



SCREENING DECISION REPORT
NIRB FILE No.: 25XN030

Related to NIRB File No.: 24YN008
Commission File No.: 150698
Related to Commission File No.: 149366 & 150174

October 10, 2025

Following the Nunavut Impact Review Board’s (NIRB or Board) assessment of all materials provided, the NIRB is recommending that a review of Government of Nunavut’s “Qikiqtarjuaq Marine Infrastructure Project” is not required pursuant to Article 12, Section 12.4.4(a) of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)* and s. 92(1)(a) of the *Nunavut Planning and Project Assessment Act*, S.C. 2013, c. 14, s. 2 (*NuPPAA*).

Subject to the Proponent’s compliance with the terms and conditions as set out in below, issued in accordance with s. 92(2)(a) of *NuPPAA*, the NIRB is of the view that the project proposal is not likely to cause significant public concerns, and it is unlikely to result in significant adverse environmental and social impacts. The NIRB therefore recommends that the responsible Minister(s) accepts this Screening Decision Report.

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REGULATORY FRAMEWORK

The primary objectives of the NIRB are set out in Article 12, Section 12.2.5 of the *Nunavut Agreement* and are confirmed by s. 23 of the *NuPPAA*. The purpose of screening is provided for under Article 12, Section 12.4.1 of the *Nunavut Agreement* and s. 88 of the *NuPPAA*.

As set out under Article 12, Section 12.4.4 of the *Nunavut Agreement* and s. 92(1) of the *NuPPAA*, upon conclusion of the screening process, the Board must provide its written report the Minister indicating one of three options:

- (a) a review of the project is not required;
- (b) a review of the project is required; or
- (c) the project should be modified or abandoned.

PROJECT OVERVIEW & THE NIRB ASSESSMENT PROCESS

On April 15, 2025, the NIRB received a referral to screen Government of Nunavut’s “Qikiqtarjuaq Marine Infrastructure Project” project proposal (NIRB File No.: 25XN030) from the Nunavut Planning Commission (Commission), which noted that the project proposal is outside the area of an applicable regional land use plan. The Commission noted that the project proposal is significant modification to a previous conformity determination issued in 2024 because of the construction of a deep seaport.

All documents received and pertaining to this project proposal can be accessed from the NIRB’s Public Registry by using any of the following search criteria or www.nirb.ca/project/126185:

- Project Name: Qikiqtarjuaq Marine Infrastructure Project
- NIRB File No.: 25XN030
- NIRB Application No.: 126185

1. Screening Process Timelines

The following key stages were completed for the screening process:

Table 1: NIRB’s Assessment Process

Date	Stage
April 15, 2025	Receipt of project proposal and referral from the Commission.
April 15, 2025	Pursuant to s. 144(1) of the <i>NuPPAA</i> the NIRB requested the Proponent complete an online application to address information required for Screening
June 23, 2025	Receipt of online application from Proponent
July 3, 2025	Scoping pursuant to s. 86(1) of the <i>NuPPAA</i>
July 3, 2025	NIRB conducted an inclusion or exclusion of scope
July 3, 2025	Public engagement and comment request were issued in English and Inuktitut to the communities
July 25, 2025	Receipt of public comments
August 6, 2025	Pursuant to Article 12, Section 12.4.5 of the <i>Nunavut Agreement</i> and s. 92(4) of the <i>NuPPAA</i> , an extension to the 45-day timeline for the provision of the

Date	Stage
	Board's Report was requested from the Minister of Northern and Arctic Affairs
August 8, 2025	Proponent provided with an opportunity to address comments/concerns raised by public
September 5, 2025	Proponent responded to comments/concerns raised by public
October 10, 2025	Issuance of Screening Decision Report

2. Project Scope

Project:	Qikiqtarjuaq Marine Infrastructure Project
Location:	Qikiqtani region, Municipal Boundaries of the Hamlet of Qikiqtarjuaq
Summary of Project Description:	The Proponent intends to construct a deep-sea port facility in Qikiqtarjuaq, in order to improve marine infrastructure in the community and provide facilities to support the fishing industry and marine traffic in Davis Strait and Baffin Bay.
Project Proposed Timeline:	<u>2026 to 2029</u> : construction of deep-sea port facility during the open-water season. <u>2030 to 2080</u> : operations of harbour and facilities.

As required under s. 86(1) of the *NuPPAA*, the Board accepts the scope of the project as set out by the Government of Nunavut in the proposal. The scope of the project proposal includes the following undertakings, works, or activities:

- Construction of a new deep-sea port to accommodate commercial, scientific and tourist vessels. Components to include:
 - 75 metre (m) long closed-face marginal wharf structure with armour stone protection with 10 m depth at low tide, and 18,000 square metres (m²) of laydown area;
 - Crane for offloading cargo;
 - Wastewater receiving systems;
 - VHF radio communications station;
 - Freezer container facilities;
 - Operations and security office;
 - Power distribution and utility installation;
- Development of supporting infrastructure:
 - Temporary materials stockpile areas;
 - Temporary staging/laydown areas;
 - Dredging and disposal of dredged materials (may be repurposed for construction);
- Development of one (1) quarry site within the municipality:
 - Use two (2) drills for quarrying purposes;
 - Use of explosives to develop quarry;
 - Crushing and screening of blasted rock to produce various granular materials;
 - Stockpiling of aggregates until needed;

- Use of heavy equipment for transport of quarry materials and construction activities (rock truck, front-end loader, compactor, bulldozer, grader, spud barge/derrick, material scow, rock crusher);
- Use of tugs, work boats, scows, and a barge for marine construction;
- Daily transport of personnel and equipment to and from the project site;
- Daily refueling and servicing of major mobile equipment by fuel/service truck sourced from community fuel;
- Use of chemical and hazardous materials, including paint, explosives, propane, lube and oils;
- Daily usage of up to 6 cubic metres of water from existing community water supply for project activities;
- Development of a temporary camp to accommodate up to 30 personnel construction workers;
- Construction of a 275 m access road to connect the new port facility to existing municipal roads;
- Use of existing roads to access construction areas, camp, quarry and stockpile areas;
- Combustible and non-combustible wastes to be disposed at community landfill;
- Use of local accommodations and facilities;
- Direct local hire of community members in the construction of the facility;
- Ongoing community consultations regarding the proposed project; and,
- Operation and ongoing regular facility maintenance.

3. Inclusion or Exclusion to Scoping List

The NIRB has identified that the previously assessed environmental, geotechnical investigation, terrestrial surveys, marine surveys, archaeological assessment and Inuit Qaujimagatuaq gathering to support the detailed design phase of the construction of the deep-sea port facility in Qikiqtarjuaq will not be considered in the current assessment as the works and activities were previously assessed under NIRB File No. 24YN008 and continues to apply under the previous approvals that may be in force. Further information on the activities previously approved can be assessed from the NIRB's online public registry at www.nirb.ca/project/125883.

4. Public Comments and Concerns

As outlined in Table 1 above, notices regarding the NIRB's screening of this project proposal were distributed to community organizations as well as to relevant federal and territorial government agencies, Inuit organizations and other parties with a request for interested parties to provide the Board with any comments or concerns regarding:

- Whether the project proposal is likely to arouse significant public concern; and if so, why;
- Whether the project proposal is likely to cause significant adverse eco-systemic or socio-economic effects; and if so, why;
- Whether the project proposal is likely to cause significant adverse impacts on wildlife habitat or Inuit harvest activities; and if so, why;
- Whether the project proposal is of a type where the potential adverse effects are highly predictable and mitigable with known technology, (and providing any recommended mitigation measures); and
- Any matter of importance to the Party related to the project proposal.

On or before July 25, 2025, the NIRB received comments from the following interested parties:

Table 2: Comments Received

Commenting Party	NIRB Doc ID No.
Crown-Indigenous Relations and Northern Affairs Canada	356818
Environment and Climate Change Canada	356820
Fisheries and Oceans Canada	356819
Transport Canada	356715

a. Summary of Comments and Concerns Received

The following provides a summary of the comments and concerns received by the NIRB in relation to “Qikiqtarjuaq Marine Infrastructure Project”:

Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC):

- Concerns with long-lived contamination from potential spills from fuel and hazardous material and recommended the Proponent:
 - Provide information during the water licence application process regarding their proposed emergency response plans;
 - Employ spill response equipment and clean-up materials during any transfer of fuel or hazardous materials; and,
 - Provide operational procedures, equipment maintenance, and operator training at the start of each field season.
- Concerns with potential runoff from quarry operations and the lay-down area that may introduce fines to Broughton Channel that may create plumes that raise turbidity and total suspended solids and depress dissolved oxygen by increasing oxygen demand, and may mobilize trace metals or nutrients. Recommended the Proponent:
 - Monitor water quality during in-water works with proposed management and/or mitigation measures prepared if effects are greater than expected;
 - Implement erosion and sediment control measures on disturbed areas to minimize sediments entering waterbodies; and,
 - Actively reclaim completed sections by stabilizing disturbed shorelines and removing non-biodegradable erosion and sediment control materials.
- Concerns that improper handling of sewage and greywater wastes could contaminate land/water and attract wildlife into the work areas. Recommended the Proponent:
 - Provide additional detail during the water licence process on waste management practices during construction and operation of the Project;
 - Separate, organize and store wastes set for southern disposal at least thirty-one (31) metres away from a waterbody, for eventual removal and disposal off-site; and,
 - Train personnel on the waste management procedures.
- Project proposal does not provide information on the acid rock drainage and metal leaching (ARD/ML) potential of materials with acid-generating potential and recommended the Proponent conduct an assessment of the ARD/ML potential of materials and clarify contingencies that would be used if ARD rock is identified. The information could be provided as part of the Annual Report or a standalone memo.

