



# DETAILS

## Non-technical project proposal description

English: The Government of Nunavut (Transportation and Infrastructure) is proposing to improve the sealift area in the Hamlet of Sanikiluaq, located on the Belcher Islands in Hudson Bay. The Project is in the Qikiqtani (Qikiqtaaluk, Baffin) Region within the municipal boundaries of the Hamlet of Sanikiluaq, at approximately 56°32.4' N and 79°15.0' W. The current sealift area is functional but limited by space and a relatively short tidal operating window. The area consists primarily of a gravel pad and with an uneven surface. There is one main access point though other access points are also used, particularly by ATVs. The intertidal zone is an extension of the gravel surface leading to a sloped beach composed of soft sands and gravels. The shallow subtidal zone is characterized by smaller cobbles and rocks. The area appears to be relatively unproductive due presumably to freezing and ice scour conditions that occur annually as well as the regular access by vehicles (largely trucks and ATVs). Tides at Sanikiluaq are diurnal (2x per day) and relatively subdued with a typical range of approximately +/-1 m between low and high tide. Improvements to the current sealift area would involve: 1. Expanding the sealift laydown area by placing gravel and fill, particularly to even out the surface; surface grading; and placing riprap armouring along the outside perimeter of the marine interface to protect against erosion and ice scour. 2: Widening the barge landing area to accommodate two barges simultaneously through gravel and fill placement and grading; and resloping the ramp/barge landing area to allow access during low tides. 3. Upgrading the entry/exit points and adding signage. The Project will not require new supporting infrastructure such as roads, borrow sources, or quarries, as current access to the sealift area is sufficient and deposits developed by the Hamlet of Sanikiluaq will be utilized for granular material and riprap. Aggregate sites are available both to the east and west of Sanikiluaq and are relatively close to the Project site (e.g., within 5 km). The estimated size of the current sealift area is approximately 0.4 ha (4,200 m<sup>2</sup>). The expanded size, including the laydown area, widened barge landing ramp, and protective riprap armouring would be approximately 1.1 ha (10,925 m<sup>2</sup>), adding approximately 0.7 ha or 6,725 m<sup>2</sup> of area to the current space used for the sealift and laydown. Construction would be seasonal, occurring ideally during the summer of 2026 but may require additional time in the summer of 2027 to complete. The estimated number of days on site is 90 (45 days each year), staffed by 7 people operating equipment. Anticipated environmental effects resulting from the Project are expected to be limited given that much of the area is already disturbed by the current sealift operation as well as by general public access. The Project footprint has been optimized to occur within areas of existing terrestrial disturbance. Potential effects to the marine environment will be limited by carrying out activities "in the dry" where possible, during falling or low tide conditions and would avoid placing materials in the shallow subtidal zone during the restricted timing window for fall spawning fish in Nunavut (August 15 to June 30). Additional mitigation measures include: • Verifying all construction-related equipment arrives on site in a clean condition. • Use of spill kits sized appropriately for the equipment involved, including spill kits within the construction area. • Vehicle maintenance, including washing, refueling, and servicing, to be carried out in areas well away from water. • Storage of fuel and other chemicals or lubricants will be well away from water. • Erosion and sediment control practices (e.g., silt fencing, stopping in periods of heavy rain etc.) will be practiced during Project implementation. With the implementation of the mitigation measures proposed, it is anticipated that potential effects (harm) to the terrestrial environment and fish and fish habitat related to the construction and future operation of the Sanikiluaq sealift improvement project can be avoided and/or limited.

