



GOVERNMENT OF NUNAVUT

# Community Consultation Summary Report

## Kimmirut Sealift Safety Improvements Project

Document No. Rev. A: 317086-62769-00-PM-PLN-00001



19 January 2026

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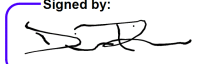
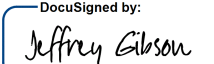
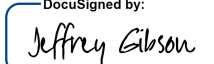


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**PROJECT 317086-62769-00-PM-PLN-00001 : Community Consultation Summary Report - Kimmirut Sealift Safety Improvements Project**

Rev	Description	Originator	Reviewer	Worley Approver	Revision Date
	Issued for Customer Review	Signed by:  <small>0FEE00EF16B9C105...</small> D. Pinto	DocuSigned by:  <small>7A0E000BB2B64C2...</small> J. Gibson	DocuSigned by:  <small>7A0E000BB2B64C2...</small> J. Gibson	19 January 2026

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## 1. Introduction

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This report summarizes the feedback received during community consultations conducted for the Government of Nunavut's (GN) Sealift Safety Improvements in Kimmirut. These consultations are an essential part of the Project's commitment to ensuring that community voices guide the planning and design of improvements aimed at making sealift operations safer and more efficient.

The community consultation visit was conducted by Jeff Gibson (Project Manager, Worley Consulting [Worley]) and Diane Pinto (Consultation Lead, Worley) in November 2025. Consultations focussed on providing a general Project update and overview, obtaining feedback on the sealift improvements concept design, and confirming community preferences for quarry sites and haul routes. Discussions also focussed on proposed field program activities, as well as the identification of potential environmental and socio-economic effects and associated mitigation measures, to inform permitting and construction planning.

Separate meetings were conducted with the Hamlet and the Mayukalik Hunters and Trappers Association (HTA). Invitations were also extended to the Lands Committee, the Nauttiqsuqtiit (Guardians), and the Community Liaison Officer (CLO) from the Qikiqtani Inuit Association (QIA) to participate in discussions. The QIA CLO and the Hamlet Senior Administrative Officer (SAO) were unable to attend the Hamlet meeting, so one-to-one meetings were held instead. The Guardians were out on the land that week and will be consulted directly during the next visit.

Following the consultation visit, the Hamlet and HTA provided letters of support for the field program (see Appendix A).

An information booth was also held at the Co-Op for residents, and several one-to-one meetings were held with key community members. Notices about the information booth were posted on Facebook and over the radio (see Appendix B).

Meetings began with a prayer and welcoming remarks and introductions. Worley then presented a detailed overview of the Project followed by open discussion. A list of questions was used to guide the dialogue, but information was allowed to flow in a manner that was natural for participants and not restricted or bound to any strict process.

The presentations covered the following topics:

- Project overview including funding and schedule.
- Consultations to date.
- Summary of community feedback.
- Sealift safety improvements concept.
- Proposed quarries and haul routes.
- Field activities - marine surveys and geotechnical.

- Permitting including Nunavut Impact Review Board (NIRB), Fisheries and Oceans Canada (DFO) - Fish and Fish Habitat Protection Program and Transport Canada (TC) - Navigation Protection Program.
- Next steps.

Presentation slides were provided in English and Inuktitut, and local interpreters, Saq Temela and Akeego Killiktee, were hired to support consultations. Large-scale posters detailing design concept, proposed quarry locations, and haul routes, along with a variety of photos and maps, were also provided to support discussions. A copy of the presentation slide deck and consultation materials are provided in Appendix B.

## 1.1 Objectives

The community consultation visit was conducted with the following objectives:

- Introduce team and provide a Project update/general overview.
- Confirm sealift improvement site and obtain feedback on layout.
- Share information about the field program.
- Confirm preferred options for quarry and haul road.
- Gather IQ including effects or risks to land use or harvesting rights and begin early collaboration on any required mitigations for construction planning.
- Provide an estimated Project timeline and next steps.

## 2. Consultation Activities

Table 2-1 details the consultation activities conducted in November 2025. A list of the community participants is provided in Table 2-2.