- Recommended the Proponent refines the Project areas associated with the permafrost melting which would improve the analysis for the prediction and assessment of permafrost degradation and impact on hydrogeology.
- Concerns that construction will permanently alter some terrestrial habitat and recommended adopting best management practices to minimize the impacts.
- Requested clarification on whether the pit would be closed at the end of the project schedule or if plans are in place in the event the community wants to operate it as a quarry.
- Lack of clarity regarding the data that would be collected and CIRNAC recommended more detail be provided on environmental data collection and reporting.
- Recommended continued engagement with the Hamlet of Qikiqtarjuaq, the Qikiqtarjuaq Hunters and Trappers Organization, Qikiqtani Inuit Association and others. Discussions should include Inuit Qaujimagatuqangit, protection of wildlife and cultural sites, support for traditional land use, and opportunities for Inuit employment and local procurement.

Environment and Climate Change Canada (ECCC):

- Recommended that externally sourced construction equipment be powered by engines meeting Tier 4 emission standards where practical and feasible.
- Noted the project is located near two National Wildlife Areas and lighting from the project could be a major attractant for marine birds and may result in collision with lit structures or their support structures, vessels, or with other birds, especially during periods of fog, drizzle, and haze. Recommended the Proponent clarify how light disturbance on sensitive wildlife and birds will be mitigated at the project site(s).
- Recommended the Proponent implement measures during the breeding and migratory periods for migratory birds to minimize potential impacts from light disturbance.
- Concerns with potential impacts to species under the *Species at Risk Act* (SARA). The Proponent has not identified all species at risk that are likely to be present in the Project area, nor has the Proponent identified all adverse effects of the Project on species at risk. Recommended the Proponent:
 - Identify adverse effects of the Project on the species at risk and their habitat likely to be affected.
 - Ensure that measures are taken to avoid or lessen the effects and monitor them to inform adaptive management.
- Noted that if species at risk are encountered, the primary mitigation should be avoidance and ECCC provided recommendations on what should be monitored to avoid disturbance.
- Concerns with potential impacts from the proposed activities including pollution incidents to migratory birds and to their habitats during nesting season. Harming bird, their nests or eggs can have long-term consequences for migratory birds, especially through cumulative effects of many different incidences. Recommended the Proponent:
 - Carry out all phases of the project in a manner to reduce risk to migratory birds.
 - Avoid activities that could destroy, disturb or take their nests and eggs, especially during general nesting and migration periods.
 - Not conduct potentially destructive or disruptive activities at key locations or during key periods to avoid negative impacts to migratory birds.
 - Conduct nest surveys to determine nest occupancy under specific conditions.
- The Proponent is reminded to ensure food, domestic wastes and petroleum-based chemicals are inaccessible to wildlife at all times to minimize attracting wildlife to the site.

- Recommended the Proponent ensure employees and contractors are made aware of plans and commitments related to storing, handling and transporting of petroleum products and other hazardous substances.
- Recommended the Proponent determine what steps would be taken to mitigate the impacts of pollution incidents on migratory birds and their important habitats; equipment and resources available for incident response; and measures to take if wildlife comes in contact with contaminants.
- Transmission lines are a known source of bird mortality due to collisions and electrocution, and recommended the Proponent identify mitigation measures to reduce impacts transmission lines.

Fisheries and Oceans Canada (DFO):

- The proposed project warrants an in-depth analysis in relation to Fisheries and Oceans Canada’s mandate, specifically its potential impacts on fish and fish habitat.

Transport Canada (TC):

- Works within navigable waterways are subject to the *Canadian Navigable Waters Act* (CNWA), including works within the Broughton Channel. Works such as the wharf and infill, and dredging of the sea floor for the wharf will require an approval under the CNWA from Transport Canada. The Proponent would need to complete self-assessments of the navigability of all waterways where works would be occurring.
- The Proponent is reminded that 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.
- Reminded the Proponent that domestic shipment of dangerous goods would require training under the Transportation of Dangerous Goods Regulations.

5. Comments and Concerns with respect to Inuit Qaujimaningit, Indigenous and Community Knowledge

No concerns or comments were received with respect to Inuit Qaujimaningit, Indigenous and Community Knowledge in relation to this project proposal. However, Inuit Qaujimaningit and Indigenous and community knowledge is incorporated into the terms and conditions recommended below based on information collected from prior and similar projects, data collected and mapped by the Commission, and other available sources.

6. Proponent’s Response to Public Comments and Concerns

Due to the comments, and questions received from parties, the NIRB provided an opportunity for the Proponent to respond. The following is a summary of the Proponent’s response to concerns:

- In response to concern that potential volumes of fuel and hazardous material spills can cause long-lived contamination, the Proponent noted a commitment to develop a Construction Environmental Management Plan (CEMP) and an Operational Environmental Management Plan (OEMP) with the documents to be submitted to the

Nunavut Water Board (NWB) as part of the licence application. The Proponent indicated the specific details would be provided to the NWB after the construction contractor is selected and that the CEMP and OEMP would:

- Provide details on environmental protection requirements and emergency response plans and approaches to spill response on land and in water;
 - Include information on response equipment and clean-up materials to be made available on-site during transfer of fuel or hazardous substances;
 - Include measures for onshore equipment refuelling and servicing;
 - Outline requirements for spill cleanup training and schedules; and,
 - Provide details on the specific locations of where onshore equipment is to be refuelled and serviced.
- In response to concerns related to the employment of spill response equipment and clean-up materials during any transfer of fuel or hazardous substances, the Proponent noted that the CEMP and OEMP will outline the requirements and procedures to employ spill response equipment and clean-up materials during transfer of fuel or hazardous substances.
 - In response to comments regarding operational procedures, equipment maintenance and operator training, the Proponent indicated that the OEMP would outline these procedures and training at the start of each port operational season.
 - In response to concerns that quarry operations and lay-down area runoff may introduce fines to the Broughton Channel which in turn that may raise turbidity and total suspended solids, depresses dissolved oxygen and may mobilize trace metals or nutrients, the Proponent noted that proposal outlines mitigation measures to prevent or reduce potential adverse effects on the marine environment. This included implementation of an erosion and sediment control plan to control movement of soils and sediment, as well as turbidity monitoring, during construction. Further information would be provided in the CEMP.
 - In response to concerns with potential improper handling of sewage and greywater wastes that could contaminate land/water and attract wildlife into the work areas, the Proponent indicated that the proposal identified mitigation measures that included waste management. Further information on environmental protection and waste management requirements would also be provided in the CEMP.
 - The Proponent noted that an assessment of the ARD/ML potential of materials would be conducted along with contingencies that would be used if ARD rock is identified within the CEMP in response to comments that no information was provided on ARD/ML potential of rock cuts, quarries, embankment, armouring or any other materials with acid-generating potential.
 - In response to comments that the proposed analysis for permafrost degradation and hydrogeology lacked detail on other relevant infrastructure associated with the Project, the Proponent indicated that all excavated areas would be promptly covered with riprap and port buildings, and laydown areas would be constructed on thick quarried aggregate pads that would be protect from permafrost degradation. The CEMP would include additional details on permafrost protection and management of site water during construction.
 - The Proponent noted that best management practices would be adopted to minimize disturbance to tundra terrain that would create long-term loss of upland and shoreline habitat. Permanent infrastructure would be built in areas that are mostly previously disturbed or have very little vegetation cover and construction in these areas is not expected to modify the recovery potential of the lands that may be temporarily disturbed.

- In response to comments to consider sourcing construction equipment that would meet Tier 4 emission standards, the Proponent indicated that the decision would be made by the contractor as there may be logistical and practical reasons for using equipment that is already in the region and/or equipment for which use is not limited by colder temperatures that may be encountered during the construction period.
- In response to concerns that lighting from the project could be a major attractant for marine birds and may result in collision with lit structures or their support structures, vessels, or with other birds, especially during periods of fog, drizzle, and haze, the Proponent noted that lighting will comply with Standard 621 Obstacle Marking and Lighting-Canadian Aviation Regulations and requirements of the Canadian Coast Guard for lighting of aids to navigation. Lighting will be required during the project construction and operation for safety and security. The Proponent further noted that lighting will incorporate features recommended by Fatal Light Awareness Program Canada.
- In response to concerns with potential impacts to species under the *Species at Risk Act* (SARA), the Proponent noted that it is aware of the species that are present in the project area and actions to comply with the SARA. The Proponent noted that there is no critical habitat for species at risk within the project area and therefore no potential for interaction with critical habitat for species at risk. The Proponent further indicated that three (3) migratory bird species at risk were identified as possibly occurring within or near the project area: Buff-breasted Sandpiper, Ivory Gull and Red Knot rufa subspecies. Mitigation measures and monitoring to be implemented during construction and operation would be detailed in the CEMP and OEMP. The Proponent summarized the mitigation measures in the response.
- In response to concerns with potential impacts from the proposed activities including pollution incidents to migratory birds and to their habitats during nesting season, the Proponent indicated that rescheduling of construction activities to occur outside the general nesting period. However, the Proponent noted that mitigation measures and monitoring to avoid impacts to migratory birds and/or active nests of migratory birds during construction would be detailed in the CEMP. The Proponent summarized the measures in the response which would minimize long-term consequences for migratory birds.
- In response to comments regarding identifying measures to avoid bird collisions and electrocution from transmission lines, the Proponent noted that the following would be included in the OEMP:
 - Procedures to monitor the bird activity and bird collision or electrocution along the 1.5 kilometre power distribution line;
 - Evaluate the risk to birds based on the monitoring results; and,
 - Include options to consider to mitigate the measured risk.
- In response to the reminder to ensure food, domestic wastes and petroleum-based chemicals are inaccessible to wildlife at all times, the Proponent noted that the proposal identified mitigation measures that included waste management and petroleum storage and handling and that mitigation measures to avoid impacts to wildlife during the construction would also be detailed in the CEMP.
- The Proponent noted that an application would be submitted to DFO under the *Fisheries Act* in response to the proposed project warranting an in-depth analysis in relation to DFO's mandate. The application would include supporting documentation with a description with of the proposed work, a description of the fish and fish habitat that could be affected or

altered by the work, an analysis of the effects on fish and fish habitat, and details on the measures and standards to avoid or mitigate potential effects to fish and fish habitat. The application would include an analysis of the residual environmental effects and proposed offsetting that may be achieved.

