Demande de la CNER faisant l’objet d’un examen préalable #126188

Hamlet of Baker Lake Sealift Infrastructure Project

Type de demande :	New
Type de projet:	Infrastructure
Date de la demande :	Thursday, June 5, 2025
Period of operation:	from 2026-05-14 to 2075-09-13
Promoteur du projet:	Sheldon Dorey Hamlet of Baker Lake PO Box 149, 3022 4th Ave Baker Lake Nunavut X0C 0A0 Canada Téléphone :: 867-793-2874, Télécopieur ::

DÉTAILS

Description non technique de la proposition de projet

Anglais: The Municipality of the Corporation of Baker Lake (the Hamlet), with support from the Government of Nunavut (GN) received funding from Transport Canada (TC) under the Oceans Protection Plan (OPP) for the construction of the sealift and laydown area (the Project) in the Hamlet of Baker Lake, Nunavut. Worley Canada Services Ltd., operating as Worley Consulting, has been retained by the Hamlet to design and support the construction of the sealift and laydown area in the Hamlet of Baker Lake (the Project). Dynamic Ocean Consulting Ltd. (Dynamic Ocean) is supporting Worley Consulting on the permitting requirements for the Project. The Project is within municipal boundaries and will require a resolution by the Hamlet Council once the design is finalized. Council has accepted the design in concept. The Project is consistent with the community's land use and zoning plan and the land is already appropriately zoned. The Project will not require additional infrastructure to be developed for a haul road or quarry, as existing Hamlet infrastructure will be utilized. Aggregates that are imported to the site will be taken from either the quarry site, approximately six kilometres (km) north of the Hamlet along the road to Agnico Eagle Meadowbank (AEM) or the gravel pit to the west of the Hamlet, both of which are within the municipal boundaries. Construction is planned to begin in summer 2025 and is expected to take approximately four months to complete, over a period of 124 days. Construction is expected to occur daily over a 10-hour period. The Project is expected to be operational in the open-water season of 2026. Letters of support from the community are attached.

