Demande de la CNER faisant l’objet d’un examen préalable #126022

Chesterfield Inlet Sealift Improvements Project

Type de demande : New

Type de projet: Coastal Infrastucture

Date de la demande : 12/23/2024 1:39:39 PM

Period of operation: from 2025-06-25 to 2055-10-25

Promoteur du projet:
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DÉTAILS

Description non technique de la proposition de projet

Anglais: Chesterfield Inlet is planning improvements to the Community’s sealift area. The following improvements are proposed to address the primary issues associated with the current sealift facility:1. Expanded Laydown AreaThe improvements 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.2.Sealift Ramp ResurfacingThe 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.3.Boulder ClearingThere are many large boulders present in the sealift area that impede the efficient landing of barges and the operation of heavy equipment in the intertidal zone. These boulders will be removed to facilitate barge landings and unloading operations. 4.LightingLighting will be installed at both the sealift ramp and laydown area. Components will include standard Qulliq Energy Corporation poles and LED flood lights. Standard road and caution signs will be installed in both Inuktitut and English.Proposed DesignThe project is located within the municipal boundaries of the Hamlet of Chesterfield Inlet at approximately N63°20’ 26”, W 90°41’ 52”.Tetra Tech considered a 30-year design life for the proposed laydown area pad and shoreline protection works. To reduce the chance (probability) of a storm event with a return period of once in 50 years, to occur during the assumed design lifetime of the laydown area, the pad will be built to a +4.5 m GD crest elevation.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. Approximately 0.5 hectares of new laydown space will be created in the upper intertidal zone of the small embayment. The intertidal zone in this area is typically relatively unproductive due to annual freezing and ice scouring conditions. it should also be noted that the new riprap shoreline area to be constructed to protect the expanded sealift laydown area will provide new rocky marine habitat and provide sheltered habitat between the rocks for marine invertebrates such as amphipods, isopods and marine worms.

Français: Chesterfield Inlet prévoit des améliorations à la zone de transport maritime de la communauté. Les améliorations suivantes sont proposées pour régler les principaux problèmes associés à l’installation actuelle de transport maritime :1. Zone de dépôt élargieLes améliorations comprendront la remise en état de terrains immédiatement à l’est du magasin nord et de la rampe de transport maritime existante, avec une augmentation globale d’environ 0,5 hectare de l’espace de dépôt.2. Resurfaçage de la rampe SealiftLa rampe de transport maritime existante nécessite quelques améliorations, notamment le resurfaçage de la partie inférieure de la rampe avec un substrat granulaire afin d’améliorer la traction pour le fonctionnement de la machinerie lourde.3. Dégagement de rochersIl y a beaucoup de gros rochers présents dans la zone de transport maritime qui entravent l’atterrissage efficace des barges et le fonctionnement de l’équipement lourd dans la zone intertidale. Ces rochers seront enlevés pour faciliter les opérations d’accostage et de déchargement des barges. 4. ÉclairageL’éclairage sera installé à la fois à la rampe de transport maritime et à la zone de dépôt. Les composantes comprendront des poteaux standard de la Société d’énergie Qulliq et des projecteurs à DEL. Des panneaux routiers et d’avertissement seront installés en inuktitut et en anglais.Conception proposéeLe projet est situé à l’intérieur des limites municipales du hameau de Chesterfield Inlet, à environ N63°20' 26 », W 90°41' 52 ». Tetra Tech a envisagé une durée de vie nominale de 30 ans pour la zone de dépôt proposée, la plate-forme et les travaux de protection des rives. Afin de réduire le risque (probabilité) qu’une tempête dont la période de retour est d’une fois tous les 50 ans, se produise pendant la durée de vie prévue de la zone de dépôt, la plateforme sera construite à une élévation de crête GD de +4,5 m.Les agrégats du projet proviendront de la carrière existante de la municipalité, à l’ouest de la collectivité et à l’intérieur des limites municipales, ou d’autres sources plus à l’ouest dont l’utilisation a déjà été approuvée. Environ 0,5 hectare de nouvel espace de dépôt sera créé dans la zone intertidale supérieure de la petite baie. La zone intertidale de cette zone est généralement relativement improductive en raison du gel annuel et de l’affouillement par la glace. Il convient également de noter que la nouvelle zone riveraine d’enrochement qui sera construite pour protéger la zone de dépôt de transport maritime élargie fournira un nouvel habitat marin rocheux et un habitat abrité entre les rochers pour les invertébrés marins tels que les amphipodes, les isopodes et les vers marins.

