ᓄᓇᕗᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑎᒍᑦ ᑐᒃᓯᖅᑰᑦ ᕿᒥᕐᕈᔭᒃᓴᖅ #125425

UnderSea Fibre Optic Cable Installation

ᑐᒃᓯᖅᑰᑕᐅᔪᖅ ᖃᓄᐃᑦᑰᓂᖓ:	New
ᐱᓕᕆᐊᕆᔭᐅᔪᒪᔫᑉ ᖃᓄᐃᑦᑰᓂᖓ:	ᓄᓇᓕᐅᑉ ᓯᓇᒃᓴᖏᓐᓄᑦ
ᐅᓪᓗᖓ ᑐᒃᓯᖅᑰᑎᓕᐊᕕᓂᐅᑉ:	12/3/2018 4:37:00 PM
Period of operation:	from 0001-01-01 to 0001-01-01
ᑲᔪᓯᒃᑲᐃᔨᐅᓂᐊᕋᓯᒋᔭᐅᔪᑦ:	from 0001-01-01 to 0001-01-01
ᐱᓕᕆᐊᖅᑭᒪᔪᖅ:	Jean-Francois Bouchard Government Nunavut - Community and Government Services P.O. Box 1000 STN 700 Iqaluit Nunavut X0A 0H0 Canada ᐅᖄᓚᐅᑏᑦ: 867-975-6416, ᓱᑲᔪᒃᑯᑦ:

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ᖃᓄᐃᑦᑐᑎᓂᒃ ᐱᓕᕆᔨᖃᐅᔨᓕᕆᔨᖏᓐᓂᒃ

ᖃᓄᖅᓄᓇᑎᑐᑦ: The Department of Community and Government Services, Government of Nunavut is proposing the Undersea Fibre Optic Cable Installation Linking Greenland, Nunavut and Quebec Project. The Project will construct a submarine fiber optic system connecting Iqaluit, Kimmirut and Cape Dorset with an international connection to Nuuk, Greenland. The installation will include the future capability to connect to northern Baffin Island and the Kivalliq region. An additional component of the Project proposes to install fibre optic cable from Sanikiluaq to a similar fibre project to be installed by the Kativik Regional Government in Nunavik, Quebec. The scope of the Project comprises the submarine infrastructure and cable landing infrastructure and includes the construction, operation, maintenance, decommissioning and abandonment of a fibre optic cable system.Approximately 2,400km of fibre optic cable will be installed including all submarine and cable-landing infrastructure, the fibre optical cable, powered repeaters, and line terminating equipment, power-feeding equipment and monitoring equipment.Based on the current timeline, the Project will begin construction in the summer of 2019 for some of the terrestrial components and install the marine cable infrastructure during the open water season of 2020. It is expected that the project in-service operation will begin in the first quarter of 2021. The life expectancy of the system is expected to be over 25 years.For the marine operations, different classes of vessel and equipment may be required. The vessels are usually mid-sized and are commonly used in Canadian waters. The cable is installed using a cableship which will operate during the open water during the August-September 2020 installation window. Depending on the operations to be undertaken, the crew of the cableship will consist of approximately 40 to 80 personnel including the master, chief mate, chief engineer and medically trained personnel. Staff scheduling will plan for work to be carried out continuously over a 24-hour per day basis for the offshore activities. Marine and habitat observers will be on board to ensure there is no interference with fisheries or mammals. In addition, 2 or more, shallow draft vessels or barges may be required for shore-end cable installation at landing sites. The type of vessel to be used will depend on the installation methodology, which will be determined based on the results of the marine survey.On the terrestrial side, the installation of the cable at the landing sites and to the cable station will require heavy machinery. Horizontal Directional Drilling may be required to provide a trenchless method of installing the cable from shore to off-shore. For the shore-landing component, a concrete vault known as a Beach Manhole will be constructed approximately 10 to 30 m inland from the mean high water tide level. A winch of sufficient strength is securely anchored on the beach adjacent to the location of the manhole. Where a traditional landing is possible, a trench is excavated during low tide to a depth of approximately 2 to 3 m from the manhole over the exposed beach to the low tide mark. The cable is then pulled from the cableship with floats identifying its location in the water. A small boat or divers are then used to place the cable on the seabed and beach trench. Once in place, the beach trench is backfilled to the original elevation. Cable burial to 1 to 3 m on the beach is performed with an excavator and limited to the depth of loose sediment over underlying rock. If required, horizontal directional drilling will be undertaken to connect the marine cable to the manhole. The cable installation contractor will place terrestrial markers at each landing site to remind residents and boaters of the presence of the cable. Once buried, the land in the right-of-way for the cable route will be restored to its previous condition.Human resources required for project construction are highly skilled and specialized. For the most part, workers will be existing employees of the contractors retained for project construction. Contracting opportunities exist for the supply of various materials and equipment, fuel, materials storage and inspection services. Local contractors and residents would be hired to build and install the beach manholes and backhaul tie-ins.

