

1 Project Overview

1.1 Introduction and Project Location

Worley Canada Services Ltd., operating as Worley Consulting, has been retained by the Government of Nunavut – Transportation and Infrastructure Nunavut (GN-TIN) to support the design of a Sealift in Arctic Bay, Nunavut (NU) (the Project, see Figure 1-2). Dynamic Ocean Consulting Ltd. (Dynamic Ocean) is supporting Worley Consulting on the permitting requirements for the Project.

To support permitting and inform the Project design phase, a field program (the Program) will be conducted in summer 2026. The Program will include baseline geotechnical investigations and, if required, archaeological studies. Construction of the Project is anticipated to commence in 2027.

Arctic Bay is located on northern Baffin Island, on the Borden Peninsula, in the Qikiqtaaluk Region of NU (73° 1.885'N, 85° 85.308'W, see Figure 1-1).

1.2 Letter and Project Intention

This letter provides information on the Program to support screening by the Nunavut Impact Review Board (NIRB), to determine whether the Program complies with the applicable land use plan. The application was submitted to the Nunavut Planning Commission (NPC; File No. 151160) on 31 March 2026, and a Conformity Determination was issued on 27 April 2026 (NPC, 2026).

The purpose of the Program is to assess ground conditions within the Project footprint for the Sealift laydown and ramp. The information collected will support the Project's detailed design and permitting.

1.3 Project Name

Arctic Bay Sealift Field Program.



Legend

- Project Location
- ▭ Study Area (50 m)

Sealift Footprint

- ▭ Improved Road and New Ramp
- ▭ Laydown



0 37.5 75 150 km

1:7,680,000

Spatial Reference
GCS: GCS WGS 1984
Datum: WGS 1984
Projection: Stereographic North Pole
Map Units: Metre

Drawn: AW
Edited: CL
Approved: VBC

Arctic Bay Sealift Project

ID: 11.0003 Rev: C Figure 1-1

Project Location



Legend

Study Area (50 m)

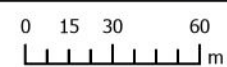
Sealift Footprint

Improved Road and New Ramp

Laydown



Project Location



1:2,600

Spatial Reference
 GCS: GCS North American 1983 CSRS
 Datum: North American 1983 CSRS
 Projection: Transverse Mercator
 Map Units: Metre

Drawn: AW
 Edited: CL, IG
 Approved: VBC

Arctic Bay Sealift Project

ID: 11.0001	Rev: C	Figure 1-2
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Arctic Bay Sealift Study Areas

2 Proponent and Representative Details

Contact information for the applicant (proponent), applicant representative, and field contact are provided in Table 2-1.

Table 2-1: Proponent and Contact Information

Information Request	Details
Proponent and Applicant: Government of Nunavut (GN)	
Name	Grant Woodbury Manager, Transportation Planning
Address	PO Box 1000 Station 200 Iqaluit, NU X0A 0H0
Telephone / Fax	1-867-975-6773
Email	GWoodbury1@gov.nu.ca
Applicant Representative: Dynamic Ocean	
Name	Laura Borden, MSc., RPBio. Senior Marine Scientist
Address	2901 Murray Street Port Moody, BC V3H 1X3
Telephone / Fax	1-604-928-0193
Email	Laura@dynamicocean.ca
Field Supervisor Contact: Worley Consulting	
Name	Jeff Gibson, NU & BC PLEng. Senior Associate Engineering Geologist
Address	Suite 200, 2930 Virtual Way Vancouver, BC V5M 0A5
Telephone / Fax	1-604-779-1884
Email	Jeffrey.gibson@worley.com

3 Project Description

3.1 Project Scope

The Program includes a geotechnical investigation consisting of test pits at the Sealift site, dug using an excavator. Archaeological studies may be undertaken if required. Please refer to Section 2.1 (Table 2-1) of the Dynamic Ocean Environmental Management Plan (EMP) for more information on Program Activities (Dynamic Ocean, 2026).