Français: N/A

Inuktitut: ᒐᕙᒪᒋᔭᑦ ᑎᒥᕐᑯᑎᐊᑕ ᖃᒪᓂᑦᑐᐋᑉ (Hᐋᒻᒪᓚᕐᒋᑦ), ᐃᑲᔪᖅᑕᐅᓪᓗᑎᒃ ᓄᓇᕗᑉ ᒐᕙᒪᒃᑯᕐᒋᓄᑦ (ᒐᕙᒪᑦ ᓄᓇᕘᒥ) ᑮᓇᐅᔭᓂᒃ ᐱᑎᑕᐅᓚᐅᒻᒪᑕ ᐃᕐᒋᕐᕋᔪᓕᕆᔨᕐᔪᐊᑦ ᑲᓇᑕᒥ (TC) ᐊᑖᒍᑦ ᑕᕆᐅᑦᑕ ᓴᐳᒻᒥᔭᐅᓂᕐᒋᓄᑦ ᐸᕐᓈᕐᑑᔫᑉ (OPP) ᓴᓇᔭᐅᕙᓪᓕᐊᓂᕐᒐᓄᑦ ᓱᑲᐅᒃᑯᑦ ᐅᓱᕐᒋᐊᕝᕕᐅᓲᑉ ᐃᓂᒋᔭᕐᒐᓂᒃ ᑖᓐᓇᓗ ᐱᕐᑯᑎᑖᓄᑦ ᓂᐅᕋᕐᕕᒋᔮᑕ ᓄᓇᕐᒐ (ᓴᓇᕝᕕᐅᔪᖅ) ᐃᓗᐊᓂ ᓄᓇᕐᑯᑎᕐᒋᑕ Hᐋᒻᒪᓚᒃᑯᑦ ᖃᒪᓂᑦᑐᐊᑉ, ᓄᓇᕘᒥ. ᕗᐊᓕ ᑲᓇᑕᒃᑯᑦ ᐱᔨᑦᑎᖅᑎᑦ ᑎᒥᕐᒐ, ᐊᐅᓚᑦᑐᖅ ᑕᕝᕙᓂ ᐃᒪᓐᓇ ᕗᐊᓕ ᖃᐅᔨᒪᔨᑕᕐᒋᑦ, ᐊᑭᓕᖅᑕᐅᓂᑯᑦ Hᐋᒻᒪᓚᒃᑯᕐᒋᓂ ᑎᑎᕋᐅᔭᒦᓄᑦ ᐊᒻᒪ ᒪᓕᒃᑕᐅᔪᒃᓴᕐᒋᓄᑦ ᓴᓇᔭᐅᓯᒋᐊᕈᓂ ᓱᑲᐅᒃᑯᑦ ᐅᓱᕐᒋᐊᕝᕕᐅᓲᑉ ᐃᓂᒋᔭᕐᒐ ᐱᕐᑯᑎᑖᓪᓗ ᓂᐅᕋᕐᕕᒋᔭᑦ ᐃᓂᕐᒐᑕ ᓄᓇᕐᒋᓂᒃ Hᐋᒻᒪᓚᒃᑯᑦ ᒐᕙᒪᖃᕝᕕᐊᓂ ᖃᒪᓂᑦᑐᐊᕐᒥ (ᓴᓇᕝᕕᐅᔪᖅ). ᓄᖅᑲᓱᐃᑦᑐᖅ ᑕᓇᐅᒻᒧᑦ ᖃᐅᔨᒪᔨᑕᕐᒋᑦ ᑎᒥᐊ (ᓄᖅᑲᓱᐃᑦᑐᖅ ᑕᓇᐅᖅ) ᐃᑲᔪᖅᓱᐃᕗᑦ ᕗᐊᓕ ᖃᐅᔨᒪᔨᑕᕐᒋᓂᒃ ᑖᒃᑯᓂᖓ ᐱᔪᓐᓇᐅᑎᒃᑯᑦ ᐊᑐᕆᐊᓕᕐᒋᓂᒃ ᓴᓇᕝᕕᐅᔪᒧᑦ. ᑖᓐᓇ ᐃᓗᐊᓃᒻᒪᑦ Hᐋᒻᒪᓚᒃᑯᑦ ᓄᓇᕐᑯᑎᕐᒋᑕ ᐊᒻᒪᓗᑦᑕᐅᖅ ᐱᕐᑯᔫᕗᖕᒑᕈᑎᒥᒃ ᓴᖅᑭᕝᕕᐅᒍᓂ ᖃᒪᓂᑦᑐᐋᑉ Hᐋᒻᒪᓚᕐᒋᓄᑦ ᑎᑎᕋᐅᔭᒐᖕᒐ ᓈᒻᒪᒃᑲᔭᖅᐳᖅ. ᑲᑎᒪᔩᑦ ᓂᕈᐊᓚᐅᖅ ᓴᓇᓯᒪᔭᐅᔪᒪᔪᒥᒃ ᐃᓱᒪᓕᐊᒃᑯᑦ. ᑖᓐᓇ ᓴᓇᕝᕕᐅᔪᒃᓴᖅ ᒪᓕᑦᑎᐊᕆᔭᖅ ᓄᓇᓖᑦ ᓄᓇᒧᑦ ᐊᑐᖅᑕᐅᕐᑰᔭᓄᑦ ᐊᒻᒪᓗ ᑭᒡᓕᓯᓂᐊᒐᑦ ᓄᓇᐃᑦ ᐸᕐᓇᐅᑎᒧᑦ ᑖᓐᓇᓗ ᓄᓇᖓ ᓈᒻᒪᒃᑐᒥᒃ ᑎᒃᑯᐊᒐᐅᓪᓗᓂ ᐃᓗᐊᒍᑦ. ᓴᓇᔭᐅᔪᒃᓴᖅ ᐃᓚᖃᕋᓂ ᐊᓯᕐᒋᓂᒃ ᓴᓇᔭᐅᔪᒃᓴᓂᒃ ᓲᕐᓗ ᐊᖅᑯᑎᒃᓴᒥᒃ ᐅᔭᕋᓐᓂᐊᕝᕕᓪᓘᓐᓂᑦ ᑐᐊᐸᕐᒋᓄᑦ, ᑖᒃᑯᐊ ᐅᓪᓗᒥ Hᐋᒻᒪᓚᒃᑯᑦ ᓱᓇᒃᑯᑖᕐᒋᑦ ᐊᑐᐃᓐᓇᐅᒻᒪᑕ. ᑐᐊᐸᐃᑦ ᐅᓯᒃᑲᖅᑕᓐᓂᐊᖅᑕᕗᑦ ᑕᕝᕙᙵᑦ ᑐᐊᐸᒃᑕᕝᕕᐅᔪᒥᒃ, ᐃᒻᒪᖃ ᐅᕐᒐᓯᓐᓂᕐᒐ 6 ᑭᓛᒥᑕ ᐅᐊᕐᓈᑕ ᓄᓇᓕᐅᑉ ᒪᓕᒃᕿᒍ ᑕᓐᓇ ᐊᖅᑯᑎᕐᒐ ᐅᔭᕋᓐᓂᐊᕝᕕᕐᒐᓄᑦ ᖃᓪᓗᓈᑐᑦ ᐊᒃᓃᑯ ᐃᒎ (AEM) ᐅᕙᓗ ᑐᐊᐸᒃᑕᕝᕕᒻᒥ Hᐋᒻᒪᓚᒃᑯᑦ ᐱᕐᒐᓐᓇᕐᒑᕐᒐᒍᑦ, ᑕᒪᐃᓐᓂᒃ ᐃᓗᐊᓃᒻᒪᑎᒃ ᓄᓇᓕᐅᑉ ᒐᕙᒪᕐᒐᑕ ᐊᐅᓚᑕᕐᒋᓂᒃ. ᓴᓇᔭᐅᓂᒃᓵ ᐃᒻᒪᖄ ᑲᔪᓯᓗᓂ ᐊᐅᔭᕐᒐᒍᑦ 2025 ᐊᒻᒪ ᓂᕆᐅᒋᔭᖅ ᑕᖅᑮᓗᐊᓂᒃ ᑎᓴᒪᓂᒃ ᐊᓂᒍᕼᖅ, ᐅᓪᓗᑦ ᑕᑯᓗᒋᑦ ᐃᒻᒪᖄ 124 ᐅᓪᓗᕐᒋᑦ. ᓴᓇᔭᐅᕙᓪᓕᐊᓂᕐᒐ ᖃᐅᑕᒫᖅ ᑲᔪᓯᕼᖅ ᐅᓪᓗᒥ ᕐᑯᓕᓄᑦ (10) ᐃᑲᕐᕋᓄᑦ ᐊᐅᓚᕚᓪᓗᑎᒃ. ᑖᓐᓇ ᓴᓇᔭᐅᕙᓪᓕᐊᔪᖅ ᓂᕆᐅᒋᔭᑦᑎᒍᑦ ᐊᑐᕈᓐᓇᖅᓯᓂᐊᖅᑐᖅ ᓯᕗᓂᐊᑕ ᐊᐅᔭᒃᑯᑦ ᐅᒥᐊᖅᑐᓐᓇᖅᓯᓂᐊᑕ ᐊᕐᕌᒍᐊᓂ 2026. ᑎᑎᖅᑲᑦ ᐃᑲᔪᖅᓱᐃᔪᑦ ᑖᔅᓯᒥᖓ ᓴᓇᔭᐅᔪᒧᑦ ᐅᐃᒍᔭᐅᓯᒪᔪᑦ.