Inuktitut: ᐃᒡᓗᓕᒫᕐᔪᒃ ᐸᓐᓇᑦᑐᖅ ᐱᐅᓯᑎᑕᐅᒍᑎᒃᓴᓂᑦ ᓄᓇᓖᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐅᓯᔭᐅᕙᖕᒐᓄᑦ. ᐅᑯᐊ ᐱᐅᓯᕚᓪᓕᖅᑕᐅᒍᒪᔪᑦ ᐱᔾᔪᑎᖃᓗᐊᕐᑐᑦ ᐊᑦᑐᐊᓂᓖᑦ ᒫᓐᓇ ᐅᒥᐊᕐᔪᐊᖃᕐᕕᐅᔪᒧᑦ. 1.ᐊᖏᓕᒋᐊᖅᑕᐅᓗᓂ ᓄᓇ ᐃᓂᒋᔭᐅᔪᖅ ᓱᓇᒃᑯᑖᓄᑦᐱᐅᓯᒋᐊᕈᑏᑦ ᐅᑎᖅᑎᑦᑎᓂᐊᕐᑐᑦ ᓄᓇᒥᒃ ᐃᒃᑲᕐᓂᕆᔭᖕᒐᓂ ᐃᒪᕐᒥᐅᑕᓄᑦ ᐃᓂᒋᔭᐅᔪᖅ ᓂᐅᕕᕐᕕᐅᑉ