3.2 Study Areas

The Program Study Area will be inclusive of the potential Sealift site (hereafter referred to as the Sealift Site Study Area), including the Project footprint and a 50 m buffer surrounding it (Figure 1-2).

3.3 Schedule

The Program will be carried out in the 2026 open-water season and will occur over a period of two days.

3.4 Personnel

The crew size is expected to include three people (Table 3-1). The primary Point of Contact (PoC) will be the Worley Consulting Field Supervisor (see contact details in Section 2 (Table 2-1)). A heavy equipment operator and a local wildlife monitor will also support the Program.

Program personnel travelling to the site will use commercial air travel.

The Program is committed to full compliance with the GN’s Nunavummi Nangminiqaqtunik Ikajuuti (NNI) Policy (01 April 2017) and will aim to maximize participation of Inuit labour, training and Inuit-owned businesses on the Program (GN, 2017).

Table 3-1: Personnel Numbers for the Program

Total Number of Personnel	Total Number of Days on Site per Season	Total number of Person Days per Season
3	2	6

4 Consultation

4.1 Consultation Summary

The community has been informed about the proposed Program. In-person discussions about concerns with Sealift operations and the need for its relocation began in 2021 as part of Fisheries and Oceans Canada (DFO)'s Small Craft Harbour (SCH) project. Community consultations dedicated specifically to the Project and the proposed Program were held in March 2026.

A range of methods and materials were used to engage residents, hunters, fishers, and other stakeholders, including design workshops, meetings and interviews. These activities were supported by presentations, large posters, concept drawings, photographs, and maps. Consultations included design workshops with the Hamlet of Arctic Bay and the Ikajutit Hunters and Trappers Association (HTA), meetings with the Mayor and Hamlet Council, and one-to-one meetings with Hamlet staff and store managers.

Further consultations are planned to share results from the Program and a refined design concept with the community. Along with meetings with the Hamlet and HTA, these consultations will also include a public information booth at the Co-op, meetings with the Nauttisuqtiit (Guardians), Nunavut Tunngavik Incorporated (NTI), Qikiqtani Inuit Association (QIA) and interviews with key knowledge holders, providing residents with additional opportunities to learn about the Project and share their feedback.

Project information shared with the community to date includes:

- Project overview including funding and schedule.
- Consultation to date.
- Summary of community feedback.
- Sealift safety improvements concept.
- Proposed quarries and haul routes (including discussion on anticipated impacts during construction).
- Field activities.
- Permitting process including NIRB, DFO – Fish and Fish Habitat Protection Program (FFHPP) and Transport Canada (TC) – Navigation Protection Program (NPP).

See Appendix A for the letters of support from the Hamlet of Arctic Bay and the Ikajutit HTA.

4.2 Proposed Use of Local and Inuit Knowledge (IQ)

Traditional land use and environmental knowledge from key knowledge holders, including the HTA and the Nauttisuqtiit (guardians), will guide and complement the design and Program data collection. Verification meetings with knowledge holders will also be conducted after the Program is complete to discuss the results and verify that local knowledge has been accurately and appropriately interpreted and presented.

5 Project Map

See Figure 1-1 and Figure 1-2.