- In response to comments on works within navigable waterway are subject to the CNWA and works such as the wharf and infill, and dredging of the sea floor for the wharf that will require an approval under the act from TC, the Proponent indicated that an application would be submitted to TC through Navigation Projection Program.
- The Proponent acknowledge the requirements that any vessel activity needed to support the project must comply with Canada’s maritime laws, and that domestic shipment of dangerous goods would require training under the Transportation of Dangerous Goods Regulations.
- The Proponent noted that communication and consultation would continue with the municipality and other stakeholders on the design and constructions of the Project.

ASSESSMENT OF THE PROJECT PROPOSAL IN ACCORDANCE WITH PART 3 OF *NUPPAA*

In determining whether a review of the project is required, the Board considered whether the project proposal had potential to result in significant ecosystemic or socio-economic impacts. Table 3 provides the Board’s assessment of the factors that are relevant to the determination of significant impacts with respect to this project proposal. The Board took particular care to consider Inuit Qaujimaningit, Indigenous and Community Knowledge in carrying out its assessment and determination of the significance of impacts.

Table 3: Summary of the Board’s Assessment of Factors s. 90 *NuPPAA*

Factor	Comment
The size of the geographic area, including the size of wildlife habitats, likely to be affected by the impacts.	<ul style="list-style-type: none"> ▪ The physical footprint of the proposed project is located within the community of Qikiqtarjuaq and consist of the construction of a deep-sea port to accommodate commercial, scientific and tourist vessels (approximately 18,000 square metres of laydown area) with closed-face marginal wharf structure. Additional components include the development of a quarry, an access road, laydown areas and a construction camp. ▪ The proposed project would take place within the habitat of fish and marine mammals (such as Arctic char, sculpin, bearded seal, ringed seal, narwhal and bowhead and beluga whale), and seasonal foraging grounds for far ranging species such as migratory and non-migratory birds, terrestrial mammals including wolverine, Arctic fox, Arctic hare, and Species at Risk such as Polar Bear, buff-breasted sandpiper, Ivory gull, and red knot.
The ecosystemic sensitivity of that area.	<ul style="list-style-type: none"> ▪ No specific areas of ecosystemic sensitivity have been identified by the Proponent within the physical footprint of the proposed project.

Factor	Comment
The historical, cultural and archaeological significance of that area.	<ul style="list-style-type: none"> ▪ The Proponent noted that thirty-seven (37) archaeological sites were identified in the area in 2024. In addition, eight (8) sites were found in the area of the proposed quarry site.
The size of the human and the animal populations likely to be affected by the impacts.	<ul style="list-style-type: none"> ▪ The proposed project would occur in and around the community of Qikiqtarjuaq; as such the residents of the hamlet and local wildlife populations may be affected by project impacts.
The nature, magnitude and complexity of the impacts; the probability of the impacts occurring; the frequency and duration of the impacts; and the reversibility or irreversibility of the impacts.	<ul style="list-style-type: none"> ▪ A zone of influence of up to 30 km from the most potentially-disruptive project activities was selected for the NIRB's assessment. ▪ With adherence to the relevant regulatory requirements and application of the mitigation measures recommended by the NIRB, no significant residual effects are expected to occur.
The cumulative impacts that could result from the impacts of the project combined with those of any other project that has been carried out, is being carried out or is likely to be carried out.	<ul style="list-style-type: none"> ▪ The deep-sea port would significantly increase the amount of marine traffic in the area as the purpose of the port is to support commercial, scientific and tourist vessels. The cumulative impacts on terrestrial wildlife, marine wildlife and marine habitat could occur if multiple activities are encountered in the same area over a prolonged period of time. ▪ The mitigation measures recommended by the NIRB have been designed with consideration for the potential for cumulative effects to result from the impacts of the project combined with other past, present and reasonably foreseeable projects.
Any other factor that the Board considers relevant to the assessment of the significance of impacts.	<ul style="list-style-type: none"> ▪ Although no public concerns were raised during the public commenting period, the NIRB notes that the close proximity of the proposed activities to the community of Qikiqtarjuaq and that the areas outside the community may be used by residents for recreational/traditional pursuits could potentially contribute to public concern developing. ▪ Public support for the proposed project was provided from the community of Qikiqtarjuaq and the NIRB has considered these comments in the assessment of the significance of impacts in relation to the proposal. ▪ No other relevant factors were identified; however, see below for Regulatory Requirements mandating mitigation and/or reporting.

Regulatory Requirements

The Proponent is also advised that the following legislation may apply to the Project:

Acts and Regulations

1. The *Fisheries Act* (<http://laws-lois.justice.gc.ca/eng/acts/F-14/index.html>).
2. The *Nunavut Waters and Nunavut Surface Rights Tribunal Act* (<http://laws-lois.justice.gc.ca/eng/acts/n-28.8/>).
3. The *Migratory Birds Convention Act* (<http://laws-lois.justice.gc.ca/eng/acts/M-7.01/>), the *Migratory Birds Regulations* (https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1035/index.html) and the *Migratory Bird Sanctuary Regulations* (https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1036/index.html).
4. The *Species at Risk Act* (<https://laws-lois.justice.gc.ca/eng/acts/s-15.3/>). Attached in **Appendix A** is a list of Species at Risk in Nunavut.
5. The *Wildlife Act (Nunavut)* and its corresponding regulations (<http://www.canlii.org/en/nu/laws/stat/snu-2003-c-26/latest/snu-2003-c-26.html>).
6. The *Nunavut Act* (<http://laws-lois.justice.gc.ca/eng/acts/N-28.6/>). The Proponent must comply with the proposed terms and conditions listed in the attached **Appendix B**.
7. The *Transportation of Dangerous Goods Act* (<http://laws-lois.justice.gc.ca/eng/acts/t-19.01/>) and the *Transportation of Dangerous Goods Regulations* (<http://www.tc.gc.ca/eng/tdg/clear-tofc-211.htm>).
8. The *Canadian Environmental Protection Act* (<http://laws-lois.justice.gc.ca/eng/acts/C-15.31/>).
9. The *Arctic Waters Pollution Prevention Act* (<http://laws-lois.justice.gc.ca/eng/acts/A-12/>) and the *Arctic Shipping Safety and Pollution Prevention Regulations* (<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2017-286/index.html>).
10. The *Canada Shipping Act, 2001* (<http://laws-lois.justice.gc.ca/eng/acts/C-10.15/>).
11. The *Marine Liability Act* (<http://laws-lois.justice.gc.ca/eng/acts/M-0.7/>).
12. The *Marine Transportation Security Act* (<https://laws-lois.justice.gc.ca/eng/acts/m-0.8/index.html>).
13. The *Canadian Navigable Waters Act* (<https://laws.justice.gc.ca/eng/acts/N-22/>).
14. The *Territorial Quarrying Regulations* (<http://www.canlii.org/en/ca/laws/regu/crc-c-1527/latest/crc-c-1527.html>) or equivalent.
15. The *Explosives Act* (<https://laws-lois.justice.gc.ca/eng/acts/e-17/>) and *Explosives Regulations* (<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2013-211/index.html>).

Other Applicable Guidelines

16. The *Guidelines for the use of Explosives in or near Canadian Fisheries Waters* (<http://publications.gc.ca/site/eng/82558/publication.html>).
17. The *Northern Land Use Guidelines, Volume 07: Pits and Quarries* (<http://publications.gc.ca/site/eng/360991/publication.html>).

VIEWS OF THE BOARD

In considering the above factors, the Board has identified the following and respectfully provides its views regarding whether or not the proposed project has the potential to result in significant impacts. The NIRB has also proposed terms and conditions that would mitigate the potential adverse impacts identified.