Inuinnaqtun: N/A

Personnel

Personnel on site: 15

Days on site: 124

Total Person days: 1860

Operations Phase: from 2025-05-15 to 2025-09-13

Operations Phase: from 2026-05-14 to 2075-09-13

Post-Closure Phase: from to

Activités

Emplacement	Type d'activité	Statut des terres	Historique du site	Site à valeur archéologique ou paléontologique	Proximité des collectivités les plus proches et de toute zone protégée
Hamlet of Baker Lake New Sealift	Municipal and Industrial Development	Municipal	N/A	N/A	New sealift laydown area is 500 m east of the easternmost extent of the current developed zones.

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Baker Lake	Sheldon Dorey	Hamlet of Baker Lake	2020-02-02
Baker Lake	Baker Lake HTO	Baker Lake HTO	2020-02-01

Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Pêches et Océans Canada	Section 52(2) FAA. Request for Review	Not Yet Applied		
Transports Canada	Minor work or approval	Not Yet Applied		
Hamlets and Municipalities	Design and Development Permit/Approval	Not Yet Applied		
Autre	Nunavut Planning Commission - Conformity Determination	Active	2025-04-22	
Autre	Government of Nunavut - Culture and Heritage - Class 2 Nunavut Territory Archeologist Permit	Applied, Decision Pending		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Land	Local labour will be employed for the construction of the Project.	

Project accomodation types

Collectivité

Autre,

Utilisation de matériel

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

Type d'équipement	Quantité	Taille – Dimensions	Utilisation proposée
Front-End Loader	1	20.25 ft. High by 7.91 ft. Wide	Loading aggregates.
Rock Truck	3	21 ft. Long by 8.5 ft. Wide	Hauling aggregates.
Roller Compactor	1	NA	Road construction.
Crusher	1	NA	Processing aggregates.
Screener	1	NA	Processing aggregates.
Excavator	2	40 tons	Handling aggregates.

Décrivez l'utilisation du carburant et des marchandises dangereuses

Décrivez l'utilisation de carburant :	Type de carburant	Nombre de conteneurs	Capacité du conteneur	Quantité totale	Unités	Utilisation proposée
Diesel	fuel	4	100000	400000	Liters	Mobile equipment, generators, and heaters.
Gasoline	fuel	2	500	1000	Liters	Mobile equipment, generators, and heaters.
Lubes and Oils	hazardous	8	5	40	Gallons	Maintenance of mobile equipment.

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
4	Municipal equipment	Municipal water supply

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Harbour infrastructure	Eaux grises	400 m3	Municipal sanitary truck to Hamlet sewage lagoon.	N/A
Harbour infrastructure	Déchet dangereux	1600L	Returned to south in sealed drums or lined bags, transported in 20 ft. shipping containers and disposed in accordance with regulatory procedures.	N/A

Répercussions environnementales :

There are no residual effects expected subsequent to the implementation of Project mitigation and monitoring measures. A CEMP (attached) has been developed that details measure to be implemented to minimize negative environmental and socio-economic effects associated with the construction phase of the Project. A Request for Review (RFR) will be submitted to Fisheries and Oceans Canada – Fish and Fish Habitat Program (DFO-FFHPP) to confirm if a Fisheries Act Authorization (FAA) is required. This is a community project, being led by the Hamlet. The community is very much looking forward to this long-awaited benefit from improved safety and efficiency of sealift operations. The community does not anticipate any major effects on wildlife from noise and construction activities. The effects on wildlife from the Project will be minimal and temporary and no concerns regarding impacts to wildlife were expressed. There is very limited harvesting, if any, in or around the Project and hunters do not anticipate that construction will have any impacts on wildlife or their ability to continue subsistence activities such as hunting, fishing, trapping, and gathering. A summary of potential impacts is provided in Section 3 of the CEMP. Proposed mitigation measures are detailed in Section 4.2, Table 4-1 of the CEMP.