French: Le Gouvernement du Nunavut (Transports et Infrastructures) propose d'améliorer la zone de transport maritime dans le Hameau de Sanikiluaq, situé sur les Îles Belcher dans la Baie d'Hudson. Le Projet se trouve dans la Région de Qikiqtani (Qikiqtaaluk, Baffin), à l'intérieur des limites municipales du Hameau de Sanikiluaq, à environ 56°32,4' N et 79°15,0' O. La zone actuelle de transport maritime est fonctionnelle, mais limitée par l'espace et une fenêtre d'exploitation par marée relativement courte. La zone est principalement composée d'une aire de gravier et d'une surface inégale. Il y a un point d'accès principal, bien que d'autres points d'accès soient aussi utilisés, particulièrement pour les véhicules tout-terrain (VTT). La zone intertidale est une extension de la surface de gravier menant à une plage en pente composée de sables fins et de gravier. La zone subtidale peu profonde se caractérise par de plus petits galets et rochers. La zone semble relativement improductive, vraisemblablement en raison des conditions de gel et de frottement de la glace qui surviennent chaque année,





pigiaqaqtunik, talvuuna ukiakhaliqan imaiqtitkaangatluuniit atuqtailiniaqtaaitlu iliugaiyaangat hunavalungnik ikatumi imaquqtuhinikkut kiklivikharni talvuuna kiklivikhaqaqtunik ukiakhaligumi ivayunik iqalungnik Nunavunmi (Niqiliqivik 15mi Imaruqtirvia 30mun). Ilaliutihimayut ihuaqhautit ilauyut:1.Naunaijarlugit tamaita nappaqtirinikkut-pidjutiqaqtun hanalrutit tikitpagiakhainnik najugaanun halumahimalutik.2.Aturniit kuvipkainikkut katitiqhimajunik aktilanginnik ihuaqtunik tamajanun ilaujunun, ilaujullu kuvipkainikkut hanaqidjutit iluani nappaqtirviujumi3.Aghaluutinik ihuaqhaiyut, ilauyut uaqhiyut, ughuqyuaqtut, uvalu ihuaqhaidjutit, havaktauyukhat hanigaini imaqangitumi.4.Tutquumavikhat uqhurjuanik aallaniklu hivuuranaqtunik kiniqtakhanikluuniit imarmiingittukhaujut. 5.Nunap hina nungutirnia marluvalungnik munagidjutikharnik atuqtakharnik (imaatun itunik, hiuralungnik avaliqutikharnik, nutqaqhimaarniq nipalligaangat hunavalungniklu) uuktuqtauniaqtun talvuuna Havaaqhangit aulatitiligumik.Tahapkununa aullaktikgutikhanik mikharut kayaknaitumik havagiyauyukhanik, naahugiyauyukhanik mikharut nakungigutauvaktunik (hivuuranaktunik) nunamiutanik avaatingnut imalu iqaluit iqaluit nirginiakvigiyainiklu atadjutauvaktunik mikharut havakhiktauyukhanik uvunalu hivunikgiktunik aullaktikgutikhanik talvanitunik Sanikiluq umiakyuakvit nakutkiyauyunik havagiyauyukhanik pitailiyaulat imalu/naliak havagiyaulimaitunik.

## **Personnel**

Personnel on site: 7

Days on site: 90

Total Person days: 630

Operations Phase: from 2026-06-23 to 2027-09-21

Operations Phase: from 2027-09-22 to 2052-09-22

Post-Closure Phase: from to

## Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
Sealift Improvement Area	Municipal and Industrial Development	Commissioners	The site is currently used as the sealift and laydown area and has been used as such historically as well.	There is no known archaeological or paleontological value in this area.	The area is within the municipal boundaries of the Hamlet of Sanikiluaq.

## Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Sanikiluaq	Robert Hedley	SAO	2025-07-23
Sanikiluaq	-	Sanikiluaq Council	2025-11-26
Sanikiluaq	-	Hunters and Trappers Association	2025-11-26
Sanikiluaq	-	Open House	2025-11-26
Sanikiluaq	-	Desgagnes-Transarctik	2025-08-26
Sanikiluaq	-	NEAS	2025-08-30

# Authorizations

Indicate the areas in which the project is located:

South Baffin

## Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Government of Nunavut, Community and Government Services	Land Use Permit	Not Yet Applied		
Fisheries and Oceans Canada	Letter of Advice	Not Yet Applied		
Transport Canada	Approval	Not Yet Applied		
Nunavut Planning Commission	In Process	Applied, Decision Pending		