ᐅᐊᓐᓇᖓᓂ ᐊᒻᒪᓗ ᒫᓐᓇ ᐅᒥᐊᕐᔪᐊᓄᑦ ᓂᐅᕋᐃᕕᒃ, ᐊᖏᓕᕆᐊᖅᑕᐅᓗᓂ ᐃᒪᓐᓇᐸᓗᒃ 0.5 Hᐊᒃᑎᐊᓂᒃ ᐊᖏᓂᓕᒻᒥᑦ ᐃᓂᑦᓯᐅᕕᐅᔪᖅ ᓱᓇᒃᑯᑖᑦᓯᐅᔪᓄᑦ. 2.ᐅᒥᐊᕐᔪᐊᓄᑦ ᓂᐅᕋᐃᕕᒃ ᖃᓕᖅᓱᖅᑕᐅᓂᖓᒫᓐᓇ ᐅᒥᐊᕐᔪᐊᓄᑦ ᓂᐅᕋᐃᕕᒃ ᓄᑖᙱᕈᐊᖅᑕᐅᔪᕈᐊᖃᕐᒪᑦ,ᖄᓕᖅᓱᖅᑕᐅᒃᑲᓐᓂᕐᓗᓂ ᐊᑖᓃᓐᓂᖅᓴᖅ ᓂᐅᕋᐃᕕᒃ ᐊᑐᕐᓗᑎ ᑐᐊᐸᓕᕆᔾᔪᑎᒥᒃ ᐱᐅᓯᑎᐊᖅᑕᐅᓂᐊᕐᓗᓂ ᒪᓂᕋᖓ ᐊᐅᓚᑕᐅᑦᑎᐊᕐᑯᓗᒋᑦ ᐅᕐᑯᒪᐃᑦᑐᓄᑦ ᓄᓇᓯᐅᑏᑦ. 3. ᐅᔭᕋᓱᔾᔪᓂᒃ ᐛᔭᐃᓂᖅᐊᒥᔫᒪᑕ ᐊᖏᔪᑦ ᐅᔭᕋᓱᔾᔪᐃᑦ ᑕᒫᓂ ᐅᒥᐊᕐᔪᐊᓕᕆᕕᐅᔪᒥᒃ ᑭᖑᕙᖅᑎᑦᑎᖃᑦᑕᕐᒪᑦ ᐅᓯᒃᖅᑕᖅᑎᓂᒃ ᐊᒻᒪᓗ ᐊᐅᓚᑕᐅᓂᖏᑕ ᐅᕐᑯᒪᐃᑦᑐᑦ ᐃᖏᕋᔾᔪᑏᑦ ᑕᒫᓂ ᑎᓂᓐᖓᓂᕆᔭᖓᓂ. ᐅᑯᐊ ᐅᔭᕋᓱᔾᔪᐃᑦ ᐚᖅᑕᐅᕆᕐᑐᑦ ᐋᖅᑭᓱᐃᑦᑎᐊᕆᕐᒪᑕ ᐅᓯᒃᖅᑕᖅᑏᑦ ᓄᓇᒨᑦᑎᐊᕈᓐᓇᕐᑯᓗᒋᑦ ᐊᒻᒪᓗ ᓂᐅᕋᐃᓂᐅᔪᓄᓗ. 4.ᖃᐅᒻᒪᖅᑯᑏᑦᖃᐅᒻᒪᖅᑯᑏᑦ ᐋᖅᑭᑦᑕᐅᕆᕐᑐᑦ ᑕᒪᒃᑮᓐᓂᒃ ᐅᒥᐊᕐᔪᐊᓄᑦ ᓂᐅᕋᐃᕕᖓᓂ ᐊᒻᒪᓗ ᓱᓇᒃᑯᑖᓄᑦ ᐃᓂᑦᓯᐅᔪᒧᑦ. ᐃᓗᓕᖏᑦ ᐃᓚᖃᕐᓂᐊᕐᑐᑦ ᕿᓕᒃᑯᑦ ᓇᐹᖅᑐᕐᑯᑎᖏᓐᓂ ᐊᒻᒪᓗ ᖃᐅᒻᒪᖅᑯᑎᓂᒃ LED−ᒥ ᑕᐃᔭᐅᔪᑦ. ᐊᖅᑯᑎᓄᑦ ᐊᒻᒪᓗ ᐅᕝᕚᓯᕆᐊᖃᕐᓂᕐᒧᑦ ᓇᓗᓇᐃᒃᑯᑕᓂᒃ ᐋᖅᑭᓪᓯᕈᕐᑐᑦ ᑕᒪᒃᑮᓐᓂᒃ ᐅᖃᐅᔫᓐᓂᒃ ᐃᓄᒃᑎᑐᑦ ᐊᒻᒪᓗ ᖃᓪᓗᓈᑎᑐᑦ. ᐃᑉᓗᓕᒻᕐᔪᒃ ᐸᓐᓇᑦᑐᖅ ᐱᐅᓯᑎᑕᐅᒍᑎᒃᓴᓂᑦ ᓄᓇᓖᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐅᓯᔭᐅᕕᖓᓄᑦ. ᐅᑯᐊ ᐱᐅᓯᕙᓪᓕᖅᑕᐅᒍᒪᔪᑦ ᐱᔾᔪᑎᖃᓗᐊᕐᑐᑦ ᐊᑦᑐᐊᓂᓖᑦ ᒫᓐᓇ ᐅᒥᐊᕐᔪᐊᖃᕐᕕᐅᔪᒧᑦ. ᖃᐅᒻᒪᖅᑯᑏᑦ ᐋᖅᑭᑦᑕᐅᕆᕐᑐᑦ ᑕᒪᒃᑮᓐᓂᒃ ᐅᒥᐊᕐᔪᐊᓄᑦ ᓂᐅᕋᐃᕕᖓᓂ ᐊᒻᒪᓗ ᓱᓇᒃᑯᑖᓄᑦ ᐃᓂᑦᓯᐅᔪᒧᑦ. ᐃᓗᓕᖏᑦ ᐃᓚᖃᕐᓂᐊᕐᑐᑦ ᕿᓕᒃᑯᑦ ᓇᐹᖅᑐᕐᑯᑎᖏᓐᓂ ᐊᒻᒪᓗ ᖃᐅᒻᒪᖅᑯᑎᓂᒃ LED−ᒥ ᑕᐃᔭᐅᔪᑦ. ᐊᖅᑯᑎᓄᑦ ᐊᒻᒪᓗ ᐅᕝᕚᓯᕆᐊᖃᕐᓂᕐᒧᑦ ᓇᓗᓇᐃᒃᑯᑕᓂᒃ ᐋᖅᑭᓪᓯᕈᕐᑐᑦ ᑕᒪᒃᑮᓐᓂᒃ ᐅᖃᐅᔫᓐᓂᒃ ᐃᓄᒃᑎᑐᑦ ᐊᒻᒪᓗ ᖃᓪᓗᓈᑎᑐᑦ. ᑐᒃᓯᕋᐅᑕᐅᓯᒪᔪᖅ ᐋᖅᑭᓯᒪᓂᕆᔭᖅᑕᖓᐱᓕᕆᐊᑉ ᐃᓂᖃᖅᑐᖅ ᓄᓇᓖᑦ ᖃᓂᒌᔭᓂ Hᐊᒻᒪᓚᖓᑕ ᐃᒡᓗᓕᒻᕐᔩᑉ ᐃᒪᓐᓇᓪᓗᐊᖅ N63°20′ 26″, W 90°41′ 52″ ᐊᖏᓂᓕᒻᒥᑦ. Tetra Tech−ᑯᑦ ᐃᓱᒪᓯᒪᔪᑦ ᐊᕐᕌᒍᓂᑦ 30−ᓄᑦ ᐊᑯᓂᐅᓂᖃᕋᔭᕐᓗᓂ ᓴᓇᔭᐅᓯᒪᓂᖓ ᑐᒃᓯᕋᐅᑕᐅᓯᒪᔫᑉ ᐃᓂᑦᓯᐅᔪᖅ ᓱᓇᒃᑯᑖᓄᑦ ᐊᒻᒪᓗ ᐃᒪᐅᑉ ᓯᓈ ᓴᐳᒻᒥᔭᐅᒍᓐᓇᕐᑯᓗᒍ. ᒥᑭᓕᕚᓕᕐᑯᓗᒍ (ᑕᐃᒪᐃᒍᓐᓇᑐᐃᓐᓇᕆᐊᓕᒃ) ᖃᓄᐃᒍᓐᓇᕐᓂᕆᔭᖓ ᐊᓄᕆᒧᑦ ᐅᑎᕋᔭᕐᓗᑎᑦ ᐊᑕᐅᓯᐊᕐᓗᑎ ᐊᕐᕋᒍ 50 ᐃᓗᐊᓂ, ᑕᐃᒪᐃᓐᓂᕐᐸᑦ ᐋᖅᑭᑦᑕᐅᓯᒪᕐᑯᔭᖅ ᐃᓅᓯᓕᒫᒧᑦ ᓄᓇ ᓱᓇᒃᑖᖃᖅᕕᐅᔪᖅ, ᐃᓂᓕᐅᖅᑕᐅᓂᐊᖅᑐᖅ +4.5 m GD−ᒧᑦ ᕐᑯᑦᑎᖕᓂᖓ. ᑐᐊᐸᒃᑕᖅᑕᐅᓯᒪᔪᑦ ᐱᓕᕆᐊᒃᓴᒧᑦ ᐱᔭᐅᓂᐊᖅᑐᑦ Hᐋᒪᓚᒃᑯᑦ ᑐᐊᐸᒃᑕᕐᕕᖓᓂ, ᓄᓇᓖᑦ ᓂᕆᖅᐸᓯᖓᓂ ᐊᒻᒪᓗ Hᐋᒻᒪᓚᒃᑯᑦ ᑭᓕᖓᑕ ᐃᓗᐊᓂ, ᐅᕝᕙᓘᓐᓃᑦ ᐊᓯᖏᓐᓂᒃ ᓂᕆᖅᐸᓯᒻᒪᕆᐊᓂ ᐊᖏᖅᑕᐅᓯᒪᒌᖅᑐᑎ ᐊᑐᖅᑕᐅᔪᓐᓇᕐᓗᑎᒃ. 0.5 hectares−ᐸᓗᓐᓂᒃ ᓄᑖᒥᒃ ᐃᓂᒃᓴᒥᑦ ᓴᓇᔭᐅᓂᐊᖅᑐᖅ ᕐᑯᓀᓐᓂᖅᓴᒥ ᐃᓂᒥ ᒥᑭᔪᒥᒃ ᑲᖏᖅᑐᕋᓀᒥᒃ. ᑕᒪᓐᓇ ᐃᓂᑦᓯᐅᔪᖅᓄᓇ ᐱᐅᓘᐊᒃᑦᑕᖏᒻᒪᑦ ᐊᕐᕌᒍᑕᒫᑦ ᕐᑯᐊᒃᑦᑕᕐᓂᖓᓄᑦ ᐊᒻᒪᓗ ᓯᑯᖃᖅᑕᕐᓂᖓᓄᑦ. ᖃᐅᔨᒪᔭᐅᔭᕆᐊᖃᕐᒥᔪᖅ ᓄᑖᖅ ᓯᔅᔭ ᓴᓇᔭᐅᒐᔭᕐᒪᑦ ᓴᐳᒻᒥᑦᑎᓂᐊᕐᓗᓂ ᐊᖏᓕᕆᐊᖅᓯᒪᔪᖅ ᐅᒥᐊᕐᔪᐊᖃᕐᕕᒃ ᐱᑎᑦᑎᓂᐊᖅᑐᖅ ᓄᑖᒥᒃ ᖃᐃᖅᔫᒐᖅᑐᑦ ᐃᒪᕐᒥᐅᑕᓄᑦ ᐊᒻᒪᓗ ᐃᓂᖃᕐᑯᓗᕆᑦ ᐃᒪᕐᒥᐅᑕᐃᑦ ᐊᑯᓐᓂᖏᓐᓂᖓ ᐅᔭᕋᐃᑦ ᐅᑯᓄᖓ ᐃᒪᕐᒥᐅᑕᓄᑦ ᕿᒥᕐᓗᖃᙱᑦᑐᓄᑦ ᓲᕐᓗ ᐊᒎᑦ, ᐃᒪᕐᒥᐅᑕᑦ ᐊᒻᒪᓗ ᐃᒪᕐᒥᐅᑕᑦ ᕐᑯᐱᕐᕈᖏᑦ.