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

A new laydown area will be constructed approximately 500 m east of the easternmost extent of the current developed zones. The new laydown area will initially measure approximately 1.5 hectares (ha) but will retain the potential for further eastward or northward expansion. Due to the approximately 1V:10H ground slope in the proposed area, the laydown area will consist of a single bench, partially cut and partially filled, and covered by 0.3 m of processed gravel at a 4 % slope. Drainage ditches on the upland side will redirect surface water both east and west, and down toward the lakeshore. A new access road will be constructed to link the existing road with the laydown area. The road will be 10 m wide and consist of 1.2 m of pit-run fill covered by 0.3 m of processed gravel. Drainage for the site will be a ditch cut alongside the road, and a culvert beneath to roadway access to the laydown area. A new landing ramp will be constructed to the edge of the lakeshore and will be accessible from the lower bench of the laydown area. The ramp will be 30 m wide to allow for two barges to unload simultaneously and will be surfaced with 0.5 m of processed gravel. The ramp will not extend below the HWL.

Description de l'environnement existant : Environnement physique

The Project is occurring within municipal boundaries in a developed area with minimal natural habitat. The site is located between existing hamlet structures and the adjacent mine cargo marshalling yard. Adjacent road down to the shore is used a boat launch. Adjacent creek is referred to as "Garbage Creek" and drains a lake adjacent to the old hamlet landfill. The site is adjacent to an existing mine cargo marshalling area

Description de l'environnement existant : Environnement biologique

The Project is occurring within municipal boundaries in a developed area with minimal natural habitat, and sparse vegetation. There is no works below the High-Water Level (HWL).

Description de l'environnement existant : Environnement socio-économique

Baker Lake is the fourth largest community in Nunavut with a population of 2,067 residents according to 2016 census data from Statistics Canada, which also noted a 10.5 % increase in population since 2011 (Statistics Canada, 2017). Considerable population growth and supporting services to the AEM mine has resulted in Baker Lake seeing a steady increase in sealift cargo. Baker Lake is also unique as the only in-land community in Nunavut, and navigating the Chesterfield Narrows to access the lake adds extra logistical complications to cargo delivery.

Miscellaneous Project Information

N/A

Identification des répercussions et mesures d'atténuation proposées

There are no residual effects expected subsequent to the implementation of Project mitigation and monitoring measures. A CEMP (attached) has been developed that details measure to be implemented to minimize negative environmental and socio-economic effects associated with the construction phase of the Project. A Request for Review (RFR) will be submitted to Fisheries and Oceans Canada – Fish and Fish Habitat Program (DFO-FFHPP) to confirm if a Fisheries Act Authorization (FAA) is required. This is a community project, being led by the Hamlet. The community is very much looking forward to this long-awaited benefit from improved safety and efficiency of sealift operations. The community does not anticipate any major effects on wildlife from noise and construction activities. The effects on wildlife from the Project will be minimal and temporary and no concerns regarding impacts to wildlife were expressed. There is very limited harvesting, if any, in or around the Project and hunters do not anticipate that construction will have any impacts on wildlife or their ability to continue subsistence activities such as hunting, fishing, trapping, and gathering. A summary of potential impacts is provided in Section 3 of the CEMP. Proposed mitigation measures are detailed in Section 4.2, Table 4-1 of the CEMP.

Répercussions cumulatives

All impacts from the Project were considered either “Positive” or “Negative and Mitigatable” and thus no residual effects are expected subsequent to implementation of mitigation and monitoring measures.

