



## **NIRB Uuktuutinga Ihivriuqhikhamut #126188 Hamlet of Baker Lake Sealift Infrastructure Project**

**Uuktuutinga Qanurittuq:** New

**Havaap Qanurittunia:** Hannayauyukhanik

**Uuktuutinga Ublua:** Tuesday, July 15, 2025

**Period of operation:** from 2026-05-01 to 2075-08-31

**Havauhikhaq  
Ikayuqtinga:** Sheldon Dorey  
Hamlet of Baker Lake  
PO Box 149, 3022 4th Ave  
Baker Lake Nunavut X0C 0A0  
Canada  
Hivayautit Nampanga:: 867-793-2874, Kayumiktukkut Nampanga::



## Hulilukaarutit

Inigiya	Hulilukaarut Qanurittuq	Nunangga Qanurittaakhaanik	Initurlinga qanuritpa	Initurlinga utuqqarnitat unaluuniit Ingilraaqnitat Uyarannuqtut akhuurninnga	Qanitqiyauyuq qanitqiamut nunallaat kitulluuniit ahiruqtaiyainnit nuna
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.
Hamlet of Baker Lake New Sealift	Access Road	Municipal	N/A	N/A	A new access road will be constructed to link the existing road with the new sealift laydown area ( 500 m east of the easternmost extent of the current developed zones).

## Nunaliin Ilauyun, Aviktuqhimayuniitunullu Ikayuuhiarunguyun

Nunauyuq	Atia	Timiuyuq	Upluani Uqaqatigiyaungmata
Qamaniittuaq	Sheldon Dorey	Hamlet of Baker Lake	2020-02-02
Qamaniittuaq	Baker Lake HTO	Baker Lake HTO	2020-02-01

# Angiuttauvaktunik

Naunaiqlugu nunanga talvani havauhikhaq ittuq:

Transboundary  
Kivalliq

## Angiuttauvaktunik

Munariniqmut Ayuittiaqtuq	Angirutinga Qanurittuq	Tadja Qanurittaakhaanik	Ublua Tuniyauyuq/Uuktuqtuq	Umikvikhaa Ublua
Tingmiliqiyiitkut Kaanatami	Minor work or approval	Not Yet Applied		
Hamlets and Municipalities	Design and Development Permit/Approval	Not Yet Applied		
Alaanut	Nunavut Planning Commission - Conformity Determination	Active	2025-04-22	
Alaanut	Government of Nunavut - Culture and Heritage - Class 2 Nunavut Territory Archeologist Permit	Applied, Decision Pending		
Iqalukhiurniqmut Tariuqmilu Kaanata	Section 52 (2) FAA. Request for Review.	Applied, Decision Pending		

## Project transportation types

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

## Project accomodation types

Nunauyuq  
Alaanut,

# Ihuaqutivaluin Atuqtauyukhan

Hanalrutit atuqtaunahuat (ukuallu ikuutat, pampiutainnik, tingmitinik, akhaluutinik, hunaluuniit)

Hanalrutit Qanurittuq	Qaffiuyut	Aktikkulaanga – Qanurittullu	Qanuq Atuqtauniarmangaa
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.

## Qanurittuq Urhuqyuaq unalu Qayangnaqtut Hunavaluit Aturningga

Qanurittuq urhuqyuaq hunavaluit aturningga:	Urhuqyuaq Qanurittuq	Qaffiuyut qattaryut	Qattaryuk Aktikkulaanga	Atauttimut Qaffiuyut	Ilanga	Qanuq Atuqtauniarmangaa
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.

## Imaqmik Aturningga

Ubluq qanuraaluk (m3)	Aturumayain imavaluin utiqittagaani qanuq	Atulirumayain imavaluin utiqittagani humi
4	Municipal equipment	Municipal water supply

# Iqqakuq

## Ikkakunik Munakgiyauyunik

Havauhikhaq Huilukaarut	Qanurittuq Iqqakut	Ihumagiyauyuq Qanuraaluktut Atuqtait	Qanuq Iqqakuurniarmangaa	Halummaqtirarnirutikhan piyutin
Municipal and Industrial Development	Hivuuranaqtun iqakuuvaluin	1600 L	Returned to south in sealed drums or lined bags, transported in 20 ft. shipping containers and disposed in accordance with regulatory procedures.	N/A

### Avatiliriniqmut Ayurhauingit:

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 135 m long, 10 m wide and consist of 1.2 m of pit-run fill covered by 0.3 m of processed gravel. The access road is not specifically designated as quarry or haul route because it is part of the permanent installation, though it will see some haul traffic as it is the primary access to the major area of construction. 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.

### **Qanurittuq Ittunik Avatinga: Avatingalluanga**

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

### **Qanurittuq Ittunik Avatinga: Inuuhimayunut Avatinga**

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).

### **Qanurittuq Ittunik Avatinga: Inungit-maniliurutingit Avatinga**

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

## **Naunaiyainiq ukuninnga Ayurhautingit unalu Piumayaat Ikkliyuumiutinahuarutit**

There are no residual effects expected subsequent to the implementation of Project mitigation and monitoring measures. A Construction Environmental Management Plan (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) is 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.

