

Demande de la CNER faisant l'objet d'un examen préalable #125345

Monitoring Seasonal Environmental Change in Rivers of the Kitikmeot Region

Type de demande :	New
Type de projet:	Scientific Research
Date de la demande :	5/7/2018 3:07:12 PM
Period of operation:	from 0001-01-01 to 0001-01-01
Autorisations proposées:	from 0001-01-01 to 0001-01-01
Promoteur du projet:	Kristina Brown Fisheries and Oceans Canada Institute of Ocean Sciences, 9860 West Saanich Rd, P.O. Box 6000, Sidney BC V8L 4B2 Canada Téléphone :: 778-835-8374, Télécopieur ::

DÉTAILS

Description non technique de la proposition de projet

Anglais: Monitoring Seasonal Environmental Change in Rivers of the Kitikmeot Region Project Description: Rivers directly link the land and the ocean by delivering freshwater, heat, nutrients, and carbon to the coastal system. Observing river systems is therefore key to understanding the impacts of terrestrial environmental change on Arctic ocean health. This project aims to enhance our capacity to directly observe the physical and biogeochemical characteristics of rivers across the Kitikmeot Region by developing in-situ observational systems ("river moorings") to carry out these measurements continuously. These river moorings will provide the first time series observations of river physical and biogeochemical parameters in the Kitikmeot Region, observations that are crucial to understanding and predicting the impacts of terrestrial change on the Kitikmeot marine system. This project proposes to deploy four (4) autonomous observational systems (moorings) in rivers throughout the Kitikmeot Region for the continuous measurement of physical and biogeochemical properties of these rivers over the summers of 2018 and 2019. Moorings will record measurements of the river's physical conditions, including temperature, conductivity, and water level, as well as biogeochemical parameters, including dissolved oxygen content, turbidity (cloudiness), and coloured dissolved organic material (CDOM) concentration. The proposed project has three main parts: (1) deployment; (2) recovery; and (3) assessment for future applications. Deployment: River moorings will be deployed within four (4) rivers throughout the Kitikmeot Region, including the Tree River, Hood River, Burnside River, and Western River. Each river mooring will be deployed from a float plane, within the river's main channel, close to the river mouth. Each mooring will be held in place by a river-bottom anchor, as well as a shore line fixed with a metal stake. Recovery: After approximately 2-months of measurements, river moorings will be completely removed from all four river locations. Access to the sites for recovery will be carried out either by float plane or by a small aluminum skiff launched from the R/V Martin Bergmann. Assessment: A primary goal of this project is to develop observational arrays that can be used by community-directed research programs in Kugluktuk and Cambridge Bay to inform community concerns around environmental stewardship. Lessons learned during the development, deployment, and recovery of the river mooring arrays will be discussed with local community groups to develop river mooring systems that directly meet community monitoring needs. This project contributes directly to Polar Knowledge Canada's research priorities to collect observations on the present state of the Kitikmeot Marine Region. Results from this project will be shared with the communities of Kugluktuk and Cambridge Bay, as facilitated through local contacts such as the Kugluktuk HTO, Cambridge Bay HTO, and Canadian High Arctic Research Station.

Français: N/A

[illegible]

Inuinnaqtun: Amiqhayingangit Hilaup Aallannguqpallianinga Kuukkanan iluani Qitirmiut Havaatigut Tukiliutaa: Kuukkait taimaa katilviuvaktangit nunanut taryurnullu turaaqhivaktut halumayumik imait, uunnarninga, ilulingnut aturnaqtut, anirninut taryum hinaanut. Tautukhutik kuukkait taimaa kangiqhittiarnaqhutik aktuqhimaningit uumani nunamiuttait avataita aallannguqpallianianut Ukiuqtaqtuq taryuata aanniarnairutinga. Una havaak hivunigivlugu pivalliyakhaat inikhautivut ayurnaittumik tautukhimalugit qaanganiittut iluaniittut uumayuit ilitquhiita kuukkanut tamainnut Qitirmiut Avikturnianit pivallianahuarlugit iluani (“kuukkanut tulagviat”) havaktaugiami uuktuqhimaatqakhait. Hapkuat kuukkat tulagvingit ikayuutauniaramik tautunngaqhimalugit kangiqhiyuummirahuariami aktuqhimaningit uumani nunamiuttait aallannguqpallianingit qaangani Qitirmiut imarmiuttauyut. Una havaangit tukhiutigiyangit iliurailugit hitamat (4) inmi munariyauyut tautuktakhaat (tulagvit) iluani kuukkait tamainnut Qitirmiut Avikturniani uuktuqhimmataqtut nunaup qaanganiittuq imaup ilaliutitlit kuukkanut auyangnguraangat 2018 mi 2019 milu. Tulagvit illitupkainiaqtut nalunaqihlutik kuukkam ilitquhingit qanurilinganingit, uuminngalu niklaumaninga, qanuq naunairahuaqtangit hakugingnia, imaup aktilaanga, ilaurutigiit ilitquhiita, uuminngalu nungutpaktut anirniqarumik ilaliutinga, takunnarluangngittut halumailrua (halumaininga), avitaangillu nungutpaktut uumayuit ilulgit (CDOM) ihuqhiyuq ilahimagamik. Una tukhiutigiyangit havaatigut pingahunit ilaqaqtut: (1) auladjutinga; (2) utiqhimananga; unalu (3) ihivriurninga hivunikhamut atuqtakhainnit. Auladjutinga: Kuugaq tulagvingit auladjutauniaqtut iluani hitamat (4) kuukkat tamainnut Qitirmiut Avikturniani, ilaginiaqtangit Kugluktualuk Kugaa, Hivogakhit Kugaa, Qingauk Kugaa, unalu Kiluhiktuk Kugaa. Tamaat kuugaq tulagvingit iliurainiaqtuq kuukkam ataanit kihaqhimalugit, uuminngalu hinaanit ihuaqhimaniaqtuq uuminngat havigalik tunngavikhamut. Utiqhimananga: Malruk tatqiqhiutigut uuktuutiginiaqtangit, kuukkam tulagvingat ahivaqpiqhimananiaqtuq hamannat tamaat kuukkat nayugaanit. Pinahuaqtangit nayugaanut utiqtakhainnit agyaqtakhait uuminngat puptalaaqtukkut tingmianut uumaniluunait havigalingnit agyaqtuutikkut uvannat umiakkut R/V Martin Bergmann. Ihivriurningit: Hivunnani hivunikhaa havaariyakhanut pivalliyakhaq tautukhimayangit kitiirningit parnautigiyakhaat nunaqatigiiktunut-aulavikhangit qauihiyaqtut piliriakhat Qurluqtumi Iqaluktuuttiarmilu illituvikhaat nunalingni ihumaaluutigiyangit avataanut avatingnut munaqhainikhanut. Ilihautikhangit illituvikhangit pivallianikhainut, iliurainingit, utiqhimaningit kuukkait tulagvikhangit illituvikhangit kitiirningit nalunaiyaqhimaniaqtangit nunaqatigiiktunut ilauhimayut pivalliyakhaat kuukkanut tulagvikhait tunigiangani nunalingnit amiqhaidjutinut piyumayangit. Una havaangit aulapkaikhimayangit uumani Ukiuqtaqtuq Qauiharningit Kanata’m qauihaqhimayangit hivunikhaat kititiqhimayangit tautukhimayangit ublunganit ilitquhingit haffumani Qitirmiunmi Imarmiuttangit Avikturnia. Nalunaqihiiyangit haffumani havaangit avvautiginiaqtangit nunaliit Qurluqtuq Iqaluktuuttiarmilu, nunaqatigiiktunut tuhaqtittiniaqtangit Qurluqtuq HTO ngit, Iqaluktuuttiq HTO ngit unalu Kanatamiunut Ukiuqtaqtumi Qauiharvingit.