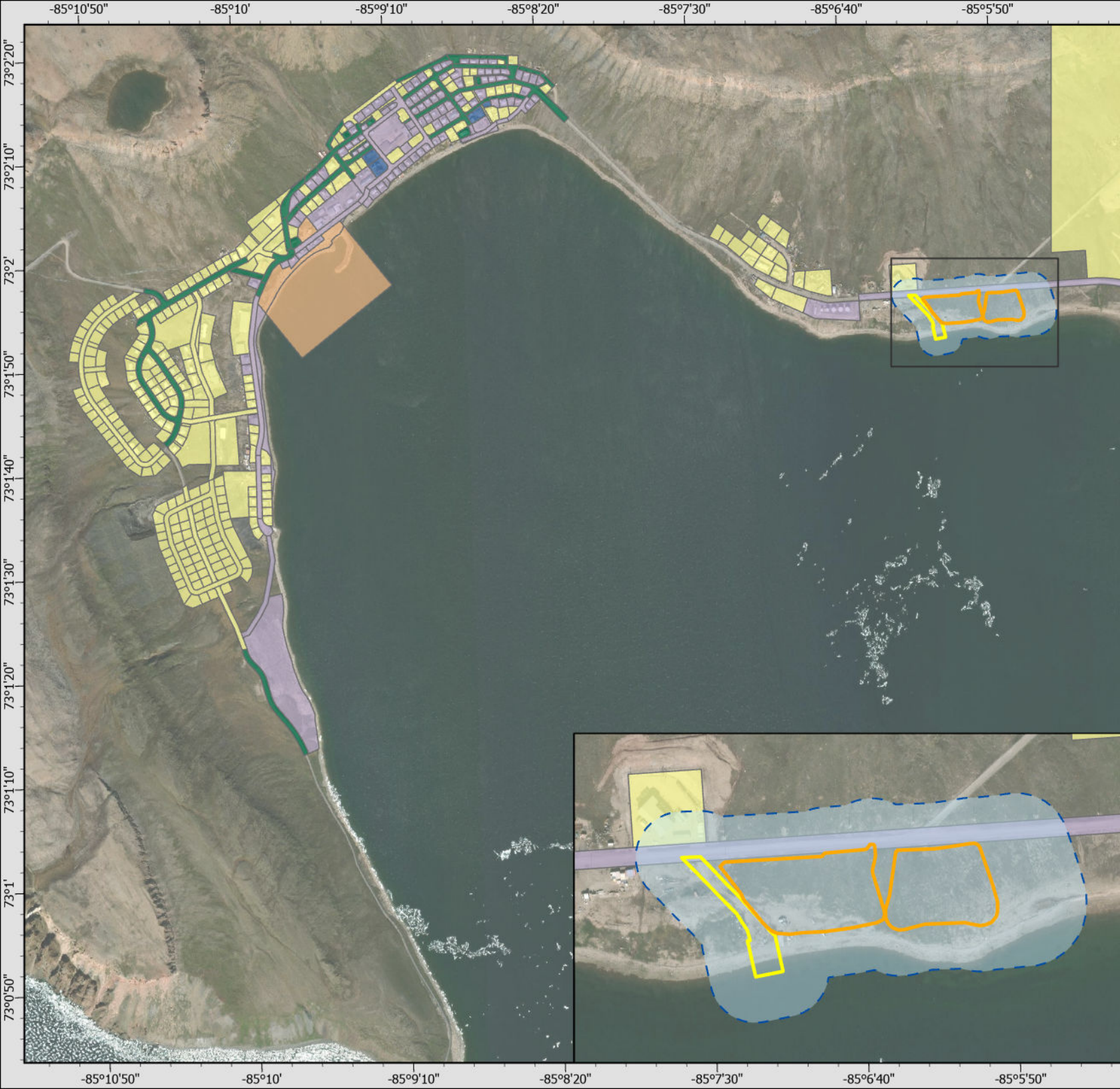
6 Land Use and Licensing

6.1 Land Use

The Program will occur within the land use areas described in Table 6-1 and visualised in Table 6-1.

Table 6-1: Land Use and Ownership

Administrative Boundary	Qikiqtaaluk Region
Planning Region	Qikiqtaaluk Region
Land Use	Field activities which, by NPC’s descriptions, would be most closely categorized as scientific research
Land Ownership	Untitled Municipal Land



Legend

- Study Area (50 m)
- Land Jurisdiction - Interaction**
- Commissioner's Land
- Municipal
- Land Jurisdiction - No Interaction**
- Federal
- Private
- Untitled Municipal
- Sealift Footprint**
- Improved Road and New Ramp
- Laydown



1:15,000

Spatial Reference
 GCS: GCS North American 1983 CSRS
 Datum: North American 1983 CSRS
 Projection: Transverse Mercator
 Map Units: Metre

Drawn: AW
 Edited: CL
 Approved: VBC

Arctic Bay Sealift Project

ID: 11.0002 Rev: C Figure 6-1

Arctic Bay Sealift Land Based Jurisdictional Boundaries



6.2 Permitting

Authorities Having Jurisdiction (AHJs) that may be required to issue permits or be engaged for the Program are summarized in Table 6-2.