*Table 2-1: Consultation Activities*

Date	Group	Method
November 17, 2025	Residents	Co-Op Information Booth
	Mayukalik Hunters and Trappers	Design Workshop
November 18, 2025	Hamlet Council Lands Committee	Meeting - Presentation Followed by Open Discussion
November 19, 2025	Hamlet Foreman	One-to-One Meeting
November 20, 2025	Hamlet SAO	One-to One Meeting
	QIA CLO	One-to-One Meeting

*Table 2-2: Participants at Meetings*

Organization	Participant
Mayukalik HTA	Rosie Akavak (Chair) Jawlie Mingeriak (Vice Chair) Jawlie Akavak (Secretary Treasurer) Jeannie Padluq Mikidjuk Kolola Simata Akavak Palanga Lyta Pitsiulala Akavak (Manager)
Hamlet Council	Maliktoo Lyta (Mayor) Iola Sagiaktuk (Deputy Mayor) Mary Lyta Aibilee Kolola Terry Itulu
Lands Committee	Pauloosie Padluq (Lands Officer) Sammy Kolola (Lands Committee Member)
Hamlet	John Mabberi-Mudony (SAO) Miki Lyta (Foreman) Saq Temela (Executive Staff/Interpreter)
QIA CLO	Leetia Naulaq

## 3. Community Feedback

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### 3.1 Mayukalik HTA

#### 3.1.1 Water and Ice Access

- Ice access, especially for skidoos, is very important and needs to be considered during design and construction planning.
- Design and construction plans should not block or limit how people currently access the ice and shoreline.
- Many boats are anchored in front of the breakwater area, and this should be considered in planning.
- The sealift ramp is the only boat launching ramp in the community. There is no alternate location for launching boats. Access to the water for boaters and hunters needs to be considered and maintained during construction.

#### 3.1.2 Construction

- The ramp has become too steep at the top due to repeated maintenance practice that dumps gravel only at the upper end.
- The ramp should be properly filled, regraded/levelled, and then maintained correctly going forward to prevent steepness.
- Ground conditions near the breakwater are very soft and should be looked at closely, especially if that area is being considered for use by the sealift.
- Construction planning should allow continued access to the existing ramp or provide another way to launch boats for hunters.
- The beach will need to be cleared before construction, including removal of a large boat stored there.
- During past breakwater construction, rock was hauled by driving on the tidal flats at low tide from an area close to the breakwater (see Figure 3-1). Although the work went slower, it worked well and caused no issues.
- This approach helped avoid driving through the community and could be considered again.



Figure 3-1: Historical Blasted Area and Haul Route

### 3.1.3 Design

- Fencing is not preferred. Keeping the area open works better for hunters and boaters and for general access to land and water.
- Design should account for ice buildup, large tides, and potential rock movement from ice.
- These coastal conditions are well known locally and have affected infrastructure in the past.

### 3.1.4 Proposed Quarries and Haul Routes

- The old blasting area that was previously used to build the breakwater should be considered. Using this area again would shorten haul distances, reduce costs, and avoid hauling material through the community.
- Smaller marble pieces from the marble quarry are used in the cemetery to mark graves.
- There may be plans by the Hamlet to crush marble for community use, but this should be confirmed with the Hamlet.

- Suggestion to look at how marble holds up over time in seawater to confirm it is suitable for marine use.

### 3.1.5 Land Use and Inuit Harvesting Rights

- The HTA is very supportive of the Project and views it as a major benefit for the community. It will improve access to the ice and water and make the area much safer for hunters and the community.
- No concerns were raised about impacts to hunting or harvesting from the proposed field program activities, sealift sites, quarries, or haul routes.
- There are no fishing nets placed along the community's shoreline area.
- There is minimal fishing for sculping in the small inlet near the old, blasted area (see Figure 3-2) but that is all the fishing done anywhere near the community.
- Fishing and hunting generally take place away from the community. *"We have to travel out a while to get to the animals"*.



Figure 3-2: Meeting with Hamlet Council and Lands Committee in Hamlet Chambers, Kimmirut on November 18, 2025

## 3.2 Hamlet Meeting

### 3.2.1 Project Support

- There was overwhelming support for the project expressed by Mayor and council.  
*"I am all in for the project, the timeline is great, no objections to these plans."* – Deputy Mayor.
- Councillors emphasized urgency that the project is *"badly needed"* and has been *"a very long time coming"*.
- Councillors also expressed willingness to tolerate short-term construction impacts (traffic, hauling) to see the project completed.
- Clear direction from the Hamlet was to *"just please get it done"*.

### 3.2.2 Schedule and Permitting

- Concern expressed that the schedule stays on track; questions raised about whether 2027 completion is realistic or if 2028 is more likely.
- Acknowledgement that planning and permitting (e.g., blasting, quarry approvals, environmental permits) can extend timelines.
- Discussion around minimizing the number of permits where possible to control cost and schedule.
- Project team confirmed intent to design and plan the Project carefully to limit permits as much as possible while still meeting requirements.