Post-Closure Phase: from to

Activités

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
Tree River	Other	Crown	N/A	N/A	N/A
Hood River	Other	Crown	N/A	N/A	N/A
Burnside River	Other	Crown	N/A	N/A	N/A
Western River	Other	Crown	N/A	N/A	N/A

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Information is not available			

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
Institut de recherche du Nunavut	Authorization requested to carry out scientific research in the proposed Kitikmeot rivers	Not Yet Applied		

Project transportation types

Transportation Type	Quantité	Utilisation proposée	Length of Use
Air	0	Cessna 206 (float plane) or de Havilland Beaver (float plane)	
Water	0	aluminum boat (18ft)	

Project accomodation types

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
Cessna 206 float plane	1	N/A	Travel to site
de Havilland Beaver float plane	1	N/A	Travel to site

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
Gasoline	fuel	2	22.3	44.6	Liters	fuel for aluminum boat
Aviation fuel	fuel	1	443	443	Liters	float plane travel

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0	By hand, using a 50mL syringe and by small peristaltic pump	1-5 L river water sampled for geochemical parameter determination; Sampling will be carried out after river mooring deployment, at the same location at river mid-channel

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Other	Other, Household garbage	N/A	Any trash generated on site (plastic wrap, cardboard etc.) will be taken back to Cambridge Bay and disposed of in the household waste stream, any recyclable materials will be taken south for disposal in appropriate facilities.	No negative impact to the environment is anticipated, all moored equipment will be removed at the end of each season.

Répercussions environnementales :

No negative impact to the environment is anticipated, all moored equipment will be removed at the end of each season. Any trash generated on site (plastic wrap, cardboard etc.) will be taken back to Cambridge Bay and disposed of in the household waste stream, any recyclable materials will be taken south for disposal in appropriate facilities.

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 de l'environnement existant : Environnement physique

All 4 proposed mooring locations are in the main river channel, upstream of the river mouth.

Description de l'environnement existant : Environnement biologique

N/A

Description de l'environnement existant : Environnement socio-économique

N/A

Miscellaneous Project Information

River moorings will be deployed in four (4) rivers throughout the Kitikmeot Region using a float plane. The rivers will be accessed early in the season after spring ice break up (late-July 2018, mid-June 2019). Site selection will be as close to the river mouth as possible, based on float plane access to the main channel, keeping up-stream of the tidal influence. The moored system will be anchored to the bottom of the river, mid-channel, in 1 – 4m water depth. The mooring's location in space will be maintained with an upstream fluke anchor, as well as a shore line. A float will be used to keep the system upright, all attempts will be made to keep this float below the surface at the time of deployment. Once each mooring is deployed, river water samples for the determination of geochemical parameters will be collected to calibrate instruments. Mooring recovery will take place in late August or early September, either by water (small boat) or by air (float plane). Ship access to the river mouth may be possible aboard the RV Martin Bergmann, in which case the ship's aluminum skiff will be used to access the river and recover the moorings. Alternatively, the mooring may be recovered by air using a float plane, with the same approach as deployment.

Identification des répercussions et mesures d'atténuation proposées

No negative impact to the environment is anticipated, all moored equipment will be removed at the end of each season. Any trash generated on site (plastic wrap, cardboard etc.) will be taken back to Cambridge Bay and disposed of in the household waste stream, any recyclable materials will be taken south for disposal in appropriate facilities.

Répercussions cumulatives

N/A

Impacts

Identification des répercussions environnementales

Construction																								
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-
Exploitation																								
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-
Désaffectation																								
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-

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