Table 6-2: Licenses and Permits Relevant to the Program

Legislation	Authority Having Jurisdiction	Permit / Approval	Program Aspect	Required	Description
Territorial Requirements					
Nunavut Land Claims Agreement Act, Article 11 <i>Nunavut Planning and Project Assessment Act</i> (NuPPAA)	NPC	Conformity Determination	All.	Yes.	All activities within Nunavut were assessed for conformity with approved Land Use Plans. The NPC has confirmed that the Program conforms with the applicable Land Use Plan. The Program has been referred to the NIRB, as it does not fall within the classes of exempt works or activities set out in Schedule 12-1 of the Nunavut Agreement.
<i>Nunavut Land Claims Agreement Act</i> , Article 12 NuPPAA	NIRB	Screening Decision Report (SDR)	All.	Yes.	<p>The NIRB is responsible for assessing the ecosystemic and socioeconomic impacts of projects within the Nunavut Settlement Area (NSA), and for monitoring approved projects in accordance with Article 12 of the Nunavut Agreement. The impact assessment process in Nunavut is established under the NuPPAA.</p> <p>This submission is provided in support of the NIRB’s screening of the Program pursuant to Part 4 of the Nunavut Agreement. The screening process is anticipated to be completed within approximately 45 to 60 calendar days, including a 21-day public consultation period.</p>
<i>Nunavut Scientists Act</i>	Nunavut Research Institute (NRI)	Research Registration	All.	Yes.	<p>Under the <i>Scientist Act</i>, work contracted strictly to support community infrastructure requirements, without any academic or scientific research component, do not require a Scientific Research License from the NRI.</p> <p>The NRI recommends projects to be registered with the Nunavut Research Portal to provide open access to information about work conducted in NU (Isirvik, 2026).</p>

Legislation	Authority Having Jurisdiction	Permit / Approval	Program Aspect	Required	Description
Schedule 2 of the Nunavut Water Regulations	Nunavut Water Board (NWB)	Water License	Withdrawal of fresh water.	No.	There will not be drilling in the Program, and therefore water withdrawal is not required.
<i>Commissioner's Land Act</i> Commissioner's Land Regulations	GN-CS (Lands Division)	Land Use Permit (LUP)	Land-based activities on untitled municipal lands.	Yes.	The Sealift footprint (see Table 6-1) is located on Untitled Municipal land, as defined in the Municipal Land Administration Policy (GN, 2023). Therefore, a LUP is expected to be required.
<i>Nunavut Act</i> <i>Nunavut Land Claims Agreement Act</i> Nunavut Archaeological and Palaeontological Sites Regulations (NAPSR)	GN-Department of Culture and Heritage (CH)	Class 2 Archaeologist Permit	Any activity that has the potential to interfere with areas of archaeological importance.	Dependent on location of ground interaction activities at the Sealift site (above Low-Water-Line (LWL)).	It is possible that an Archaeological Impact Assessment (AIA) will need to be performed which will require a Class 2 Archaeologist Permit. If this is required, the AIA will be supported by a professional archaeologist recognized by the GN Territorial Archaeologist.
Federal Requirements					
<i>Fisheries Act:</i> <ul style="list-style-type: none"> Section 34.4(1). Section 35(1). Marine Mammal Regulations (MMR) Aquatic Invasive Species Regulations (AISR)	DFO-FFHPP	Request for Review (RFR) to obtain a Letter of Advice (LoA)	Marine-based activities.	No.	A RFR is not required because it is not expected that there will be residual negative effects subsequent to the implementation of mitigation and monitoring measures outlined in the EMP. The EMP has been provided to the NIRB and other AHJs, which will outline the measures to be implemented to minimize negative environmental effects. Specific to the marine environment, this will include consideration for accidental spills.