Ecosystem, wildlife habitat and Inuit harvesting activities:

Valued Component	Migratory and non-migratory birds, terrestrial wildlife and Species at Risk
Potential effects:	Potential adverse effects to migratory and non-migratory birds, Species at Risk (such as Polar Bear, buff-breasted sandpiper, Ivory gull, red knot and Ross’ gull), terrestrial wildlife (such as Arctic hare, Arctic fox, ermine), and their migratory routes from noise and visual disturbance generated from the construction activities of the proposed project including the development and use of a quarry site, development of an access road and laydown areas, transportation of aggregate by truck, the construction of the deep-sea port facility, and the daily transportation of personnel.
Nature of Impacts:	The potential for impacts are considered to be likely and intensive during the open-water season as the construction activities would coincide with the nesting and breeding season for migratory and non-migratory birds. The project area is within the range of bird species that are afforded protection, including American pipit, horned lark and snow buntings. However, the proximity to existing municipal infrastructure reduces the possibility of additional impacts to wildlife. The potential for impacts are considered to be limited and temporary, and any resulting impacts would be expected to be reversible once the construction activities are complete. However, once the deep-sea port is established and in operation, the amount of marine traffic in the area would increase into the foreseeable future that may cause increased noise to migratory and non-migratory birds, Species at Risk and terrestrial wildlife. As such, the potential for cumulative impacts is considered to be likely and intensive during the open-water season while the deep-sea port is in operation.
Mitigating Factors:	<p>The Proponent committed to implement measures to mitigate potential negative impacts to wildlife, including but not limited to implementing a zero-tolerance policy for harassment, disturbance and feeding wildlife, storing and disposing of all wildlife attractants appropriately, ensure wildlife are not chased or harassed and given the right-of-way, and conduct a pre-construction wildlife sweep prior to start of construction.</p> <p>The Board is recommending terms and conditions to minimize and mitigate potential adverse impacts, including cumulative impacts to terrestrial wildlife, Species at Risk and migratory birds.</p>

Proposed Terms and Conditions:	<p>Waste Management – 9</p> <p>Fuel and Chemical Storage – 10 and 17</p> <p>Noise – 21</p> <p>Wildlife (General) – 22 through 25</p> <p>Migratory Birds and Raptors Disturbance – 26 through 29</p> <p>Caribou Disturbance– 30 through 34</p> <p>Road and Ground Disturbance – 35</p> <p>Marine-Based Activities – 49 and 50</p>
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Valued Component	Marine waters, marine mammals and marine habitat
Potential effects:	Potential adverse impacts to marine mammals and marine habitat (e.g., fish and benthic populations) and key critical habitat (calving, post-calving areas, and migratory pathways) resulting from increased noise and/or physical disturbance associated with the construction of the deep-sea port facility. Cumulative effects on marine wildlife and marine habitat could occur if multiple activities are encountered in the same area
Nature of Impacts:	The potential for impacts is applicable to the area within the harbour of Qikiqtarjuaq and the depositing of aggregate materials directly into the marine environment is very likely to permanently remove habitat or seasonal foraging grounds for marine wildlife (such as fish, crustaceans, ringed seal, Arctic staghorn sculpin, and sculpin), within the project footprint. This potential negative impact is irreversible and permanent. Since construction is scheduled to be completed during the open water season, the project activities are likely to degrade water quality, consequently reducing or degrading the suitability of habitat by marine aquatics, especially bottom feeders, to a greater geographic extend outside of the project area. These potential impacts are negative but short-term and reversible once construction of the deep-sea port facility is complete. However, the establishment and operation of the deep-sea port and wharf structure would increase the boating use of the area, resulting in increased marine vessel traffic into the foreseeable future. This may cause increased noise and substrate disturbance to marine mammals and their habitat in the long run. As such, the potential for cumulative impacts is considered to be likely and intensive during the open-water season while the deep-sea port is in operation.
Mitigating Factors:	<p>The Proponent committed to implementing measures that would minimize impacts to marine wildlife and habitat such as implementing a marine mammal monitoring and an aquatic acoustic monitoring program during construction, implement soft-start procedures for pile driving and use of vibratory piling equipment to reduce underwater noise effects turbidity monitoring program, and using turbidity curtains and other means for in-water works.</p> <p>The Board is recommending terms and conditions to ensure the project activities minimize adverse impacts, including cumulative impacts to marine wildlife, fish and their habitat.</p>

Proposed Terms and Conditions:	Water courses/Water bodies – 7 and 8 Waste Management – 9 Fuel and Chemical Storage –10, 11, 14, 15 and 18 Air Quality – 19 Wildlife-General – 22 and 23 Migratory Birds and Raptors Disturbance – 28 and 29 Marine-Based Activities – 49 through 53
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Valued Component	Surface water quality, freshwater and aquatics, and fish and fish habitat.
Potential effects:	Potential adverse impacts to freshwater quantity and quality, and fish and fish habitat are likely from the dust associated from the construction activities being proposed project including the development and use of quarry, development of an access road and laydown areas, transportation of aggregate by truck, storage at the laydown areas, daily transportation of personnel, and the development of a construction camp.
Nature of Impacts:	The potential for impacts is applicable to the area within the project activities and some activities such as the development of a construction camp and from the development and use of a quarry. The potential for impacts are considered to be limited and temporary and any resulting impacts would be expected to be reversible once the construction activities are complete.
Mitigating Factors:	The Proponent proposes to reduce impacts to surface water resources by establishing the temporary work camp in a location that does not experience surface water pooling, implement mitigation measures to prevent and respond to leaks or spills of hazardous materials. The Board is recommending the Proponent follow regulatory authorities' guidance and engage community members to avoid, reduce, and off-set the harm to freshwater fish and fish habitat.
Proposed Terms and Conditions:	Water Courses/Water Bodies – 6 through 8 Waste Management – 9 Fuel and Chemical Storage – 10, 12, 14, 15, 16 and 18 Air Quality – 19 Road and Ground Disturbance – 35 Aggregate Removal within Existing and New Quarries – 36 through 38 Land Use and Restoration of Disturbed Areas – 44 through 46 Camps – 47 and 48

Valued Component	Land, terrestrial vegetation and ground stability
Potential effects:	Potential adverse impacts to the ground stability, vegetation quality, and terrain due to the construction activities of the proposed project including the development and use of a quarry site, development of an access road and laydown areas, transportation of aggregate by truck, storage at the laydown areas, daily transportation of personnel, development of a construction camp, the construction of the deep-sea port facility, and any potential spills.

Nature of Impacts:	The potential for impacts is considered to be limited and temporary if regulations and best practices for construction activities are followed. The potential for impacts due to other activities is considered to be minimal due to the localized nature of the construction and operational activities.
Mitigating Factors:	The Proponent proposes to use water from the existing community water supply to suppress dust on roads and earthworks, reduce the number of trips required along the roads by using larger vehicles to carry material. The Board is recommending terms and conditions to ensure that project activities do not negatively affect land, terrestrial vegetation, and ground stability.
Proposed Terms and Conditions:	Water courses/water bodies – 7 Waste Management – 9 Fuel and Chemical Storage – 10, 12 through 16 and 18 Air Quality – 19 Wildlife (General) – 22 Road and Ground Disturbance – 35 Aggregate Removal within Existing and New Quarries – 38 and 39 Land Use and Restoration of Disturbed Areas – 42 through 46 Camps – 47 and 48

Valued Component	Air quality
Potential effects:	Potential adverse effects to air quality from emissions and dust during the construction activities of the proposed project including the development and use of a quarry site, development of an access road and laydown areas, transportation of aggregate by truck, storage at the laydown areas, daily transportation of personnel, development of a construction camp, and the construction of the deep-sea port facility.
Nature of Impacts:	The potential for adverse impacts are considered to be likely as the construction activities would increase emissions from the use of additional diesel- and gas-powered vehicles and increase in dust from blasting and crushing at the quarry site, transportation of the aggregate and stockpile wind erosion. The proposed project activities are likely to induce human health issues, such as respiratory conditions in vulnerable demographics including young children and the elderly. The potential for impacts are considered to be limited and temporary and any resulting impacts would be expected to be reversible once construction activities are complete. However, once the deep-sea port is established and in operation, the amount of marine traffic in the area would increase into the foreseeable future that may cause increased adverse effects to air quality from emissions. As such, the potential for cumulative impacts is considered to be likely and intensive during the open-water season while the deep-sea port is in operation.
Mitigating Factors:	The Proponent has committed to implement measures that are designed to mitigate the potential negative impacts to air quality, including the

	<p>use of approved dust suppressants, reduce the number of trips required along the haul roads, install rumble strips to capture fine particulates, and minimize idling of vehicles.</p> <p>The Board is recommending terms and conditions to mitigate the potential project impacts to air quality, including cumulative impacts.</p>
Proposed Terms and Conditions:	Air Quality – 19 and 20

Valued Component	Public access and traditional land use activities
Potential effects:	Potential adverse impacts to access to the public and traditional land use activities due to construction activities and development of the quarry site and haul road. However, the proposed project could also be considered as community-beneficial for community members involved in recreational use fisheries operations as the proposed facility would provide improved facilities and long-term net benefit for hunters by supporting safe access to the land and sea.
Nature of Impacts:	<p>The potential for adverse impacts are considered to be likely as the timing of the construction activities would coincide with community members potentially wanting to use the area for access to public and traditional land activities and may impede access to boaters. Further, the noise from the construction activities may temporarily change distribution of harvested terrestrial or marine species through avoidance and may affect personal enjoyment of the land. The potential for impacts are considered to be intensive but temporary and any resulting impacts would be expected to be reversible. However, as noted above, the development of the facility would serve small boat users with the objective of improving access and safety for existing and future users in support of community fish and marine mammal harvesting.</p> <p>No specific concerns or impacts to public and traditional land use activities in the area have been identified; however, a community support letter¹ was provided as part of the project proposal which noted the need for the infrastructure to improve access to traditional activities.</p>
Mitigating Factors:	<p>The Proponent has committed to working with the Hamlet of Qikiqtarjuaq to implement measures to reduce and mitigate potential negative impacts from noise on community members and traditional activities. The Proponent has also committed to implement measures to mitigate potential negative impacts on Inuit harvesting.</p> <p>The Board also is recommending terms and conditions to ensure project activities are informed by available Inuit Qaujimaningit and that project activities do not interfere with access to Inuit wildlife harvesting or traditional land use activities. Further, it is recommended that the Proponent engage with local residents, if possible and practical, regarding planned activities in the area.</p>

¹ Municipality of Qikiqtarjuaq (NIRB Doc Id #: 356058).