### 3.2.3 Design

- Council approved of the proposed design and layout.
- Fencing around the site may be beneficial because children tend to play around sea cans. Recommendation to consult with the HTA about fencing.
  - Jeff noted that the Project team met with the HTA the night before, and the HTA preferred no fencing, so access in the area would not be restricted for boaters and hunters.
- Alternate breakwater site identified as potentially easier to build, but concerns noted regarding soft ground and very narrow roads in that area.
- Request to carefully evaluate both the proposed site and the breakwater site before proceeding with final design.
- Preference from some participants to proceed with the design as shown:
  - *"Just build it where it is shown... it is beautiful and will be so helpful for boaters and hunters."* - Deputy Mayor.

### 3.2.4 Construction and Public Safety

- Roads in Kimmirut were described as steep, slippery, and having many blind spots, making hauling challenging.
- Community has experience managing these risks using truck convoys for public safety during hauling and hiring skilled and experienced drivers.

- Council stated that construction traffic is acceptable for a season or two and not a concern.  
*"We just want this built, we can manage public safety and the nuisance of trucks for a season or two, this is not an issue."* - Lands Committee member.

### 3.2.5 Proposed Quarries and Haul Routes

- Existing Hamlet quarry is very *"mushy and soft"*.
- Suggestion to consider the marble quarry area first to avoid *"soupy"* conditions at the existing quarry.
- Concerns raised that marble may not be strong enough due to brittleness from previous blasting.
- Suggestion to use the previously blasted breakwater quarry site if possible, which would avoid hauling through the community and may provide more suitable armour rock.
  - Jeff explained that all rock sources will be lab-tested to confirm strength and suitability before any final quarry decisions are made. He also noted that the ideal approach is to use already blasted material where possible, to reduce both blasting costs and hauling distances.
- The mayor confirmed availability of large boulders at the quarry that are too large for the crusher and can be used for the Project.
- Concerns expressed that the material used at the playground (from the quarry) is eroding quickly.
- No concerns raised regarding proposed quarry locations or haul routes shown in the plans.

### 3.2.6 Land Use and Inuit Harvesting Rights

- No concerns expressed about impacts to harvesting or land use at the Project site or from the proposed quarries or haul routes.
- No concerns expressed about the proposed field program activities including test pits or potential drilling required for the Project.

## 3.3 Key Community Member Meetings and Co-Op Booth

- Hamlet staff, QIA CLO, RCMP, Co-Op and Northern Store and residents all expressed support for the Project and its benefit to the community.
- A member of the community owns the large boat stored on the beach. The boat is used once a year to grab soapstone.
- Members of the community are the owners of the empty house and shack closest to the sealift.
- Akavak Construction, owned by Jawlie Akavak, built the breakwater in 1997-1998 but the company is no longer operating.
- The Church owns quite a bit of land along the very narrow road leading to the breakwater.
- An estimated 50% of boat owners have trailers.
- Miki Lyta, the Hamlet foreman, advised that he met with an engineer last year (name unknown, assumed Stantec) to discuss aggregate sources in the community.

- Miki noted that the existing quarry is nearly exhausted, and that the Hamlet is planning to haul marble from near the drinking water source (proposed marble quarry) to crush for aggregate; he also mentioned another potential quarry location being considered, but details were not available.
- Followed up with John (SAO) in town regarding the engineering report; at that time, he was still waiting to receive it from Stantec.
  - The report was later provided by John via e-mail after the visit.



*Figure 3-3: Discussions with Residents at the Co-Op Booth on November 17, 2025*



## Appendix A. Hamlet and HTA Support Letters



# Mayukalik Hunters and Trappers Association

**PO BOX 99  
KIMMIRUT NU, X0A-0N0**

**Phone: (867) 939-2355  
Email: [mayukalik@baffinhto.ca](mailto:mayukalik@baffinhto.ca)**

January 14, 2026

Board of Directors  
Nunavut Impact Review Board  
Nunavut, Canada

To Whom It May Concern:

This letter is to inform you that the Mayukalik Hunters' & Trappers' Association (HTA) is in full support of the Sealift Safety Improvements (the Project) being planned for our community.