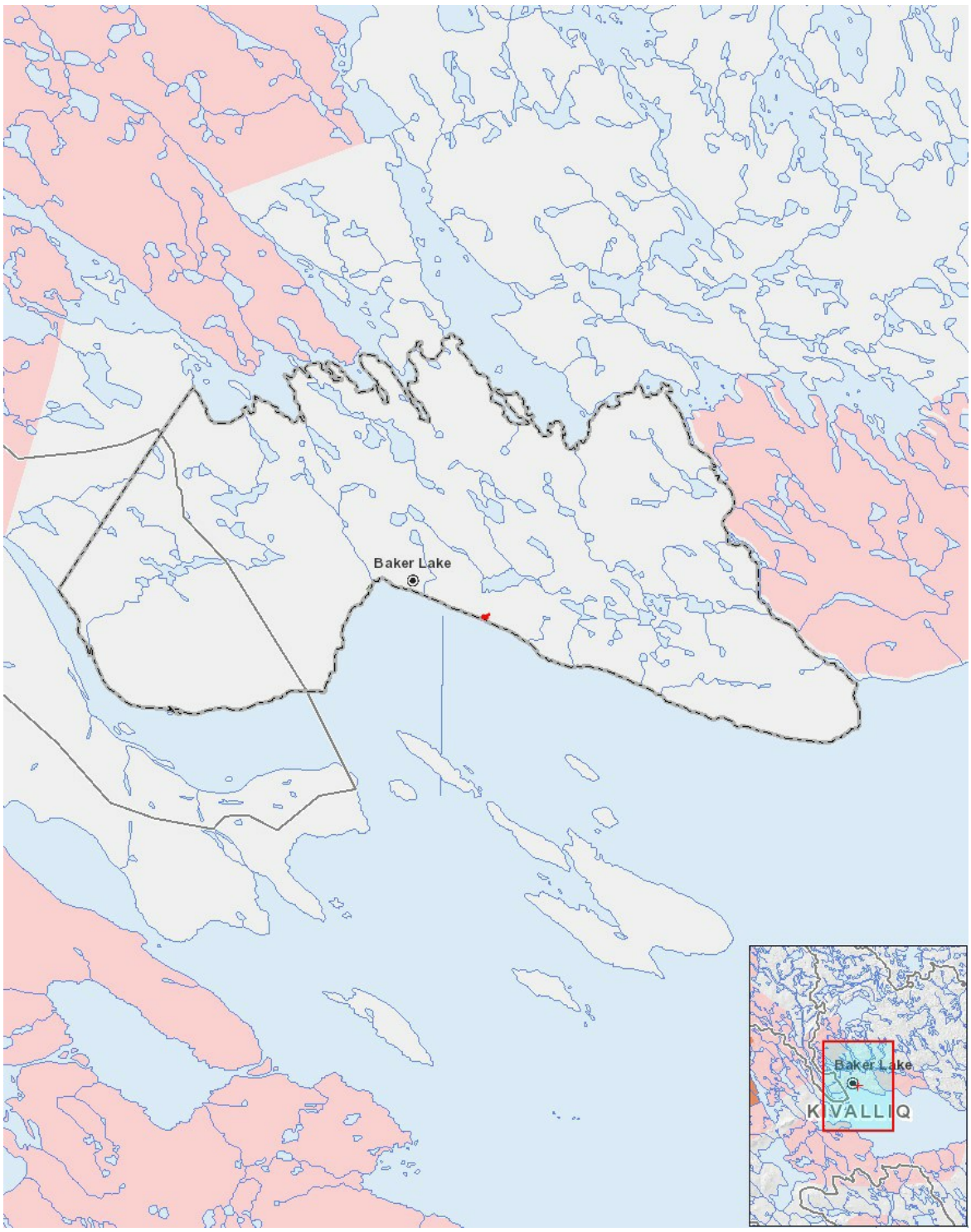
Impacts

Identification des répercussions environnementales

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
Construction																									
Municipal and Industrial Development		-	-	-	-	M	-	-	-	M	M	M	M		M	M	M	M	-		-	P	M	M	M
Exploitation																									
Municipal and Industrial Development		-	-	-	-	-	-	-	-	-	-	M	M		-	-	-	-	-		-	P	P	P	P
Désaffectation																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

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

Site du projet



Liste des géométries de projet

1	polyline	Hamlet of Baker Lake New Sealift