Legislation	Authority Having Jurisdiction	Permit / Approval	Program Aspect	Required	Description
<i>Territorial Lands Act</i> Territorial Land Use Regulations	Crown-Indigenous and Northern Affairs Canada (CIRNAC) ¹	LUP	Activities with ground interaction below Ordinary High-Water Line (OHWL).	No.	Not expected to be required for the Program. Dynamic Ocean has engaged with CIRNAC on a similar program that would utilize the same equipment and were informed a LUP was not required (pers. Comm. Victoria Burdett-Coutts).

¹ The requirement for LUPs from CIRNAC will be dependent on the status of devolution.

7 Material Use

The following equipment and materials are expected to be required for the Program.

7.1 Equipment

Equipment expected to be required for the Program is summarized in Table 7-1. Exact specifications of the excavator will be determined closer to the Program, but the type of excavator used is not expected to change the potential environmental effects.

Table 7-1: Equipment Use

Activity	Equipment Used	Quantity	Size & Dimensions	Proposed Use
Test pits	Excavator	1	30 to 40 ton	The excavator will be used to dig test pits.

7.2 Fuel Use

Fuel use and storage methods are outlined in Table 7-2.

Table 7-2: Fuel Use and Storage Methods

Fuel	Number of Containers	Total Amount of Fuel (L)	Proposed Use	Proposed Storage Method
Diesel	1	200	Excavator	N/A, fuel will be dispensed as needed from existing facilities.

7.3 Hazardous Materials

No hazardous materials are anticipated to be required for the Program.

7.4 Water Use

No water usage is anticipated during the Program.

7.5 Waste Management

Waste management for the Program will employ a ‘pack in, pack out’ policy. Bulk waste is not anticipated. Some non-combustible waste will be created from consumables during sampling (bottles, bags, gloves, etc.). Sewage and human waste will be managed using existing facilities.

Waste management activities are outlined in Table 7-3.

Table 7-3: Waste Management – Types and Disposal Methods

Type of Waste	Projected Amount Generated	Method of Disposal	Additional Treatment Procedures
Non-combustible wastes	Up to 10 large garbage bags	“Pack in, pack out”	N/A
Sewage and human waste	N/A	Existing facilities	N/A

8 Environmental Management

8.1 Potential Environmental and Social Impacts

Potential environmental and social impacts that may occur during the Program are described in Table 8-1. An EMP has been developed to address these impacts, with mitigation measures and Best Management Practices (BMPs) designed to comply with all applicable regulatory requirements and with relevant AHJs.

Table 8-1: Environmental Effects and Mitigation

Environmental Effect	Mitigation
Disturbance to marine mammals and fish	<ul style="list-style-type: none"> • Test pits in the intertidal area will be conducted in out-of-water conditions. • See Sections 4.1, 4.3, 4.4, and 5.3.4 (Table 5-4) of the EMP for more information (Dynamic Ocean, 2026).
Terrestrial wildlife and vegetation	<ul style="list-style-type: none"> • All field personnel will participate in wildlife safety training, including bear safety training. This will be carried out during the site orientation. • Waste material bins will be present to prevent scavenging by wildlife and feral animals, as well as to control odour. • All field personnel will be instructed that the feeding of terrestrial and marine wildlife is prohibited. • See Sections 4.7 and 5.3.5 (Table 5-5) of the EMP for more information (Dynamic Ocean, 2026).
Accidental spill	<ul style="list-style-type: none"> • A Spill Emergency Response Plan (SERP) will be in place during the Program. • All spills will be reported in accordance with the Spill Contingency Planning and Reporting Regulations by calling the 24-hour Spill Report Line at 867-920-8130. • Emergency response kits and spill kits will be onsite and will be appropriate to the type and quantity of fuel associated with the Program. Spill kits will contain materials appropriate for the potential products to be spilled, taking into consideration the surrounding environment and seasonal conditions. The emergency response kits will include appropriate Personal Protection Equipment (PPE) such as gloves and goggles. • See Sections 4.6 and 5.3.12 (Table 5-12) of the EMP for more information (Dynamic Ocean, 2026).
Water, sediment and air quality management	<ul style="list-style-type: none"> • Machinery and equipment will be maintained in good working order to minimize emissions. • The footprint of the test pits is not expected to be impactful to the seabed, and turbidity generated once the tide rises is not expected to result in exceedances of the federal Canadian