## Project transportation types

Transportation Type	Proposed Use	Length of Use
Water	Expansion of the sealift area, including barge landing ramp and rip rap placement	
Land	Majority of project work to be conducted on land in existing sealift and laydown area	

## Project accommodation types

Community

# Material Use

Equipment to be used (including drills, pumps, aircraft, vehicles, etc)

Equipment Type	Quantity	Size - Dimensions	Proposed Use
Excavator	1	50 ton	Aggregate handling
Front end loader	1	20 ton	Aggregate loading
Rock truck	3	30-40 ton	Aggregate hauling
Bulldozer	1	20-40 ton	Aggregate spreading
Roller compactor	1	12 ton	Surface preparation

## Detail Fuel and Hazardous Material Use

Detail fuel material use:	Fuel Type	Number of containers	Container Capacity	Total Amount	Units	Proposed Use
Diesel	fuel	1	1	1	Liters	Fuel purchased from Hamlet
Lubricants and oils	hazardous	1	1	1	Liters	Maintenance of heavy equipment

## Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
0		

# Waste

## Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Information is not available				

### Environmental Impacts:

Some disturbance to the terrestrial environment is expected and has been offset by limiting the size of the overall project footprint. Disturbance to intertidal and shallow subtidal aquatic habitat is anticipated through the placement of gravel and riprap armouring. The habitat is generally of lower productivity due to annual ice formation and scour during the winter as well as regular access by people and vehicles, including barge traffic. Efforts will be made to limit effects to the intertidal and shallow subtidal zones by avoiding material placement during the restricted timing window for fall spawning fish (Aug 15-Jun 30). Erosion and sediment control practices will also be in effect during construction. Motorized equipment will be equipped with spill kits as will the construction area generally. Equipment will be in good repair prior to arriving at site and will be kept in good repair for the duration of the Project. Refueling and repairs will be carried out at established facilities within Sanikiluaq (i.e., away from water).

# **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**

### **Description of Existing Environment: Physical Environment**

The current sealift area is characterized by a gravel pad and with an undulating surface.

### **Description of Existing Environment: Biological Environment**

The upland/terrestrial area is largely unvegetated with some areas composed of dwarf woody vegetation and grasses. The intertidal zone is composed of a sloped beach composed of soft sand and gravel. The shallow subtidal zone supports smaller cobbles and rocks.

### **Description of Existing Environment: Socio-economic Environment**

The Hamlet of Sanikiluaq is serviced by the current sealift and laydown area. Improvements to the sealift as proposed would result in positive benefits to the community through employment opportunities during construction and improved operability and service of the sealift area over the longer-term.

### **Miscellaneous Project Information**

### **Identification of Impacts and Proposed Mitigation Measures**

Some disturbance to the terrestrial environment is expected and has been offset by limiting the size of the overall project footprint. Disturbance to intertidal and shallow subtidal aquatic habitat is anticipated through the placement of gravel and riprap armouring. The habitat is generally of lower productivity due to annual ice formation and scour during the winter as well as regular access by people and vehicles, including barge traffic. Efforts will be made to limit effects to the intertidal and shallow subtidal zones by avoiding material placement during the restricted timing window for fall spawning fish (Aug 15-Jun 30). Erosion and sediment control practices will also be in effect during construction. Motorized equipment will be equipped with spill kits as will the construction area generally. Equipment will be in good repair prior to arriving at site and will be kept in good repair for the duration of the Project. Refueling and repairs will be carried out at established facilities within Sanikiluaq (i.e., away from water).

### **Cumulative Effects**

No cumulative effects are anticipated.