Proposed Terms and Conditions:	<p>Waste Management – 9</p> <p>Fuel and Chemical Storage – 17</p> <p>Wildlife-General – 22</p> <p>Caribou Disturbance – 30 through 34</p> <p>Aggregate Removal within Existing and New Quarries – 40 and 41</p> <p>Land Use and Restoration of Disturbed Areas – 42 and 43</p> <p>Marine-Based Activities – 49 and 52</p> <p>Public Consultation – 56</p> <p>Traditional Harvesting & Public and Traditional Land Use – 57</p>
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Socio-economic effects on northerners:

Valued Component	Historical, cultural and archeological sites
Potential effects:	Potential adverse impacts to historical, cultural and archeological sites in or near the project area as the Proponent noted that thirty-seven (37) archaeological sites were identified near the footprints of the new port, access road, staging areas, and temporary camp in 2024. However, the Proponent noted that these sites are all located more than 30 metres away from any of the above-mentioned activities. Further, eight (8) sites were found in the area of the proposed quarry.
Nature of Impacts:	The potential for negative impacts is applicable mainly to the proposed quarry site; otherwise, the Project activities are not likely to have adverse impacts on historical, cultural and archeological sites. The potential for impacts are considered minimal due to the fact that the survey activities have identified and mapped any potential archaeological sites.
Mitigating Factors:	<p>The Proponent noted that buffers can be established around archaeological sites along the haul roads and bordering the proposed quarry to prevent accidental damage. The Proponent indicated that there would be no other impacts to archaeological or culturally significant sites from the construction and operation of the community harbour facilities.</p> <p>The Board is recommending terms and conditions to ensure project activities are informed by available Inuit Qaujimaningit and in compliance with regulations to protect historical, cultural and archeological resources. Further, the Board is recommending the Proponent contact the Culture and Heritage Department for guidance on how to protect documented and undocumented archaeological features.</p>
Proposed Terms and Conditions:	<p>Heritage Sites – 54 and 55</p> <p>Public Consultation – 56</p>

Valued Component	Local employment, contracting and economic opportunities
Potential effects:	Potential positive impacts as the proposed project is likely to bring about positive impacts on local employment and generate economic opportunities for the community of Qikiqtarjuaq. The Proponent noted the use of local accommodation services, training and hiring of local

	<p>labour, expenditures in local business, and there is the potential of non-local workers purchasing arts and crafts from local artisans.</p> <p>The proposed project could also be considered beneficial to the community and community members as the community harbour facility may be used by other industries such as fishing industry and marine traffic.</p>
Nature of Impacts:	<p>Positive economic benefits in relation to the construction of the project are likely but short-term for the duration of the construction phase. Further, additional local employment may occur during the operations of the facility as the Hamlet of Qikiqtarjuaq would be responsible for the maintenance and operations of the facility. The completion of the project will improve local infrastructure and is likely to induce future economic opportunities, including small scale fisheries operations and other recreational activities.</p> <p>Public support noted that the deep-sea facilities would benefit the community of Qikiqtarjuaq socially and economically.</p>
Mitigating Factors:	<p>The Board is recommending terms and conditions to ensure the Proponent continues to inform the community of the proposed construction activities, provides training and employment opportunities to the residents of the community and offer procurement to local businesses.</p>
Proposed Terms and Conditions:	<p>Public Consultation – 56 Local Hiring and Services – 58</p>

Significant public concern:

Valued Component	Public Concerns/Public support
Potential effects:	No significant public concern was expressed during the public commenting period for this file; however, there is potential adverse effects to Inuit harvesting, marine mammals and habitat, and terrestrial wildlife.
Nature of Impacts:	Each of the potential concerns were discussed in previous sections and the potential for impacts is considered to be minimal as long as the Proponent follow the recommended terms and conditions.
Mitigating Factors:	The Board is recommending terms and conditions to ensure that to the Proponent continues to inform the community of the proposed construction activities, to the extent possible hire locally and access local services where possible, and to ensure planned activities in the area utilizes available Inuit Qaujimaningit.
Proposed Terms and Conditions:	Public Consultation – 56 Local Hiring and Services – 58

Technological innovations for which the effects are unknown:

- No specific issues have been identified associated with this project proposal.

Administrative Conditions:

To encourage compliance with applicable regulatory requirements and assist the Board and responsible authorities with compliance and effects monitoring for project activities, the following project-specific terms and conditions have been recommended: 1-5.

In considering the above factors and subject to the Proponent's compliance with regulatory requirements and the terms and conditions necessary to mitigate against the potential adverse environmental and social effects, the Board is of the view that the proposed project is unlikely to cause significant public concern and its adverse ecosystemic and socioeconomic impacts are unlikely to be significant, or are highly predictable and can be adequately mitigated by known technologies.

RECOMMENDED PROJECT-SPECIFIC TERMS AND CONDITIONS

The Board is recommending the following specific terms and conditions to apply in respect of the project:

General

1. Government of Nunavut (the Proponent) shall maintain a copy of the Project Terms and Conditions at the site of operation at all times and make it accessible to enforcement officers upon request.
2. The Proponent shall operate in accordance with all commitments stated in correspondence provided to the Nunavut Planning Commission (NPC File No.: 150698), and the NIRB (Online Application Form, June 23, 2025, Responses to Parties' Comments, September 5, 2025). This information should be accessible to enforcement officers upon request.
3. The Proponent shall operate the site in accordance with all applicable Acts, Regulations and Guidelines.
4. The Proponent shall ensure that it meets the standards and/or limits as set out in the authorizing agencies' permits or licences as required for this project.
5. The Proponent shall ensure that all personnel, staff and contractors are adequately trained prior to commencement of all project activities, and shall be made aware of all operational plans, management plans, guidelines and Proponent commitments relating to the project.

Water courses/Water bodies (including fresh and marine waters)

6. The Proponent shall ensure that no disturbance of the stream bed, lakebed or the banks of any definable watercourse be permitted, except where deemed necessary for maintaining project-specific operational commitments or approved by a responsible authority in cases of spill management.
7. The Proponent shall implement erosion and sediment suppression measures on all areas during all project activities in order to prevent sediment or fugitive dust from entering any water body or surrounding environment. Erosion prevention measures may include berms or silt fences.
8. The Proponent shall not deposit, nor permit the deposit of any fuel, chemicals, wastes (including wastewater) or sediment into any water body. The Proponent should have in place

an Emergency Spill Response Plan that is approved by the appropriate authorizing agency(ies).

Waste Management

9. The Proponent shall manage all hazardous and non-hazardous waste including food, domestic wastes, debris and petroleum-based chemicals (e.g., greases, gasoline, glycol-based antifreeze) in such a manner to avoid release into the environment and access to wildlife at all times until disposed of appropriately or at an approved facility.

Fuel and Chemical Storage

10. The Proponent shall locate all fuel and other hazardous materials a minimum distance away from the high-water mark of any water body and environmentally sensitive areas as required by the appropriate authorizing agencies. The materials shall be stored in such a manner as to prevent their release into the environment.
11. The Proponent shall ensure that re-fuelling of all equipment occurs a minimum distance away from the high-water mark of any water body as required by the appropriate authorizing agencies.
12. Hazardous material storage areas should be clearly marked with signs or flagging to avoid accidental breaks and punctures.
13. All chemical storage containers must be clearly marked with the Proponent's name for ease of identification.
14. The Proponent shall routinely inspect and document the conditions of hazardous material storage containers and containment areas as required by the appropriate authorizing agencies.
15. The Proponent shall have a Spill Contingency Plan in place at all fuel transfer locations and shall ensure that appropriate spill response equipment and clean-up materials (e.g., shovels, pumps, barrels, drip pans, and absorbents) are readily available.
16. The Proponent shall follow the authorizing agencies' direction for management and removal of hazardous materials and wastes (e.g., contaminated soils, sediment and waste oil).
17. The Proponent shall ensure that wildlife deterrent systems are utilized at the time of a spill incident in order to avoid wildlife (terrestrial or marine) and migratory birds from being contaminated.
18. The Proponent shall ensure that all spills of fuel or other deleterious materials of 100 litres or more must be reported immediately to the 24-hour Spill Line at (867) 920-8130.

Air Quality

19. The Proponent shall take appropriate dust suppression measures in conducting all activities for this Project including using approved dust suppression additives and techniques as necessary to maintain ambient air quality.
20. The Proponent shall eliminate unnecessary idling to reduce greenhouse gas emissions as much as possible.

Noise

21. All construction and road vehicles must be fitted with standard and well-maintained noise suppression devices.

Wildlife – General

22. The Proponent shall not substantially alter or damage or destroy any wildlife habitat in conducting this operation unless otherwise authorized by the appropriate authorizing agencies.
23. The Proponent shall not chase, weary, harass or molest wildlife. This includes persistently circling, chasing, hovering over, pursuing or in any other way harass wildlife, or disturbing large groups of animals.
24. The Proponent shall not hunt or fish, unless proper Nunavut authorizations have been acquired.
25. The Proponent shall ensure that all wildlife have the right-of-way on any roads or trails. Vehicles are required to slow down or stop and wait to permit the free and unrestricted movement of wildlife across roads or trails at any location.

Migratory Birds and Raptors Disturbance

26. The Proponent shall carry out all phases of the project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's *Avoidance Guidelines*. The Proponent's actions in applying the *Avoidance Guidelines* shall be in compliance with the *Migratory Birds Convention Act, 1994* and with the *Species at Risk Act*.
27. The Proponent shall not disturb or destroy the nests or eggs of any birds. If active nests of any birds are discovered or located (i.e., with eggs or young), the Proponent shall avoid these areas until nesting is complete and the young have naturally left the vicinity of the nest by establishing a protection buffer zone² appropriate for the species and the surrounding habitat.
28. The Proponent shall avoid the seaward site of seabird colonies and areas used by flocks of migrating waterfowl, a minimum distance away on the recommendation of the appropriate authorizing agencies.
29. The Proponent shall not pursue seabirds or waterbirds swimming on the water surface and shall avoid concentrations of these birds if encountered on the water.

