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NPC File No: 150556
NIRB File No: 24XN059

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2 June 2025

Re: Transport Canada Information Request Response to the Grise Fiord Community Harbour Nunavut Impact Review Board Public Comment Period (24XN059)

Dear Jackie and Francis,

1 Project Overview

The Government of Nunavut -Transportation and Infrastructure Nunavut (GN-TIN) is planning the design, construction and operation of the Grise Fiord Community Harbour (the Project). The Project is located in the community of Grise Fiord, which is approximately 1,100 km north of the Arctic Circle (76° 25.001'N, 82° 54.935'W, see Appendix A (Figure A-1)). The community is located on the southern shore of Ellesmere Island in Jones Sound in the Qikiqtaaluk Region of Nunavut, and conforms with the North Baffin Regional Land Use Plan (NBRLUP) (Nunavut Planning Commission (NPC), 2000). While Grise Fiord is within the NBRLUP, the Recommended Nunavut Land Use Plan (RNLUP) (NPC, 2023) will replace the NBRLUP once it is approved.

Worley Canada Services Ltd., operating as Worley Consulting, has been retained by the GN-TIN to support the detailed design of a community harbour in Grise Fiord, Nunavut. Dynamic Ocean Consulting Ltd. (Dynamic Ocean) is supporting Worley Consulting on the permitting requirements for the Project. The Grise Fiord Community Harbour was a component of an earlier feasibility study, completed by Fisheries and Oceans Canada (DFO) – Small Craft Harbour (SCH) in 2019.

The Project will improve safety and access to water, functionality of boating activities, and reduce the congestion and environmental risks associated with the current situation (see Section 1.3 of the Grise Fiord Project Specific Information Requirements [PSIR] Report for existing infrastructure (Dynamic Ocean & Worley Consulting, 2025)).

The permanent components of the Project are described below and are depicted in the General Arrangement (see Appendix A (Figure A-1)):

- Two new breakwaters (to create a protected harbour).
- Boat launch ramp.
- Two small craft floating docks to support mooring of small craft vessels.
- Laydown area.
- Shoreline raised and graded to create a level driving surface.
- Navigational aids.
- Harbour lighting.

Temporary components required during construction include:

- Quarry (borrow pits).
- Haul road.
- Temporary work platforms (below the HWL to support land-based construction).

Construction activities will be inclusive of the activities described in Table 1-1, with the construction schedule described in Appendix B (Table B-1).

Table 1-1: Construction Activities Associated with the Community Harbour

Community Harbour	Quarry (borrow pits)	Haul Road
Infill (laydown area, breakwater, boat launch ramp)	Drilling and blasting	Construction of new haul road
Installation of small craft floats	Crushing and screening	Upgrades to existing road
Dredging	Stockpiling	Transportation of rocks
Stockpiling	Operation of equipment	Operation of equipment
Operation of equipment	-	Installation of culverts (potential)

Community Harbour	Quarry (borrow pits)	Haul Road
Installation of navigation aids and harbour lighting	-	-

2 Information Request Response

2.1 Background

The Grise Fiord Community Harbour Nunavut Impact Review Board (NIRB) application was submitted on 4 April 2025 (NIRB, 2025b) with the application accepted as complete on 8 April 2025 (NIRB, 2025c). The screening assessment pursuant to Section 87 of the *Nunavut Planning and Project Assessment Act* was initiated. The NIRB requested interested parties to submit comments on the Project over a 21-day Public Comment Period, which initiated on 30 April 2025. The GN-TIN received a request from the NIRB on 23 May 2025 (NIRB, 2025a) (see list below) to respond to comment submissions (hereafter referred to as an Information Request [IR]).

- Transport Canada (TC), 8 May 2025 (TC, 2025).
- Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC), 21 May 2025 (CIRNAC, 2025).

2.2 Letter Intention

This letter supports the GN-TIN's response to TC. The TC IR is provided in Appendix C.

2.3 Response

We acknowledge that the Project will occur in a scheduled navigable waterway, requiring approval from TC, and be required to be compliant with pertinent legislation as summarized below:

- *Canadian Navigable Waters Act.*
- *Canada Shipping Act, 2001.*
- *Marine Liability Act.*
- *Arctic Waters Pollution Prevent Act.*
- Arctic Shipping Safety and Pollution Prevention Regulations.
- *Marine Transportation Security Act.*
- Marine Transportation Security Regulations.

The GN-TIN and their supporting consultants (Worley Consulting, Dynamic Ocean) have undertaken early engagement with TC to discuss the Project. Each occasion of engagement is summarized in Table 2-1.

The project team has informed the sealift operators, fuel shipment providers, and the Association of Arctic Expedition Cruise Operators of the scope of the project, potential impacts to their operations and requested that if they have any questions or concerns to reach out to the project team. To date there have been no comments or concerns raised.