## **Tamatkiumayunik Ihuikgutivaktunik**

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.

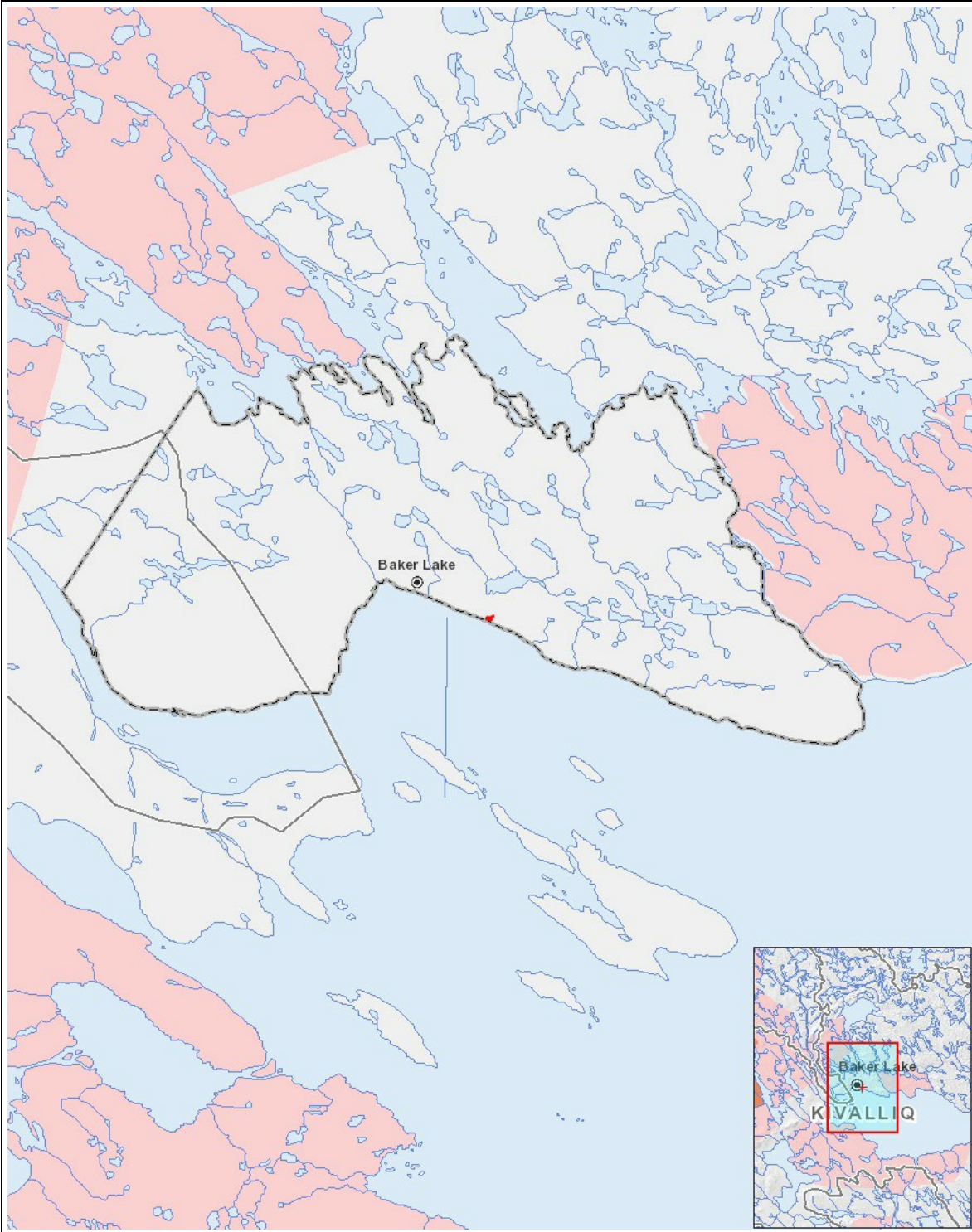
# Impacts

## Ilitariyauniq Avatiliriniqmut Ayurhauingit

	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
<b>Havakvinga</b>																									
Access Road		-	-	-	-	M	-	-	-	M	M	M	M		M	M	M	M	-	-	-	P	M	M	M
Municipal and Industrial Development		-	-	-	-	M	-	-	-	M	M	M	M		M	M	M	M	-	-	-	P	M	M	M
<b>Aulapkaininnga</b>																									
Access Road		-	-	-	-	-	-	-	-	-	-	M	M		-	-	-	-	-	-	P	P	P	P	P
Municipal and Industrial Development		-	-	-	-	-	-	-	-	-	-	M	M		-	-	-	-	-	-	P	P	P	P	P
<b>Piiqtauniq</b>																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-

(P = Nakuuyuq, N = Nakuungittut unalu mikhilimaittuq, M = Nakuungittut unalu mikhittaaqtuq, U = Naluyauyuq)

Havaariyauyukhamut Nayugaa



List of Project Geometries

1	polyline	Hamlet of Baker Lake New Sealift
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