Caribou Disturbance

30. The Proponent shall avoid interfering with any paths or crossings known to be frequented by caribou during periods of migration as identified by current land use plans in place and/or by Inuit Qaujimaningit.
31. The Proponent shall not locate any operation or undertake activities that could block or cause any diversion to migration of caribou.

2 Recommended setback distances to define buffer zones have been established by Environment and Climate Change Canada for different bird groups nesting in tundra habitat and can be found at www.ec.gc.ca/paom-itmb.

32. The Proponent shall immediately cease activities likely to interfere with the migration or calving of caribou until such time as the caribou have passed.
33. The Proponent shall not construct or operate any camp, cache any fuel or conduct blasting within ten (10) kilometres of any designated caribou water crossings.
34. Should pregnant caribou cows, cows with young calves, or groups of 50 or more caribou be observed within one (1) kilometer of project operations at any time, the Proponent shall suspend all operations in the vicinity, including low level overflights, drilling, blasting/trenching, and use of vehicles in the immediate vicinity of the project, until caribou are no longer in the immediate area.

Road and Ground Disturbance

35. The Proponent shall not move any equipment or vehicles unless the ground surface is in a state capable of fully supporting the equipment or vehicles without rutting or gouging. Overland travel of equipment or vehicles must be suspended if rutting occurs.

Aggregate Removal within Existing and New Quarries

36. The Proponent shall not remove any material from below the ordinary highwater mark of any lake or stream and shall maintain an undisturbed buffer zone as required by the appropriate authorizing agencies between quarry site and any high water mark of any water body to ensure erosion control.
37. The Proponent shall install silt fences/curtains down stream of any quarry activities.
38. The Proponent shall ensure there is no obstruction of natural drainage, flooding or channel diversion from quarry/pit access, stockpiles, or other structures or facilities.
39. The Proponent shall locate screening and crushing equipment on stable ground, at a location with ready access to stockpiles.
40. The Proponent shall clearly stake and flag pit and quarry boundaries, so they remain visible to other land users.
41. The Proponent shall locate quarry/pit facilities so as to avoid all recreational sites and public use areas, and to protect unique geographical features and natural aesthetics.

Land Use and Restoration of Disturbed Areas

42. The Proponent shall use existing trails where possible during project activities on the land.
43. The Proponent shall ensure that the land use area is kept clean and tidy at all times.
44. The Proponent shall avoid disturbance on slopes prone to natural erosion, and alternative locations shall be utilized.
45. The Proponent shall remove all garbage, fuel and equipment at the end of each field season and/or upon completion of work and/or upon abandonment.
46. The Proponent shall ensure that all disturbed areas are restored to a stable or pre-disturbed state using Best Available Technology Economically Achievable (BATEA) upon completion of work and/or abandonment.

Camps

47. The Proponent shall ensure that all camps are located durable surfaces, such as gravel or sand that is consolidated and can withstand repeated, heavy use. Measures shall be put in place to prevent erosion, trail formation and damage to the ground.
48. The Proponent shall not erect camps or store materials on the surface ice of lakes or streams, except that which is for immediate use.

Marine-Based Activities

49. The Proponent shall ensure that noise be kept to a minimum and shall refrain from making sharp or loud noises, blowing horns or whistles and shall maintain constant engine noise levels.
50. The Proponent shall suspend all project activities should any dead fish or wildlife (both marine and terrestrial), or any injured wildlife be observed during any works or activities in and around the marine waters. Activities may only be resumed on the recommendation of the authorizing agencies.
51. The Proponent shall report all incidents, injuries or sightings of marine mammals to the appropriate authorizing agencies.
52. The Proponent shall implement measures designed to minimize disturbance to seabed sediments and benthic communities and marine wildlife when carrying out project activities within the marine environment.
53. Construction shall be carried out during periods when wind, wave and tidal conditions minimize the dispersion of silt and sediment from the work site.

Heritage Sites

54. The Proponent shall ensure that archaeological and paleontological sites are not purposely or inadvertently disturbed by clients or staff as a result of project activities.
55. The Proponent shall ensure that all clients and staff are aware of the Proponent's responsibilities and requirements regarding archaeological or palaeontological sites that are encountered during land-based activities. This should include briefings explaining the prohibitions regarding removal of artifacts, and defacing or writing on rocks and infrastructure.

Other

56. The Proponent should engage with local residents regarding planned activities in the area and should solicit available Inuit Qaujimaningit and information regarding current recreational and traditional usage of the project area which may inform project activities. Posting of translated public notices and direct engagement with potentially interested groups and individuals prior to undertaking project activities is strongly encouraged.
57. The Proponent shall ensure that project activities do not interfere with Inuit wildlife harvesting or traditional land use activities.
58. The Proponent should, to the extent possible, hire local people and access local services where possible.

In addition, the Board is recommending the following:

Annual Report

1. The Proponent shall submit a comprehensive annual report with copies provided to the Nunavut Impact Review Board, and Crown-Indigenous and Northern Affairs Canada, by March 31st of each year of permitted activities beginning March 31, 2026. The annual report must contain at least the following information:
 - a) A summary of construction activities undertaken for the year, including:
 - i. A description of local hires, contracting opportunities and initiatives;
 - ii. Site photos;
 - iii. A work plan for the following year, including any progressive reclamation work undertaken;
 - iv. A summary of the assessment conducted of the acid rock drainage and metal leaching (ARD/ML) potential of rock cuts, quarries, embankment, armouring, or any other materials with acid-generating potential. The summary should include a discussion on the contingencies that would be used if ARD rock is identified;
 - v. A discussion of issues related to wildlife and environmental monitoring, including the number of cease-work orders required as a result of proximity to caribou, terrestrial and marine wildlife;
 - vi. An analysis of the effectiveness of mitigation measures for wildlife;
 - vii. Summary of any heritage sites encountered, any follow-up action or reporting required as a result and how project activities were modified to mitigate impacts on the heritage sites;
 - b) Once construction is complete, a summary of operation activities undertaken for the year, including:
 - i. A description of local hires, contracting opportunities and initiatives;
 - ii. Site photos;
 - iii. A discussion on the risks associated with the increase of marine traffic including the associated impacts observed with respect to marine wildlife and traditional activities;
 - iv. An analysis of the effectiveness of mitigation measures for wildlife;
 - c) A summary of community consultations undertaken throughout the year, providing copy of materials presented to community members, a description of issues and concerns raised, discussions with community members and advice offered to the company as well as any follow-up actions that were required or taken to resolve any concerns expressed about the project proposal;

- d) Summary of its knowledge of Inuit land use in/near the project area and explain how project activities were modified to mitigate impacts on Inuit land use; and,
- e) A summary of how the Proponent has complied with conditions contained within this Screening Decision, and all conditions as required by other authorizations associated with the project proposal.

OTHER NIRB CONCERNS AND RECOMMENDATIONS

In addition to the project-specific terms and conditions, the Board is recommending the following:

Change in Project Scope

1. Responsible authorities or Proponent shall notify the Nunavut Planning Commission and/or Parks Canada as appropriate, and the NIRB of any changes in operating plans or conditions, including phase advancement, associated with this project prior to any such change.

Copy of licences, etc. to the Board and Commission

2. The NIRB respectfully requests that responsible authorities submit a copy of each licence, permit or other authorization issued for the Project to the NIRB to assist in enabling possible project monitoring that may be required. Please forward a copy of the licences, permits and/or other authorizations to the NIRB directly at info@nirb.ca or upload a copy to the NIRB's online registry at www.nirb.ca.

Use of Inuit Qaujimaningit

3. The Proponent is encouraged to work with local communities and knowledge holders to inform project design, to carry out the project, and to confirm or validate the perspectives represented in publications and reports produced as part of the project. Care should be taken to ensure that Inuit Qaujimaningit and local knowledge collected for the project is used with permission and is accurately represented.

Bear and Carnivore Safety

4. The Proponent should review the Government of Nunavut's booklet on Bear Safety, which can be downloaded from this link: http://gov.nu.ca/sites/default/files/bear_safety_-_reducing_bear-people_conflicts_in_nunavut.pdf. Further information on bear/carnivore detection and deterrent techniques can be found in the "Safety in Grizzly and Black Bear Country" pamphlet, which can be downloaded from this link: https://www.enr.gov.nt.ca/sites/enr/files/resources/safety_in_grizzly_and_black_bear_country_english.pdf.
5. There are polar bear and grizzly bear safety resources available from the Bear Smart Society with videos on polar bear safety available in English, French and Inuktitut at <http://www.bearsmart.com/play/safety-in-polar-bear-country/>. Information can also be obtained from Parks Canada's website on bear safety at the following link: <http://www.pc.gc.ca/eng/pn-np/nu/quttinirpaaq/visit/visit6/d.aspx> or in reviewing the "Safety in Polar Bear Country" pamphlet, which can be downloaded from the following link: http://www.pc.gc.ca/eng/pn-np/nu/quttinirpaaq/visit/visit6/~/_media/pn-np/nu/auyuittuq/pdf/shared/PolarBearSafety_English.ashx.

6. Any problem wildlife or any interaction with carnivores should be reported immediately to the local Government of Nunavut, Department of Environment Conservation Office (Conservation Officer of Iqaluit, phone: 867-975-7783; Pangnirtung, phone: 867-473-8937).

Species at Risk

7. The Proponent review Environment and Climate Change Canada's "Environment Assessment Best Practice Guide for Wildlife at Risk in Canada", available at the following link:
http://www.sararegistry.gc.ca/virtual_sara/files/policies/EA%20Best%20Practices%202004.pdf. The guide provides information to the Proponent on what is required when Wildlife at Risk, including *Species at Risk*, are encountered or affected by the project.