During the detailed design phase, the Project will consult with the Canadian Coast Guard and Canadian Hydrographic Services to ensure that impacts on navigation aids are identified, and the new facility is included in the appropriate charts. The contractor, as part of the Construction Environmental Management Plan (CEMP) requirements, will advise and acquire notice to mariners for any works that may affect marine traffic.

The Project acknowledges that an Approval will be required from TC, and the application will be submitted once the Screening Decision Report (SDR) has been issued.

Table 2-1: Meetings and Communication with Transport Canada

Date	Communication Format	Personnel Involved
16-May-25	Virtual meeting	<ul style="list-style-type: none"> Victoria Budett-Coutts (Dynamic Ocean). Dallas Babuik (TC). Andrew Reid (TC).
30-Oct-24	Email	<ul style="list-style-type: none"> Laura Borden (Dynamic Ocean). Dallas Babuik (TC).
25-Oct-24	Email	<ul style="list-style-type: none"> Victoria Budett-Coutts (Dynamic Ocean). Dallas Babuik (TC).

3 Summary and Closing

We appreciate TC taking the time to participate in the NIRB's Public Comment Period and are available for further discussions if needed. If you require any clarification on our responses, or have further questions, please do not hesitate to contact Victoria Burdett-Coutts (victoria@dynamicocean.ca; 778-839-2372).



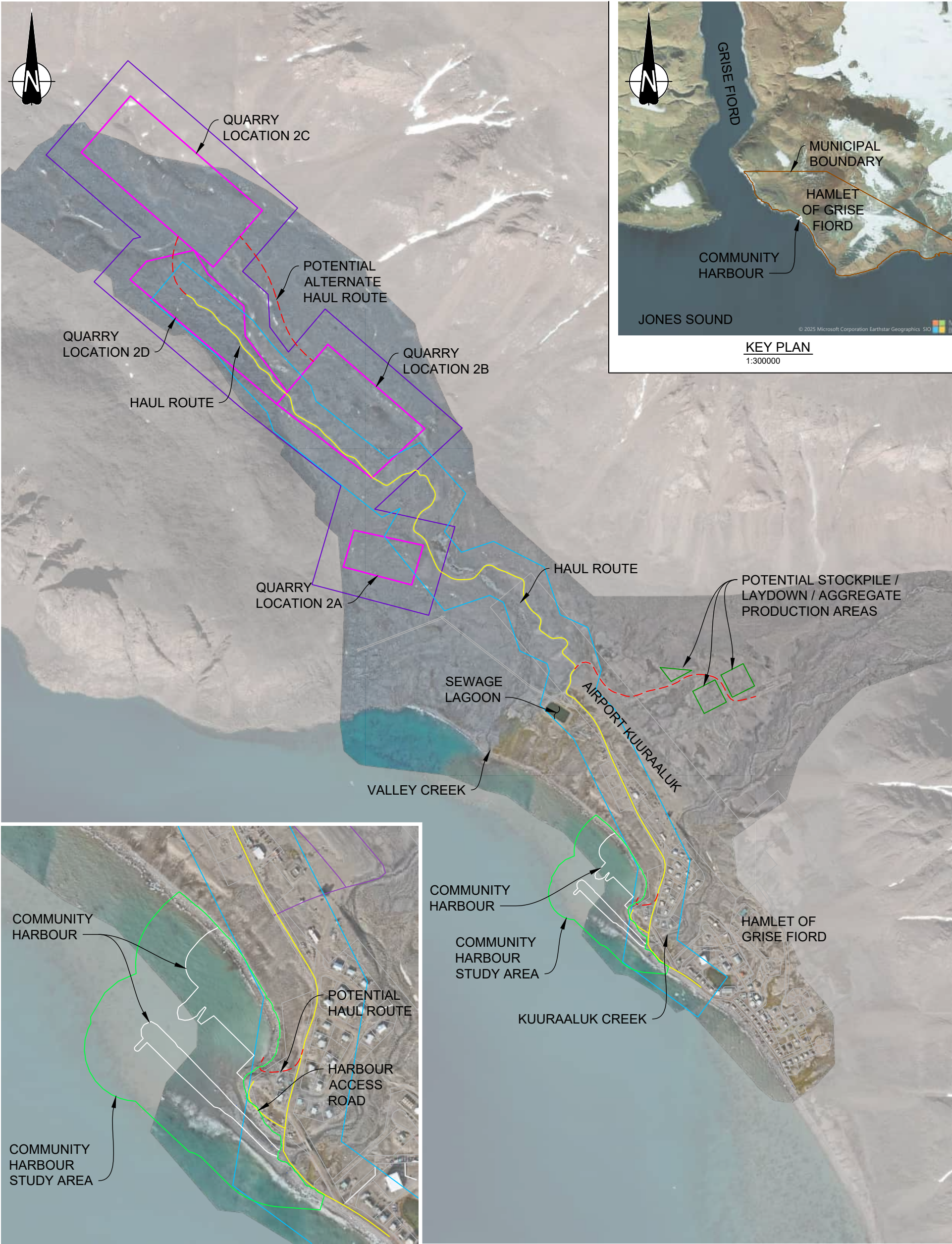
Victoria Burdett-Coutts, MSc. RPBio.
Dynamic Ocean Consulting Ltd.
Senior Regulatory Professional



