

NON-TECHNICAL SUMMARY

Project Name

Qikiqtarjuaq Marine Infrastructure

Non-Technical Project Proposal Description

The Government of Nunavut is planning to build a deep-water port facility in Qikiqtarjuaq Nunavut. The Project will be built in the Municipality of Qikiqtarjuaq, along the western shoreline of Broughton Island, south of the Qikiqtarjuaq Airport. The purpose of the project is to improve marine infrastructure in the community and provide facilities to support the fishing industry and marine traffic in the Davis Strait and Baffin Bay.

This project will consist of a new wharf structure complete with modern equipment and tools to accommodate commercial, scientific, and tourist vessels. The Project will consist of the following components:

- 75 m long closed-face marginal wharf structure with armour stone protection
- 275 m access road connecting to existing municipal roads
- Crane for offloading cargo
- Wastewater receiving systems
- VHF radio communications station
- Freezer container facilities
- Operations and security office
- Power distribution

Construction will involve both land-based (e.g., site preparation, rock quarrying) and marine-based activities (e.g., harbour dredging, construction of wharf and armour stone protection). Rock and fill will be excavated from a new quarry within the municipality. A temporary camp will be established to accommodate workers during construction. Traffic between construction areas and the camp, quarry, and stockpile areas will make use of existing roads. A 275 m access road will be built to connect the new port facility to the existing municipal road.

Approximately 25 to 30 personnel will be required during construction. Commercial accommodations in the community may be limited, and if so, a temporary work camp will be required during construction. Construction personnel will be present during the open-water season and those that are not residents of Qikiqtarjuaq will depart for the winter.

Construction equipment will include trucks and heavy equipment, such as excavators, front end loaders, compactor, bulldozer, grader, forklift, crane, pile driver or vibratory hammer, drilling rigs, and rock crusher. Tugs, work boats, scows, and a barge will be used for marine construction. Diesel will be the primary fuel used for the construction vehicles and equipment. Vehicles and equipment will be refuelled at designated areas that have spill prevention measures in place. Environmental mitigation measures, including spill prevention and emergency response, will be included in a Construction Environmental Management Plan.

Construction will occur over four years from 2026 to 2029, with construction shut down over the winter seasons. Mobilization of equipment and materials, and potentially some site preparation works, will occur in 2026. The majority of construction will occur in 2027, 2028, and 2029. Operation of the port is expected to begin at the start of the open-water season in 2030.

The project will bring potential benefits to the community. During construction, there will be economic benefits through direct local hiring, renting of community facilities, and local purchases. After the project is completed, benefits will include deepwater accommodation for commercial vessels, storage on site for commercial fishery, and more efficient offloading of goods for the community. The project overall will provide economic benefit to the community and the region by offering infrastructure necessary to develop commercial fisheries.

Community engagement activities were conducted as part of feasibility studies in 2005 and 2020, and have continued during the design stage in 2023 and 2024. Meetings were held with the Council, the local Hunters and Trappers Association (HTA), the local QIA representatives, community members and knowledge holders.

During the community consultation, Inuit Qaujimajatuqangit (IQ) was gathered through design workshops with the local HTA and with local Inuit hunters and fishers in Qikiqtarjuaq. Information was gathered on the state of the local environment, historical and current use, and community needs for a deep sea port. All IQ is considered to be the intellectual property of the Inuit knowledge holders. The IQ collected was considered in the design of project.

IQ was used to evaluate the impact of construction activities on the environment. The environmental and safety concerns raised during the IQ workshops and community consultations are addressed through the design and planned mitigation measures.