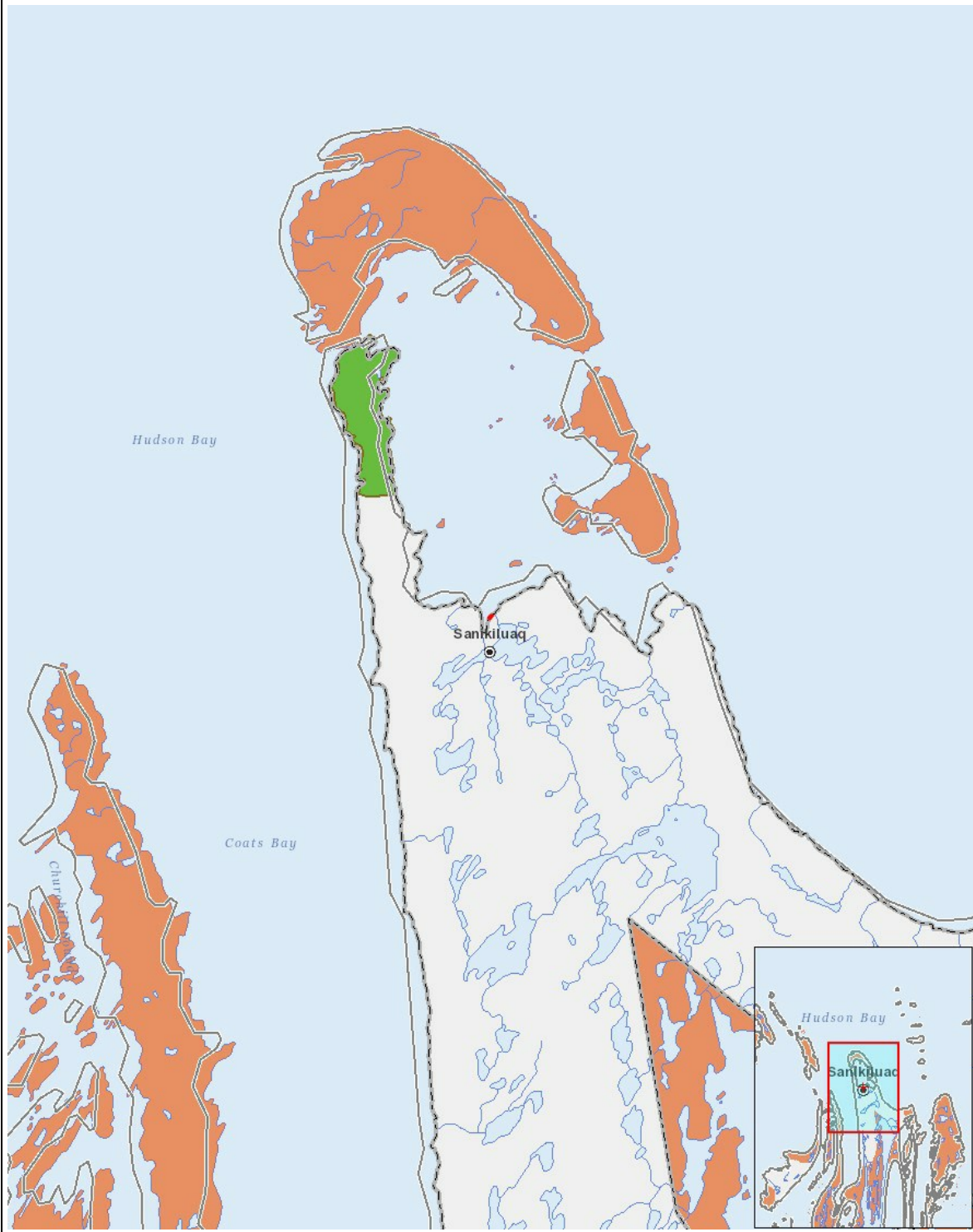
# Impacts

## Identification of Environmental Impacts

	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>Construction</b>																									
Municipal and Industrial Development	-	-	-	-	-	-	-	-	-	-	-	-	M		M	-	-	M	-		-	P	-	P	-
<b>Operation</b>																									
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<b>Decommissioning</b>																									
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(P = Positive, N = Negative and non-mitigatable, M = Negative and mitigatable, U = Unknown)

Project Location



List of Project Geometries

1	polygon	Sealift Improvement Area
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