ᑐᒃᓯᕋᐅᑕᐅᓯᒪᔪᖅ ᐋᖅᑭᓯᒪᓂᕆᔭᖅᑕᖓᐱᓕᕆᐊᑉ ᐃᓂᖃᖅᑐᖅ ᓄᓇᓖᑦ ᖃᓂᒌᔭᓂ Hᐊᒻᒪᓚᖓᑕ ᐃᒡᓗᓕᒻᕐᔩᑉ ᐃᒪᓐᓇᓪᓗᐊᖅ N63°20′ 26″, W 90°41′ 52″ ᐊᖏᓂᓕᒻᒥᑦ. Tetra Tech−ᑯᑦ ᐃᓱᒪᓯᒪᔪᑦ ᐊᕐᕌᒍᓂᑦ 30−ᓄᑦ ᐊᑯᓂᐅᓂᖃᕋᔭᕐᓗᓂ ᓴᓇᔭᐅᓯᒪᓂᖓ ᑐᒃᓯᕋᐅᑕᐅᓯᒪᔫᑉ ᐃᓂᑦᓯᐅᔪᖅ ᓱᓇᒃᑯᑖᓄᑦ ᐊᒻᒪᓗ ᐃᒪᐅᑉ ᓯᓈ ᓴᐳᒻᒥᔭᐅᒍᓐᓇᕐᑯᓗᒍ. ᒥᑭᓕᕚᓕᕐᑯᓗᒍ (ᑕᐃᒪᐃᒍᓐᓇᑐᐃᓐᓇᕆᐊᓕᒃ) ᖃᓄᐃᒍᓐᓇᕐᓂᕆᔭᖓ ᐊᓄᕆᒧᑦ ᐅᑎᕋᔭᕐᓗᑎᑦ ᐊᑕᐅᓯᐊᕐᓗᑎ ᐊᕐᕋᒍ 50 ᐃᓗᐊᓂ, ᑕᐃᒪᐃᓐᓂᕐᐸᑦ ᐋᖅᑭᑦᑕᐅᓯᒪᕐᑯᔭᖅ ᐃᓅᓯᓕᒫᒧᑦ ᓄᓇ ᓱᓇᒃᑖᖃᖅᕕᐅᔪᖅ, ᐃᓂᓕᐅᖅᑕᐅᓂᐊᖅᑐᖅ +4.5 m GD−ᒧᑦ ᕐᑯᑦᑎᖕᓂᖓ. ᑐᐊᐸᒃᑕᖅᑕᐅᓯᒪᔪᑦ ᐱᓕᕆᐊᒃᓴᒧᑦ ᐱᔭᐅᓂᐊᖅᑐᑦ Hᐋᒪᓚᒃᑯᑦ ᑐᐊᐸᒃᑕᕐᕕᖓᓂ, ᓄᓇᓖᑦ ᓂᕆᖅᐸᓯᖓᓂ ᐊᒻᒪᓗ Hᐋᒻᒪᓚᒃᑯᑦ ᑭᓕᖓᑕ ᐃᓗᐊᓂ, ᐅᕝᕙᓘᓐᓃᑦ ᐊᓯᖏᓐᓂᒃ ᓂᕆᖅᐸᓯᒻᒪᕆᐊᓂ ᐊᖏᖅᑕᐅᓯᒪᒌᖅᑐᑎ ᐊᑐᖅᑕᐅᔪᓐᓇᕐᓗᑎᒃ. 0.5 hectares−ᐸᓗᓐᓂᒃ ᓄᑖᒥᒃ ᐃᓂᒃᓴᒥᑦ ᓴᓇᔭᐅᓂᐊᖅᑐᖅ ᕐᑯᓀᓐᓂᖅᓴᒥ ᐃᓂᒥ ᒥᑭᔪᒥᒃ ᑲᖏᖅᑐᕋᓀᒥᒃ. ᑕᒪᓐᓇ ᐃᓂᑦᓯᐅᔪᖅᓄᓇ ᐱᐅᓘᐊᒃᑦᑕᖏᒻᒪᑦ ᐊᕐᕌᒍᑕᒫᑦ ᕐᑯᐊᒃᑦᑕᕐᓂᖓᓄᑦ ᐊᒻᒪᓗ ᓯᑯᖃᖅᑕᕐᓂᖓᓄᑦ. ᖃᐅᔨᒪᔭᐅᔭᕆᐊᖃᕐᒥᔪᖅ ᓄᑖᖅ ᓯᔅᔭ ᓴᓇᔭᐅᒐᔭᕐᒪᑦ ᓴᐳᒻᒥᑦᑎᓂᐊᕐᓗᓂ ᐊᖏᓕᕆᐊᖅᓯᒪᔪᖅ ᐅᒥᐊᕐᔪᐊᖃᕐᕕᒃ ᐱᑎᑦᑎᓂᐊᖅᑐᖅ ᓄᑖᒥᒃ ᖃᐃᖅᔫᒐᖅᑐᑦ ᐃᒪᕐᒥᐅᑕᓄᑦ ᐊᒻᒪᓗ ᐃᓂᖃᕐᑯᓗᕆᑦ ᐃᒪᕐᒥᐅᑕᐃᑦ ᐊᑯᓐᓂᖏᓐᓂᖓ ᐅᔭᕋᐃᑦ ᐅᑯᓄᖓ ᐃᒪᕐᒥᐅᑕᓄᑦ ᕿᒥᕐᓗᖃᙱᑦᑐᓄᑦ ᓲᕐᓗ ᐊᒎᑦ, ᐃᒪᕐᒥᐅᑕᑦ ᐊᒻᒪᓗ ᐃᒪᕐᒥᐅᑕᑦ ᕐᑯᐱᕐᕈᖏᑦ.