Migratory Birds

8. The Proponent review Canadian Wildlife Services' "Key migratory bird terrestrial habitat sites in the Northwest Territories and Nunavut", available at the following link: <http://publications.gc.ca/site/eng/317630/publication.html> and "Key marine habitat sites for migratory birds in Nunavut and the Northwest Territories", available at the following link: <http://publications.gc.ca/site/eng/392824/publication.html>. The guide provides information to the Proponent on key terrestrial and marine habitat areas that are essential to the welfare of various migratory bird species in Canada.
9. For further information on how to protect migratory birds, their nests and eggs when planning or carrying out project activities, consult Environment and Climate Change Canada's Incidental Take web page and the fact sheet "Planning Ahead to Reduce the Risk of Detrimental Effects to Migratory Birds, and their Nests and Eggs" available at: http://publications.gc.ca/collections/collection_2013/ec/CW66-324-2013-eng.pdf.

Heritage Resources

10. During the assessment, the NIRB has identified that no archaeology surveys have been conducted in the proposed project areas and that potential for the presence of archaeological resources is likely, therefore the Proponent shall contact the Department of Culture and Heritage to initiate a field archaeology assessment program prior to undertaking any land disturbance activities.

Transport of Dangerous Goods and Waste Management

11. Environment and Climate Change Canada recommends that all hazardous wastes, including waste oil, receive proper treatment and disposal at an approved facility.
12. The Proponent shall ensure that proper shipping documents (waste manifests, transportation of dangerous goods, etc.) accompany all movements of dangerous goods. Further, the Proponent shall ensure that the shipment of all dangerous goods is registered with the Government of Nunavut Department of Environment, Department of Environment Manager. Contact the Manager (867) 975-7748 to obtain a manifest if dangerous goods including hazardous wastes will be transported.
13. The Proponent shall provide an authorization or letter of conformation of disposal be obtained from the owner/operator of the landfill to be used for disposal of project-related wastes.

CONCLUSION

The foregoing constitutes the Board's screening decision with respect to the Government of Nunavut's "Qikiqtarjuaq Marine Infrastructure Project". The NIRB remains available for consultation with the Minister regarding this report as necessary.

Dated October 10, 2025 at Iqaluit, NU.



Albert Ehaloak, Acting Chairperson

Attachments: Appendix A: Species at Risk in Nunavut
Appendix B: Archaeological and Palaeontological Resources Terms and Conditions for Land Use Permit Holders

APPENDIX A: SPECIES AT RISK IN NUNAVUT

Due to the requirements of Section 79(2) of the *Species at Risk Act*, S.C. 2002, c. 29 (*SARA*), and the potential for project-specific adverse effects on listed wildlife species and its critical habitat, measures should be taken as appropriate to avoid or lessen those effects, and the effects need to be monitored. Project effects could include species disturbance, attraction to operations and destruction of habitat. This section applies to all species listed on Schedule 1 of *SARA*, as listed in the table below, or have been assessed by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), which may be encountered in the project area. This list may not include all species identified as at risk by the Territorial Government. The following points provide clarification on the applicability of the species outlined in the table.

- Schedule 1 is the official legal list of Species at Risk for *SARA*. *SARA* applies to all species on Schedule 1. The term “listed” species refers to species on Schedule 1.
- Schedule 2 and 3 of *SARA* identify species that were designated at risk by the COSEWIC prior to October 1999 and must be reassessed using revised criteria before they can be considered for addition to Schedule 1.
- Some species identified at risk by COSEWIC are “pending” addition to Schedule 1 of *SARA*. These species are under consideration for addition to Schedule 1, subject to further consultation or assessment.

If species at risk are encountered or affected, the primary mitigation measure should be avoidance. The Proponent should avoid contact with or disturbance to each species, its habitat and/or its residence. All direct, indirect, and cumulative effects should be considered. Refer to species status reports and other information on the Species at Risk Registry at <http://www.sararegistry.gc.ca> for information on specific species.

Monitoring should be undertaken by the Proponent to determine the effectiveness of mitigation and/or identify where further mitigation is required. As a minimum, this monitoring should include recording the locations and dates of any observations of Species at Risk, behaviour or actions taken by the animals when project activities were encountered, and any actions taken by the proponent to avoid contact or disturbance to the species, its habitat, and/or its residence. This information should be submitted to the appropriate regulators and organizations with management responsibility for that species, as requested.

For species primarily managed by the Territorial Government, the Territorial Government should be consulted to identify other appropriate mitigation and/or monitoring measures to minimize effects to these species from the project.

Mitigation and monitoring measures must be undertaken in a way that is consistent with applicable recovery strategies and action/management plans.

Schedules of *SARA* are amended on a regular basis, so it is important to check the *SARA* registry (www.sararegistry.gc.ca) to get the current status of a species.

Updated: September 2024

Terrestrial Species at Risk ³	COSEWIC Designation	Schedule of SARA	Government Organization with Primary Management Responsibility ⁴
Buff-breasted Sandpiper	Special Concern	Schedule 1	Environment and Climate Change Canada (ECCC)
Common Nighthawk	Threatened	Schedule 1	ECCC
Eskimo Curlew	Endangered	Schedule 1	ECCC
Harlequin Duck	Special Concern	Schedule 1	ECCC
Harris's Sparrow	Special Concern	Schedule 1	ECCC
Horned Grebe	Special Concern	Schedule 1	ECCC
Ivory Gull	Endangered	Schedule 1	ECCC
Olive-sided Flycatcher	Threatened	Schedule 1	ECCC
Peregrine Falcon	Special Concern	Schedule 1	ECCC
Red Knot Islandica Subspecies	Special Concern	Schedule 1	ECCC
Red-necked Phalarope	Special Concern	Schedule 1	ECCC
Ross's Gull	Threatened	Schedule 1	ECCC
Rusty Blackbird	Special Concern	Schedule 1	ECCC
Short-eared Owl	Special Concern	Schedule 1	ECCC
Porsild's Bryum	Threatened	Schedule 1	Government of Nunavut (GN)
Transverse Lady Beetle	Special Concern	No Schedule	GN
Caribou (Dolphin and Union Population)	Endangered	Schedule 1	GN
Caribou (Barren-ground Population)	Threatened	No Schedule	GN
Caribou (Torngat Mountains Population)	Endangered	No Schedule	GN
Grizzly Bear (Western Population)	Special Concern	Schedule 1	ECCC
Peary Caribou	Endangered	Schedule 1	GN
Polar Bear	Special Concern	Schedule 1	ECCC
Wolverine	Special Concern	Schedule 1	GN
Atlantic Walrus (High Arctic Population)	Special Concern	No Schedule	Fisheries and Oceans Canada (DFO)
Atlantic Walrus (Central/Low Arctic Population)	Special Concern	No Schedule	DFO
Beluga Whale (Cumberland Sound Population)	Threatened	Schedule 1	DFO
Beluga Whale (Eastern Hudson Bay Population)	Endangered	No Schedule	DFO
Beluga Whale (Eastern High Arctic-Baffin Bay Population)	Special Concern	No Schedule	DFO
Beluga Whale (Western Hudson Bay Population)	Special Concern	No Schedule	DFO
Atlantic Cod (Arctic Lakes Population)	Special Concern	No Schedule	DFO
Fourhorn Sculpin (Freshwater Form)	Data Deficient	Schedule 3	DFO
Lumpfish	Threatened	No Schedule	DFO
Thorny Skate	Special Concern	No Schedule	DFO

³ The Department of Fisheries and Oceans has responsibility for aquatic species.

⁴ Environment and Climate Change Canada (ECCC) has a national role to play in the conservation and recovery of Species at Risk in Canada, as well as responsibility for management of birds described in the Migratory Birds Convention Act (MBCA). Day-to-day management of terrestrial species not covered in the MBCA is the responsibility of the Territorial Government. Populations that exist in National Parks are also managed under the authority of the Parks Canada Agency.

**APPENDIX B: ARCHAEOLOGICAL AND PALAEOLOGICAL RESOURCES TERMS AND
CONDITIONS FOR LAND USE PERMIT HOLDERS**



INTRODUCTION

The Department of Culture and Heritage (CH) routinely reviews land use applications sent to the Nunavut Water Board, Nunavut Impact Review Board and the Indigenous and Northern Affairs Canada. These terms and conditions provide general direction to the permittee/proponent regarding the appropriate actions to be taken to ensure the permittee/proponent carries out its role in the protection of Nunavut’s archaeological and palaeontological resources.

TERMS AND CONDITIONS

- 1) The permittee/proponent shall have a professional archaeologist and/or palaeontologist perform the following **Functions** associated with the **Types of Development** listed below or similar development activities:

	Types of Development (See Guidelines below)	Function (See Guidelines below)
a)	Large scale prospecting	Archaeological/Palaeontological Overview Assessment
b)	Diamond drilling for exploration or geotechnical purpose or planning of linear disturbances	Archaeological/Palaeontological Overview Assessment and/or Inventory and Documentation and/or Mitigation
c)	Construction of linear disturbances, Extractive disturbances, Impounding disturbances and other land disturbance activities	Archaeological/Palaeontological Overview Assessment and/or Inventory and Documentation and/or Mitigation

Note that the above-mentioned functions require either a Nunavut Archaeologist Permit or a Nunavut Palaeontologist Permit. CH is authorized by way of the *Nunavut and Archaeological and Palaeontological Site Regulations*⁵ to issue such permits.

- 2) The permittee/proponent shall not operate any vehicle over a known or suspected archaeological or palaeontological site.