Environmental Effect	Mitigation
	<p>Council of Ministers of the Environment (CCME) Water Quality Guidelines (WQG) (CCME, 1999).</p> <ul style="list-style-type: none"> • Test pits will be completed in out-of-water conditions and will be backfilled on the same tide cycle. • See Sections 4.2 and 5.3.3 (Table 5-3) of the EMP for more information (Dynamic Ocean, 2026).
Disruption of traditional use of proposed Study Areas	<ul style="list-style-type: none"> • Arrival of the Program team will be communicated in advance of the Program. There are no aspects of work required that would modify the use of terrestrial or marine areas by the community. • See Section 5.9 (Table 5-9) of the EMP for more information (Dynamic Ocean, 2026).
Disturbance of heritage resources	<ul style="list-style-type: none"> • If archaeological assessment is required during the Program, appropriate permits will be in place. • See Section 2.1 (Table 2-1) of the EMP for more information (Dynamic Ocean, 2026).
Increased overall anthropogenic presence within Study Areas	<ul style="list-style-type: none"> • The crew will be small, and they are conducting non-invasive, short-term studies. • See Sections 3.1 and 3.4 of this document for more information.

9 References

- Aquatic Invasive Species Regulations*. SOR/2015-121. Last amended: June 4, 2021. Enabling Act: *Fisheries Act*. Available at: <https://laws-lois.justice.gc.ca/eng/regulations/sor-2015-121/FullText.html>. Accessed: June 2025.
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- Nunavut Land Claims Agreement Act*. SC 1993, c. 29. Last amended: May 21, 2004. Available at: <https://laws-lois.justice.gc.ca/eng/acts/n-28.7/>. Accessed: August 2025.
- Nunavut Planning and Project Assessment Act*. SC 2013, c. 14, s. 2. Last amended: May 27, 2022. Available at: <https://laws-lois.justice.gc.ca/eng/acts/N-28.75/>. Accessed: August 2025.



Nunavut Waters Regulations. SOR/2013-69. Enabling Act: *Nunavut Land Claims Agreement Act, Nunavut Waters and Nunavut Surface Rights Tribunal Act*. Available at: <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2013-69/index.html>. Accessed: November 2024

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Territorial Land Use Regulations. CRC c. 1524. Last amended: 16 December 2024. Enabling Act: Territorial Lands Act. Available at: https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1524/. Accessed: August 2025.

Territorial Lands Act. RSC 1985, c. T-7. Last amended: July 15, 2019. Available at: <https://laws-lois.justice.gc.ca/eng/acts/T-7/>. Accessed: November 2024.

Appendix A: Letters of Support

located (adjacent to our boat harbour). The proposed improvements are expected to enhance safety, eliminate conflicts between users, and provide long-term benefits to our community.

The Hamlet of Arctic Bay 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 be 'R. Moretti', written over a horizontal line.

Mr. Roberto Moretti
Chief Administration Officer
Hamlet of Arctic Bay



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IKAJUTIT HUNTERS & TRAPPERS ORGANIZATION

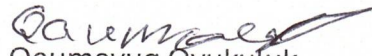
Hunters and other boaters in our community currently deal with very dangerous conditions due to congestion and conflicts with barges during sealift operations. The Project will improve safety during sealift time and provide a much-needed laydown and storage area by relocating our sealift away from where hunters and boaters access the water.

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 HTA office.

Thank you,


Qaumayuq Oyukuluk

Ikajutit HTA chairperson