Personnel

Personnel on site: 15

Days on site: 180

Total Person days: 2700

Operations Phase: from 2024-05-26 to 2026-10-25

Operations Phase: from 2025-06-25 to 2055-10-25

Post-Closure Phase: from to

Activités

Emplacement	Type d'activité	Statut des terres	Historique du site	Site à valeur archéologique ou paléontologique	Proximité des collectivités les plus proches et de toute zone protégée
Chesterfield permitting contact footprints	Harbour infrastructure	Municipal	Site of the original Sealift infrastructure at Chesterfield Inlet	Historically disturbed area, no known archaeological sites	community marine infrastructure

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Chesterfield Inlet	Paul Basetti SAO	Hamlet of Chesterfield Inlet	2024-10-24
Chesterfield Inlet	Paul Basetti, SAO	Hamlet of Chesterfield Inlet	2024-10-12
Chesterfield Inlet	Venissa Mimialik Manager	Aqigiq Hunters and Trappers Association	2023-09-13

Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Pêches et Océans Canada	DFO Authorization or Letter of Advice	Not Yet Applied		
Transports Canada	Approval	Not Yet Applied		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Land		

Project accomodation types

Collectivité

Utilisation de matériel

Équipement à utiliser (y compris les perceuses, les pompes, les aéronefs, les véhicules, etc.)

Type d'équipement	Quantité	Taille – Dimensions	Utilisation proposée
Dump Truck	3	15-30 tons	Haul and dump aggregate from existing Hamlet quarry to construction site
Excavator with additional rock drill attachment	1	35 tons	excavate rock/aggregate material at existing quarry and load dump trucks
Crawler Dozer with tilting Blade	1	25 tons	push and spread rock/aggregate material at construction site
Grader	1	20 tons	spread rock/aggregate material at construction site
Front End Loader	1	20 tons	Load and spread rock/aggregate material at construction site
Vibratory Soil compactor	1	19 tons	compact rock/aggregate material at construction site

Décrivez l'utilisation du carburant et des marchandises dangereuses

Décrivez l'utilisation de carburant :	Type de carburant	Nombre de conteneurs	Capacité du conteneur	Quantité totale	Unités	Utilisation proposée
Diesel	fuel	1	10000	10000	Liters	all fuel will be supplied from the Hamlet fuel dispensing station. Fuel will be loaded into the built in fuel tanks of each of the construction equipment units used for this project
Diesel fuel	hazardous	8	200	1600	Liters	The only hazardous material used for the construction of this project is the diesel fuel. Diesel fuel will be stored in each of the built in fuel tanks of the construction equipment to

						be used
Diesel fuel	hazardous	8	200	1600	Liters	The only hazardous material used for the construction of this project is the diesel fuel. Diesel fuel will be stored in each of the built in fuel tanks of the construction equipment to be used

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0	Not Applicable	Not Applicable

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Harbour infrastructure	Eaux usées (matières de vidange)	100 litres	Community facilities	Not Applicable

Répercussions environnementales :

Positive impacts will be achieved for the residents of the Hamlet of Chesterfield Inlet as the sealift improvements 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 0.5 hectares of benthic intertidal marine habitat to be permanently buried by fill and aggregate materials that will be placed and compacted in this area for construction of the expanded sealift ramp. Negative/mitigable potential impacts on fish will be mitigated by conducting all potential in-water 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 main project components are the expanded sealift storage area (0.5 ha) and the upgraded barge ramp

SECTION D2: Facility Construction

The proposed sealift improvement components will be constructed utilizing aggregate and rock materials obtained from the community quarry and hauled by truck to the project area for placement and compaction to construct the expanded sealift laydown area and the upgraded barge ramp. Construction will occur during the open water periods of 2025 and 2026.