⁵ P.C. 2001-1111 14 June, 2001

- 3) The permittee/proponent shall not remove, disturb, or displace any archaeological artifact or site, or any fossil or palaeontological site.
- 4) The permittee/proponent shall immediately contact CH at (867) 934-2046 or (867) 975-5500 should an archaeological site or specimen, or a palaeontological site or fossil, be encountered or disturbed by any land use activity.
- 5) The permittee/proponent shall immediately cease any activity that disturbs an archaeological or palaeontological site encountered during the course of a land use operation until permitted to proceed with the authorization of CH.
- 6) The permittee/proponent shall follow the direction of CH in restoring disturbed archaeological or palaeontological sites to an acceptable condition. If these conditions are attached to either a Class A or B Permit under the Territorial Lands Act Indigenous and Northern Affairs Canada directions will also be followed.
- 7) The permittee/proponent shall provide all information requested by CH concerning all archaeological sites or artifacts and all palaeontological sites and fossils encountered in the course of any land use activity.
- 8) The permittee/proponent shall make best efforts to ensure that all persons working under its authority are aware of these conditions concerning archaeological sites and artifacts and palaeontological sites and fossils.
- 9) If a list of recorded archaeological and/or palaeontological sites is provided to the permittee/proponent by CH as part of the review of the land use application the permittee/proponent shall avoid the archaeological and/or palaeontological sites listed.
- 10) Should a list of recorded sites be provided to the permittee/proponent, the information is provided solely for the purpose of the proponent's land use activities as described in the land use application, and must otherwise be treated confidentially by the proponent.

Legal Framework

As stated in Article 33 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)*:

Where an application is made for a land use permit in the Nunavut Settlement Area, and there are reasonable grounds to believe that there could be sites of archaeological importance on the lands affected, no land use permit shall be issued without written consent of the Designated Agency. Such consent shall not be unreasonably withheld. [33.5.12]

Each land use permit referred to in Section 33.5.12 shall specify the plans and methods of archeological site protection and restoration to be followed by the permit holder, and any other conditions the Designated Agency may deem fit. [33.5.13]

Palaeontology and Archaeology

Under the *Nunavut Act*⁶, the federal government can make regulations for the protection, care and preservation of palaeontological and archaeological sites and specimens in Nunavut. Under the

⁶ s. 51(1)

*Nunavut Archaeological and Palaeontological Sites Regulations*⁷, it is illegal to alter or disturb any palaeontological or archaeological site in Nunavut unless permission is first granted through the permitting process.

Definitions

As defined in the *Nunavut Archaeological and Palaeontological Sites Regulations*, the following definitions apply:

“archaeological site” means a place where an archaeological artifact is found.

“archaeological artifact” means any tangible evidence of human activity that is more than 50 years old and in respect of which an unbroken chain of possession or regular pattern of usage cannot be demonstrated, and includes a Denesuline archaeological specimen referred to in section 40.4.9 of the Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement).

“palaeontological site” means a site where a fossil is found.

“fossil” includes:

Fossil means the hardened or preserved remains or impression of previously living organisms or vegetation and includes:

- (a) natural casts;*
- (b) preserved tracks, coprolites and plant remains; and*
- (c) the preserved shells and exoskeletons of invertebrates and the preserved eggs, teeth and bones of vertebrates.*

Guidelines for Developers for the Protection of Archaeological Resources in the Nunavut Territory

(Note: Partial document only, complete document at: www.ch.gov.nu.ca/en/Archaeology.aspx)

Introduction

The following guidelines have been formulated to ensure that the impacts of proposed developments upon heritage resources are assessed and mitigated before ground surface altering activities occur. Heritage resources are defined as, but not limited to, archaeological and historical sites, burial grounds, palaeontological sites, historic buildings and cairns. Effective collaboration between the developer, the Department of Culture, and Heritage (CH), and the contract archaeologist(s) will ensure proper preservation of heritage resources in the Nunavut Territory. The roles of each are briefly described.

CH is the Nunavut Government agency which oversees the protection and management of heritage resources in Nunavut, in partnership with land claim authorities, regulatory agencies, and the federal government. Its role in mitigating impacts of developments on heritage resources is as follows: to identify the need for an impact assessment and make recommendations to the

⁷ P.C. 2001-1111 14 June, 2001

appropriate regulatory agency; set the terms of reference for the study depending upon the scope of the development; suggest the names of qualified individuals prepared to undertake the study to the developer; issue an archaeologist or palaeontologist permit authorizing field work; assess the completeness of the study and its recommendations; and ensure that the developer complies with the recommendations.

The primary regulatory agencies that CH provides information and assistance to are the Nunavut Impact Review Board, for development activities proposed for Inuit Owned Lands (as defined in Section 1.1.1 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)*), and the Indigenous and Northern Affairs Canada, for development activities proposed for federal Crown Lands.

A developer is the initiator of a land use activity. It is the obligation of the developer to ensure that a qualified archaeologist or palaeontologist is hired to perform the required study and that provisions of the contract with the archaeologist or palaeontologist allow permit requirements to be met; i.e. fieldwork, collections management, artifact and specimen conservation, and report preparation. On the recommendation of the contract archaeologist or palaeontologist in the field and the Government of Nunavut, the developer shall implement avoidance or mitigative measures to protect heritage resources or to salvage the information they contain through excavation, analysis, and report writing. The developer assumes all costs associated with the study in its entirety.

Through his or her active participation and supervision of the study, the contract archaeologist or palaeontologist is accountable for the quality of work undertaken and the quality of the report produced. Facilities to conduct fieldwork, analysis, and report preparation should be available to this individual through institutional, agency, or company affiliations. Responsibility for the curation of objects recovered during field work while under study and for documents generated in the course of the study as well as remittance of artifacts, specimens and documents to the repository specified on the permit accrue to the contract archaeologist or palaeontologist. This individual is also bound by the legal requirements of the *Nunavut Archaeological and Palaeontological Sites Regulations*.

Types of Development

In general, those developments that cause concern for the safety of heritage resources will include one or more of the following kinds of surface disturbances. These categories, in combination, are comprehensive of the major kinds of developments commonly proposed in Nunavut. For any single development proposal, several kinds of these disturbances may be involved

- *Linear disturbances: including the construction of highways, roads, winter roads, transmission lines, and pipelines;*
- *Extractive disturbances: including mining, gravel removal, quarrying, and land filling;*
- *Impoundment disturbances: including dams, reservoirs, and tailings ponds;*

- *Intensive land use disturbances: including industrial, residential, commercial, recreational, and land reclamation work, and use of heritage resources as tourist developments.*
- *Mineral, oil and gas exploration: establishment of camps, temporary airstrips, access routes, well sites, or quarries all have potential for impacting heritage resources.*

Types of Studies Undertaken to Preserve Heritage Resources

Overview: An overview study of heritage resources should be conducted at the same time as the development project is being designed or its feasibility addressed. They usually lack specificity with regard to the exact location(s) and form(s) of impact and involve limited, if any, field surveys. Their main aim is to accumulate, evaluate, and synthesize the existing knowledge of the heritage of the known area of impact. The overview study provides managers with baseline data from which recommendations for future research and forecasts of potential impacts can be made. A Class I Permit is required for this type of study if field surveys are undertaken.

Reconnaissance: This is done to provide a judgmental appraisal of a region sufficient to provide the developer, the consultant, and government managers with recommendations for further development planning. This study may be implemented as a preliminary step to inventory and assessment investigations except in cases where a reconnaissance may indicate a very low or negligible heritage resource potential. Alternately, in the case of small-scale or linear developments, an inventory study may be recommended and obviate the need for a reconnaissance.

The main goal of a reconnaissance study is to provide baseline data for the verification of the presence of potential heritage resources, the determination of impacts to these resources, the generation of terms of reference for further studies and, if required, the advancement of preliminary mitigative and compensatory plans. The results of reconnaissance studies are primarily useful for the selection of alternatives and secondarily as a means of identifying impacts that must be mitigated after the final siting and design of the development project. Depending on the scope of the study, a Class 1 or Class 2 Permit is required for this type of investigation.

Inventory: A resource inventory is generally conducted at that stage in a project's development at which the geographical area(s) likely to sustain direct, indirect, and perceived impacts can be well defined. This requires systematic and intensive fieldwork to ascertain the effects of all possible and alternate construction components on heritage resources. All heritage sites must be recorded on Government of Nunavut Site Survey forms. Sufficient information must be amassed from field, library and archival components of the study to generate a predictive model of the heritage resource base that will:

- allow the identification of research and conservation opportunities;
- enable the developer to make planning decisions and recognize their likely effects on the known or predicted resources; and
- make the developer aware of the expenditures, which may be required for subsequent studies and mitigation. A Class 1 or 2 permit is required.

Assessment: At this stage, sufficient information concerning the numbers and locations of heritage resources will be available, as well as data to predict the forms and magnitude of impacts. Assessments provide information on the size, volume, complexity and content of a heritage resource, which is used to rank the values of different sites or site types given current archaeological knowledge. As this information will shape subsequent mitigation program(s), great care is necessary during this phase.

Mitigation: This refers to the amelioration of adverse impacts to heritage resources and involves the avoidance of impact through the redesign or relocation of a development or its components; the protection of the resource by constructing physical facilities; or, the scientific investigation and recovery of information from the resource by excavation or other method. The type(s) of appropriate mitigative measures are dictated by their viability in the context of the development project. Mitigation strategies must be developed in consultation with, and approved by, the Department of Culture and Heritage. It is important to note that mitigation activities should be initiated as far in advance of the construction of the development as possible.

Surveillance and monitoring: These may be required as part of the mitigation program.

Surveillance may be conducted during the construction phase of a project to ensure that the developer has complied with the recommendations.

Monitoring involves identification and inspection of residual and long-term impacts of a development (i.e. shoreline stability of a reservoir); or the use of impacts to disclose the presence of heritage resources, for example, the uncovering of buried sites during the construction of a pipeline.