Chris Meisl, PEng.
Practice Lead, Ports and Marine Terminals
Worley Canada Services Ltd.

Appendix A: Supporting Figures & Drawings



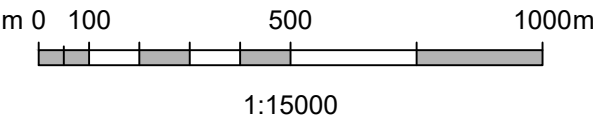
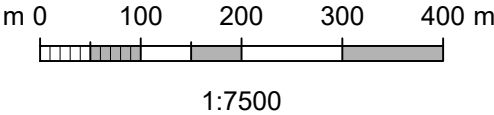


INSET PLAN
1:7500

PLAN
1:15000

LEGEND

- HAUL ROAD ON EXISTING ROAD/TRACK
- ALTERNATE/ADDITIONAL HAUL ROUTE
- COMMUNITY STUDY AREA
- QUARRIES STUDY AREA
- EXISTING ROAD STUDY AREA
- STOCKPILE/LAYDOWN AREA
- QUARRY



GOVERNMENT OF NUNAVUT
GRISE FIORD COMMUNITY
HARBOUR DEVELOPMENT

PROJECT COMPONENTS
(QUARRY, HAUL ROAD, COMMUNITY HARBOUR)



Date: 03-APR-25	Drawn by: JLC	Edited by: JLC	App'd by: CM
Worley Project Number		317086-54170	
DRG No		Figure A-1	REV 1

This drawing is prepared for the use of the contractual customer of Worley Canada Services Ltd. and Worley Canada Services Ltd. assumes no liability to any other party for any representations contained in this drawing.

Appendix B: Supporting Tables

Table B-1: Anticipated Schedule for the Project

Task	Timeline
Pre-Construction	
• Permitting, baseline surveys and consultations.	Aug-24 to Apr-26
• Schematic design.	Jun-24 to Aug-25
• Geotechnical investigations.	Spring 2025
• Detailed design and construction documents preparation.	Summer 2025 to Dec-25
• Permitting complete.	Mar-26
• Construction contract tender period.	Winter 2025 / Spring 2026
• Award of construction contract.	Spring 2026
Construction	
<ul style="list-style-type: none"> • Mobilization of equipment and supplies. • Set up construction camp and equipment maintenance facilities, as required. • Prepare quarry (borrow pits) and commence blasting for aggregate production and stockpile pads. • Set up crusher and complete test runs. 	2026 Construction season (Jun-26 to Oct-26)
<ul style="list-style-type: none"> • Prepare quarry (borrow pits) and commence blasting for aggregate production and stockpile pads. • Aggregate production. • Commence placement of breakwater core. • Dredging and onshore disposal. 	2027 Construction season (Jun-27 to Oct-27)
<ul style="list-style-type: none"> • Aggregate production. • Breakwater core and armour placement. • Dredging and onshore disposal. • Partial demobilization. 	2028 Construction season (Jun-28 to Oct-28)
<ul style="list-style-type: none"> • Complete breakwater armour surfacing. • Electrical installations. • Community Harbour floats, including installation and removal demonstration. • Final grading and compaction. • Remainder of demobilization. 	2029 Construction season (Jun-29 to Oct-29)
Operations	
• Community harbour operations.	Spring 2030

Appendix C: Information Requests





COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

Project Proposal Title: Grise Fiord Community Harbour Project	
Proponent: GN - Community and Government Services	
Location: Qikiqtani (North Baffin Region)	
Comments Due By: May 21, 2025	NIRB #: 24XN059

Indicate your concerns about the project proposal below:

<input type="checkbox"/> no concerns	<input type="checkbox"/> traditional uses of land
<input type="checkbox"/> water quality	<input type="checkbox"/> Inuit harvesting activities
<input type="checkbox"/> terrain	<input type="checkbox"/> community involvement and consultation
<input type="checkbox"/> air quality	<input type="checkbox"/> local development in the area
<input type="checkbox"/> wildlife and their habitat	<input type="checkbox"/> tourism in the area
<input type="checkbox"/> marine mammals and their habitat	<input type="checkbox"/> human health issues
<input type="checkbox"/> birds and their habitat	X other: Regulatory Approval _____
<input type="checkbox"/> fish and their habitat	_____
<input type="checkbox"/> heritage resources in area	_____

Please describe the concerns indicated above:

Transport Canada does not have concerns about the proposed project but does note the project is subject to acts and regulations administered by Transport Canada. Details for the most relevant acts and regulations are provided below for the information of the Board and the proponent.