SECTION D3: Facility Operation

the expanded sealift laydown area and upgraded barge ramp will be used on a seasonal basis during the open water period. some cargo (container) may be stored in the sealift storage area for extended periods of time.

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

No vessels will be used for this construction project. all work will be conducted by land based construction equipment such as trucks, grader, excavator, dozer and water truck.

SECTION H2: Disposal At Sea

There will be no disposal at sea. the placement of fill in the upper intertidal zone of the small bay at Chesterfield Inlet is a marine infrastructure construction project

SECTION I1: Municipal Development

Description de l'environnement existant : Environnement physique

Chesterfield Inlet is a narrow, fiord-like arm of the northwest coast of Hudson Bay that stretches 160 km inland to the Thelon River. It marks a physiographic divide along theBay, separating a narrow, rocky coastal plain backing onto a plain and hilly area to the north, from an enormous area of low relief, with poorly developed drainage farther south.Chesterfield Inlet's climate is noteworthy for its windiness, since the inlet is aligned withprevailing winds from the northwest, which are remarkably strong in winter (mean velocity 8.7 m/s, reaching 36 m/s) and constant, blowing on average 20% of the time. The mean annual temperature is approximately -11°C, with a summer mean of 4.5°C and a winter mean of -26.5°C. The mean annual precipitation ranges between200-300 mm.

Description de l'environnement existant : Environnement biologique

The area is characterized by a discontinuous cover of tundra vegetation, consisting of dwarf birch, willow, northern Labrador tea, Dryas spp., and Vaccinium spp. Taller dwarf birch, willow and alder occur on warm sites; wet sites are dominated by willow and sedge. Lichen-covered rock outcroppings are prominent throughout the ecoregion, and towards the south the vegetation becomes a mix of tundra vegetation and open, dwarf coniferous forest.Chesterfield Inlet is located on the western shore of Hudson Bay, Kivalliq Region, at the mouth of Chesterfield Inlet, which extends from Hudson Bay to Baker Lake. The shore area of the Hamlet of Chesterfield Inlet becomes landfast during winter and the intertidal zone is frozen throughout the long winter period. In this area, ice scour and temperature extremes render the upper few metres of the seabed (2-5 m) to be uninhabitable to marine plants and infaunal animals (Ellis 1960). Amphipods are the only common species found in the intertidal zone. Shells of softshell clams, cockles and

Icelandic Scallop are commonly found washed up on the local beaches. The beach area in the vicinity of the existing sealift facilities is a typical sandy, gravelly beach with cobbles and scattered boulders. Tides at Chesterfield Inlet are diurnal (2 x per day) and have a typical range of approximately 4 m typically extending from about 0.5 m (low tide) to 4.5 m (high tide). Arctic Char, Arctic Cod, Capelin and several flounder species occur in the area around chesterfield Inlet and, are considered to be of particular cultural and economic importance to the community of Chesterfield Inlet (NCRI 2015) and are discussed further in the following sections.

Description de l'environnement existant : Environnement socio-économique

Chesterfield Inlet, or Igluligaarjuk, is located on the western shore of Hudson Bay, Kivalliq Region, in Nunavut Canada at the mouth of Chesterfield Inlet. Located at 63º 20º N and 90º 42º W, it is 1,096 km west of Iqaluit and 1,200 km northeast ofYellowknife. Igluligaarjuk is the Inuktitut word for place with few houses. It is the oldest community in Nunavut.Historically, Chesterfield Inlet began as a meeting place for Inuit seal hunters to carry out an annual hunt in the late spring and early summer.After 1912, Chesterfield Inlet became an important religious, medical and educationalcentre for the region. The community's population grew when several groups of Netsilik Inuit migrated there from Foxe Basin, joining the Qairnilirmeot group who were the area's traditional inhabitants.The economy of the Hamlet remains traditional and includes hunting, trapping andcarving. Some commercial fishing and limited tourism are also carried out.