The HTA Board of Directors has been consulted on the permitting, design and construction planning for the Project on several occasions over the last few years, most recently in November 2025, when the Project team met with us in Kimmirut to discuss the field program, Project design, and potential quarry locations, and to begin collaborating on construction planning, including environmental, land use, and public safety management measures. We understand that mitigation measures will be implemented to minimize any potential impacts on wildlife and to ensure that our access to water and ice is maintained at all times during construction of the Project.

We have no concerns with construction in the Project area. The Project site is in an area that is used very little by marine animals or other wildlife and is already used for boat launching and sealift operations. Residents do not harvest marine species in this area.

We also have no concerns with the field program activities planned for the Project, including marine surveys, test pits, and the potential drilling of boreholes. These activities are not expected to interfere with wildlife, fish or fish habitat, or community harvesting activities.

Additionally, we understand that the best area to source rock is still being investigated. We discussed at length the areas being considered as quarries and have no concerns. We also provided information on an area very close to the Project site where the community has obtained rock in the past to build our breakwater, which we suggest also be considered. We understand that existing community roads will be used by large haul trucks to transport the rock needed for construction. We do not have any concerns about the Project impacting wildlife, fish or fish habitat, or our ability to harvest at either the Project site or any of the potential quarry areas.

We have been waiting decades for improvements to our marine infrastructure.

Hunters and other boaters in our community currently deal with very dangerous conditions due to congestion and conflicts with barges during sealift operations. The sealift uses the only area where we can launch boats in the community. The Project will improve safety during sealift time, provide much-needed laydown and storage areas, and create a safer boat launch for our hunters and boaters.

This Project will be a major benefit to our community, including our hunters, and will not impact our ability to harvest wildlife.

We look forward to continued collaboration with the Project team and to the construction of this important Project for our community without delay.

If you have any questions, please do not hesitate to contact me at the Mayukalik office at (867) 939-2355.

Thank you,

Rosie Akavak, Chairperson



Municipality of Kimmirut

Box 120, Kimmirut, NU X0A 0N0

Phone (867) 939 2247

Date: December 18<sup>th</sup>, 2025

To: Board of Directors

Nunavut Impact Review Board

Nunavut, Canada

To Whom It May Concern:

This letter is to confirm that the Hamlet of Kimmirut is supportive of the Sealift Safety Improvements Project (the Project) proposed for our community.

The Mayor and Council have been engaged by the Project team since 2021 and most recently met with representatives in November 2025 to discuss the proposed field program, overall Project concept and construction planning. Council understands that the Project is intended to improve safety and functionality in the sealift area, which is a very important piece of infrastructure for our community.

Based on the information presented to date, the Hamlet has no concerns with the proposed field program activities, including marine surveys, test pits, and potential borehole drilling, or with the anticipated construction activities within the Project area. Council understands that appropriate mitigation measures will be implemented to manage environmental, land use, and public safety considerations throughout the Project.

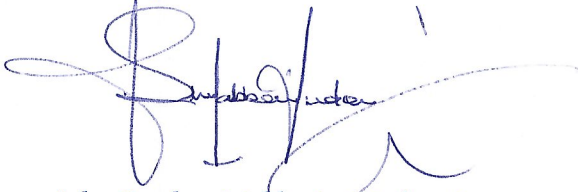
The Hamlet understands that further consultation will be conducted to collaborate on detailed construction planning for the Project, including maximizing local labour and business opportunities and the use of municipal services such as water, wastewater disposal and solid waste. From a municipal perspective, the Hamlet is aware of the Project's potential needs and is confident that municipal services can support the Project as it advances, subject to continued coordination and planning. The Hamlet also understands that the Project team will coordinate with the Government of Nunavut, including the Petroleum Products Division (PPD), to ensure fuel requirements are managed in a way that does not place a burden on the community's supply.

The Hamlet has no concerns with the areas being studied as potential quarries for the Project. Additionally, the Project site is located in an area already used for sealift and marine access purposes, and Council recognizes the long-standing safety challenges that exist during sealift operations. The proposed improvements are expected to enhance safety, reduce conflicts between users, and provide long-term benefits to our community.

The Hamlet of Kimmirut supports the advancement of the Sealift Safety Improvements Project and looks forward to continued communication and collaboration with the Project team as planning and permitting progress.

If you have any questions, please do not hesitate to contact the Hamlet office.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Stephen Maberri". The signature is stylized with large loops and a long horizontal stroke extending to the right.

John Stephen Maberri – Mudonyi

Chief Administrative Officer  
Hamlet of Kimmirut



## Appendix B. Community Notice

