Protection of Marine Environments

- Removal of boulders prevents potential accidents involving tug and barge collision incidents.

Improved Safety of Resupply Operations

- Expanded laydown area reduces conflicts between barge offloading and heavy machinery operation.
- Greater cargo storage capacity reduces the necessity to deliver cargo directly into the community at the same time as offloading takes place.
- New lighting will improve heavy machinery operator effectiveness when operating during shoulder season.

Improved Efficiency of Resupply Operations

- Reduced conflict between local residents shopping at the Northern Store and resupply activities.
- Ability to offload multiple barges at the same time.

Consultation

The concept has been developed by Advisian in collaboration with the community following meetings with Hamlet Council and staff, as well as the local HTO. Additional public engagement was conducted via an information booth at the local Co-Op in February 2020. Consultation was facilitated with a one-page information leaflet, including maps, aerial photographs, and large-scale drawings. All consultation materials were provided in both Inuktitut and English.

Marine carriers have been consulted about the needs of the community and provided positive feedback on the proposed improvements.

Further public consultations, including an open house, will be completed prior to finalization the design.

Permits & Environmental Assessment

The proposed site is within municipal boundaries, and will require a resolution by council once the design has been finalized. The proposed improvements are generally consistent with the community's land use plans, given that the relevant parcels have been utilized for sealift for decades.

Given that the ramp expansion extends offshore of the high-water mark, the project will have to be reviewed with Fisheries and Oceans Canada. It is not expected that an authorization under the Fisheries Act for the project will be required, given that the ramp is within an area already disturbed and used for the same purpose.

Funding Rationale

Federal funding is required to advance this project because Nunavut's marine infrastructure needs are so widespread that the GN does not have the financial resources to fund such improvements across the territory. This funding opportunity is a critical and unique opportunity to pursue tangible results that reflect OPP goals that will help bring Nunavut one step closer to a more equitable standing with the rest of Canada. EDT and the hamlet will provide in-kind support to oversee project management and the hamlet will provide the land contribution.

Project Budget – Budget Information

Please complete the following table, adjust the eligible and ineligible categories as needed.

Estimated Project Expenses	2020/21	2021/22	2022/23
Ineligible Expenses			
Costs incurred before funding approval	-	-	-
Land acquisition costs	-	-	-
Others (see below)	-	-	-
Total – Ineligible Expenses	-	-	-
Eligible Expenses			
Planning & Design	\$15,000	\$55,000	\$10,000
Construction	\$105,000	\$845,000	\$106,000
Contingency (10%)	\$12,000	\$90,000	\$11,600
Total – Eligible Expenses	\$132,000	\$990,000	\$127,600
Total Project Cost	\$1,249,600		

Certain expenditures are not eligible for funding and therefore will not be considered in the calculation of the total eligible expenditures of the project, including:

- Costs incurred before the funding approval date or after the final claim date;
- Expenditures for provincial sales tax and Goods and Services Tax, or the Harmonized Sales Tax, where applicable, for which the recipient is eligible for a rebate, and any other costs eligible for rebates;
- Purchase of land and/or buildings, and related real estate fees;
- Financing charges and interest payments on loans; and
- Expenditures that have been reimbursed from other sources of funding, federal statutes or funding programs.

Project Financing

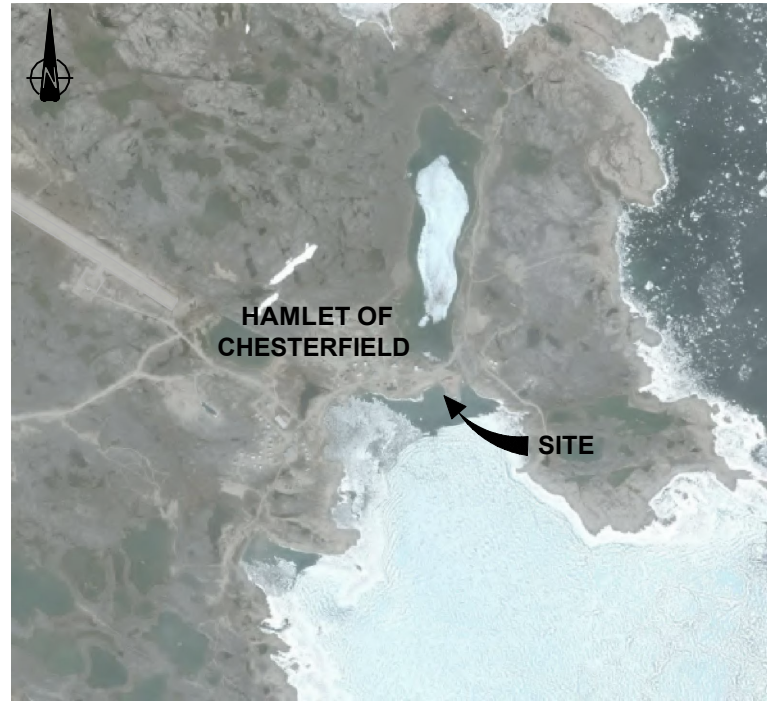
Please complete the following table:

Project Financing	2020/21	2021/22	2022/23
Transport Canada – Oceans Protection Plan	\$132,000	\$990,000	\$127,600
Other funding sources (<i>where applicable</i>)	0	0	0
Total Project Cost	\$1,249,600		

Project Schedule

Please provide estimates for key project activities, where applicable.

key project activities	Start Date	End Date
Project Design	September 2020	November 2020
Procurement	September 2020	September 2022
Construction (Major Component #1)	September 2021	October 2021
Construction (Major Component #2)	June 2022	September 2022

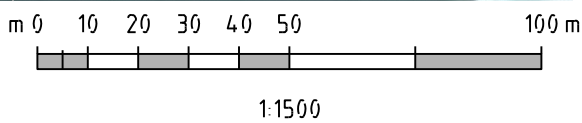


KEY PLAN
NTS

LEGEND:

- ⊙ POWER LIGHT POLE
- EXISTING LIGHT POLE

PLAN
1:1500



GOVERNMENT OF NUNAVUT
HAMLET OF CHESTERFIELD



**OCEANS PROTECTION PLAN SUBMISSION
GENERAL ARRANGEMENT - SEALIFT EXPANSION**



Date: 13-APR-20	Drawn by: JLC	Edited by: JLC	App'd by: HGK
WorleyParsons Project No. 317071-00019			
DRG No. 04-MA-DSK-0001		REV A	

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Minister of Economic Development and Transportation
Legislative Assembly of Nunavut
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Sincerely,

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