Miscellaneous Project Information

Miscellaneous information is provided in the documents section of the application

Identification des répercussions et mesures d'atténuation proposées

Positive impacts will be achieved for the residents of the Hmlet of Chesterfield Inlet as the sealift improvements 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 0.5 ha area of benthic upper intertidal marine habitat to be buried by the fill and rip rap rock to be placed to allow expansion of the existing sealift area into the adjacent bay. Negative/mitigable potential impacts on fish will be mitigated by conducting all potential in-water work in the dry during low tide conditions

Répercussions cumulatives

No cumulative environmental effects are expected to occur in relation to this marine infrastructure improvements project

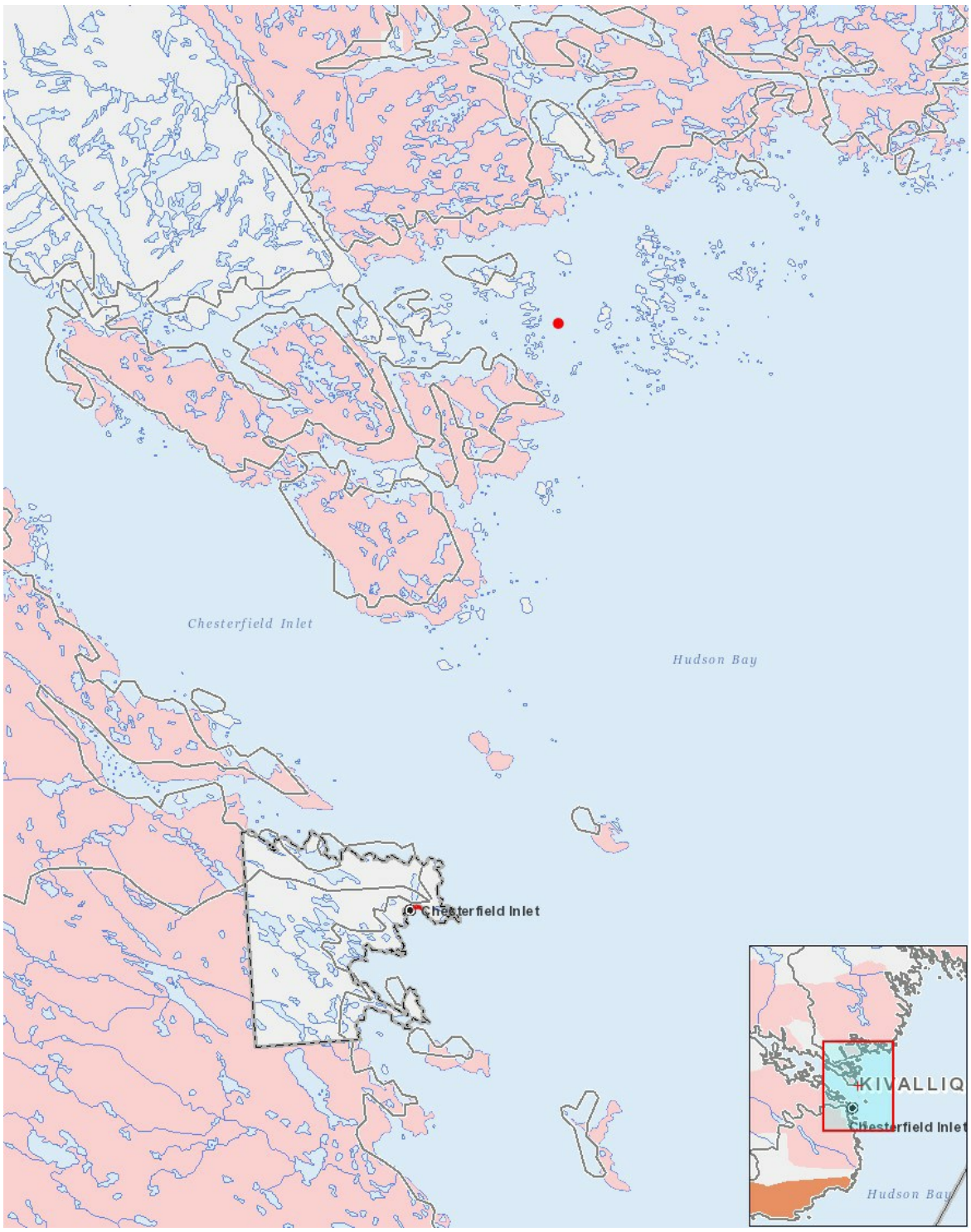
Impacts

Identification des répercussions environnementales

	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
Construction																									
Harbour infrastructure		-	M	-	-	M	-	-	-	-	N	M	M		-	-	-	M	-		-	P	P	P	P
Exploitation																									
Harbour infrastructure		-	-	-	-	-	-	-	-	-	-	M	-		-	-	-	M	-		P	P	P	P	P
Désaffectation																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

(P = Positive, N = Négative et non gérable, M = Négative et gérable, U = Inconnue)

Site du projet



Liste des géométries de projet

1	polyline	Chesterfield permitting contact footprints
2	polyline	Chesterfield permitting contact footprints
3	point	Existing Sealift area at Chesterfield inlet which requires expansion