Canadian Navigable Waters Act

Transport Canada notes that Grise Fiord is an extension of the Arctic Ocean. The Arctic Ocean is a scheduled navigable waterway listed in the *Canadian Navigable Waters Act* (CNWA). Given this, the works will require approval(s) under the CNWA from Transport Canada.

The proponent reached out to Transport Canada's Navigation Protection Program in October 2024 to request pre-submission services to support early engagement with Transport Canada for the Grise Fiord Community Harbour Project.

Marine Safety and Security

Any vessel activity needed to support the project must comply with Canada's maritime laws. In the Arctic, the *Canada Shipping Act, 2001*, the *Marine Liability Act*, the *Arctic Waters Pollution Prevention Act*, Arctic Shipping Safety and Pollution Prevention Regulations, and the *Marine Transportation Security Act* combine to provide Canada's operational regulatory regime governing marine safety, security and environmental protection matters.



- The *Canada Shipping Act, 2001* (CSA) provides an overall regime to protect the safety and the environment for vessels operating in waters under Canadian jurisdiction. Its regulations include requirements for a vessel's construction, management of ballast water, pollution control, arrangements for emergency response, and crew qualifications. Pollution response and prevention measures apply in respect of vessels in Canadian waters or waters in the exclusive economic zone of Canada.
- The *Arctic Waters Pollution Prevention Act* (AWPPA) provides enhanced environmental protection with respect to vessels operating in waters under Canadian jurisdiction north of 60° North latitude. Canada has developed new regulations, the Arctic Shipping Safety and Pollution Prevention Regulations (ASSPPR) that incorporate the Polar Code, with the addition of specific Canadian modifications designed to provide clarity on discharge requirements for the prevention of pollution by oil, by sewage, and by garbage from vessels, as well as the control of pollution by noxious liquid substances in bulk. Note that the AWPPA places a complete prohibition (zero discharge) of pollution from ships/vessels in "arctic waters", as defined in the AWPPA, except where regulations authorize otherwise.
- The Arctic Shipping Safety and Pollution Prevention Regulations (ASSPPR) should be adhered by vessels transiting in the Canadian Arctic.
- The *Marine Liability Act* sets out a regime that requires vessels operating waters under Canadian jurisdiction to carry insurance to pay for damages from oil spills.
- The *Marine Transportation Security Act* sets out a regime to protect and preserve the efficiency of Canada's marine transportation system against unlawful interference. The Department helps the industry achieve compliance with marine security legislation and regulations through awareness, certification, inspection, and enforcement, and helps ports, marine facilities and vessels implement the International Ship and Port Facility Security (ISPS) Code through the Marine Transportation Security Regulations (MTSRs).
 - Note: As the community re-supply is brought in by Canadian flagged vessels on a domestic voyage (between two points in Canada), this site does not currently fall under MTSA regulations. If that changes at some point, Transport Canada will assess any security issues and assist the operator to become compliant.

Transport Canada administers these acts and regulations and is responsible for monitoring compliance and enforcing their requirements. Vessels in the Canadian Arctic are required to comply with the above acts and regulations as applicable.

Do you have any suggestions or recommendations for this application?

Canadian Navigable Waters Act

If they have not already done so, the proponent can submit its application for approval through Transport Canada's Navigation Protection Program external submission site: <https://npp-submissions-demandes-ppn.tc.canada.ca/auth/login-connexion?ret=/&GoCTemplateCulture=en-CA>. Transport Canada will review the application and details of the work and its potential impacts to navigation and if acceptable, issue a CNWA approval with any needed terms and conditions.

**Marine Safety and Security**

The proponent should consult the Canadian Coast Guard and Canadian Hydrographic Services (CHS) to ensure the following:

- Impacts on Navigational aids, if any, are identified.
- The new facility is included on the appropriate chart, as applicable.
- Advising marine traffic of the work being undertaken.

Also, if they have not already done so, the proponent should consult with the shipping industry, particularly community resupply companies, about the project.

Do you support the project proposal? Yes ☐ No ☐ Any additional comments?

Transport Canada has no comments on whether NIRB should approve this project.

Name of person commenting: Jackie Barker **of** Winnipeg

Position: Regional Environmental **Organization:** Transport Canada
Advisor

Signature:  **Date:** May 8, 2025

Appendix D:References



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