ᐅᐃᐧᐃᑎᑐᑦ: Le ministère des Services communautaires et gouvernementaux du Nunavut propose le projet d'installation de câbles à fibres optiques sous-marins entre le Groenland, le Nunavut et le Québec (Undersea Fibre Optic Cable Installation Linking Greenland, Nunavut and Quebec).Ce projet vise la construction d'un réseau sous-marin à fibres optiques reliant Iqaluit, Kimmirut et

Cape Dorset à une connexion internationale avec Nuuk, au Groenland. L'installation serait prévue pour une connexion future avec la région du Kivalliq et le nord de l'ile de Baffin. De plus, un câble à fibres optiques serait installé à partir de Sanikiluaq pour se connecter à celui d'un projet similaire de l'Administration régionale Kativik du Nunavik, au Québec.Le projet comprendrait l'infrastructure sous-marine, l'infrastructure d'atterrissement des câbles ainsi que la construction, l'exploitation, l'entretien, la mise hors service et l'abandon d'un réseau de câbles à fibres optiques.Seraient installés environ 2 400 km de câble à fibres optiques, toute l'infrastructure sous-marine et d'atterrissement, les répéteurs alimentés, les terminateurs de ligne, l'équipement d'alimentation et l'équipement de surveillance.Selon l'échéancier actuel, la construction d'une partie des éléments terrestres débuterait à l'été 2019, et l'installation de l'infrastructure sous-marine, pendant la saison des eaux libres de 2020. La mise en service serait prévue pour le premier trimestre de 2021, et le réseau demeurerait en service pendant plus de 25 ans.Pour les activités sous-marines, différents types d'embarcations et d'équipement seraient probablement nécessaires. En général, des embarcations de taille moyenne couramment employées dans les eaux canadiennes seraient utilisées. Un navire câblier servirait à installer les câbles pendant la saison des eaux libres, en aout et en septembre 2020.Selon les activités, environ 40 à 80 personnes travailleraient sur le navire câblier, y compris le capitaine, le second-capitaine, le chef mécanicien et le personnel médical. L'horaire du personnel serait planifié de sorte que le travail en mer se fasse de manière ininterrompue 24 heures par jour. Des observateurs de la vie et de l'habitat marins seraient à bord pour veiller à ce qu'il n'y ait aucune interférence avec les poissons et les mammifères.De plus, au moins deux embarcations ou barges à tirant d'eau réduit pourraient être requises pour l'installation des câbles aux points d'atterrissement. Le type d'embarcation dépendrait de la méthode d'installation, qui serait déterminée selon les résultats du levé marin.Du côté terrestre, chaque installation d'un câble à un point d'atterrissement et à la station d'aboutissement nécessiterait l'utilisation de machinerie lourde. Un forage dirigé à l'horizontale pourrait également être nécessaire afin d'éviter l'excavation d'une tranchée pour passer le câble de la terre à la mer.Pour l'infrastructure d'atterrissement, une voute en béton (puits d'accès) serait construite sur la terre ferme à environ 10 à 30 m du niveau de haute mer moyenne). Un treuil suffisamment fort serait solidement ancré à la rive à proximité du puits d'accès. Lorsqu'il serait possible de réaliser un atterrissement traditionnel, une tranchée serait excavée pendant la marée basse à une profondeur d'environ 2 à 3 m à partir du puits d'accès jusqu'au niveau de la marée basse. Le câble serait ensuite tiré par le navire câblier et doté de flotteurs pour indiquer son emplacement dans l'eau. Un petit bateau ou des plongeurs placeraient le câble sur le lit marin et dans la tranchée sur la rive. Une fois le câble en place, la tranchée serait remplie jusqu'à son élévation initiale.L'enfouissement du câble à 1 à 3 m sur la rive serait effectué au moyen d'une excavatrice, avec comme profondeur maximale l'interface entre le sol meuble et la roche sous-jacente. Au besoin, un forage dirigé à l'horizontale permettrait d'acheminer le câble au puits d'accès. L'installateur du câble placerait des marqueurs terrestres à chaque point d'atterrissement pour signaler la présence du câble aux résidents et aux plaisanciers. Une fois le câble enfoui, le paysage dans l'emprise du câble serait restauré à son état initial.Pour la construction du projet, il faudrait faire appel à des personnes hautement compétentes et spécialisées, en grande partie des travailleurs actuels des entrepreneurs retenus. Des contrats pourraient être octroyés pour la fourniture de divers matériaux et pièces d'équipement, la fourniture du carburant, le stockage des matériaux et les services d'inspection. Des entrepreneurs locaux seraient retenus, et des résidents du secteur, embauchés, pour la construction et l'installation des puits d'accès ainsi que pour les connexions au réseau de collecte.

ᐃᓄᒃᑎᑐᑦ: ᓄᓇᓕᖕᓂ ᒪᑭᒪᒃᑯᓐᓂᓪᓗ ᐱᔾᑦᑎᕋᖅᑎᒃᑯᑦ, ᓄᓇᕗᑦ ᒪᑭᒪᖓ ᑐᔅᓯᕋᐅᑎᓕᐅᖅᓯᒪᔪᑦ ᐃᒪᐅᑉ ᐃᖅᑲᖓᒍᑦ ᐃᑭᓘᓯᖅ ᐃᑦᑐᐊᖅᑑᑦ ᓄᑭᓪᓚᐅᑎ ᐋᖅᑭᒃᓱᖅᑕᐅᓂᖏᑦ ᑲᓯᖅᑎᑕᐅᓗᑎᑦ, ᑲᓚᓂᒥ, ᓄᓇᕗᒻᒥ ᐊᒻᒪ ᑯᐸᐃᒻᒥ ᐱᓕᕆᐊᖅ. ᑖᓐᓇ ᐱᓕᕆᐊᔅᓴᖅ ᓴᓇᔭᐅᒐᔭᖅᑐᖅ ᐃᒫᒍᑦ ᐃᑭᓘᓯᖅ ᐃᑦᑐᖅᐋᑑᑦ ᐃᖃᓗᐃᑦ, ᑭᒻᒥᕈᖅ ᑭᙵᐃᓪᓗ ᑲᓯᖅᑎᑕᐅᓗᑎᑦ ᑲᓇᑕᐅᑉ ᓯᓚᑖᓄᑦ ᓅᒃ, ᑲᓚᓂᒥᑦ. ᐋᖅᑭᒃᓱᖅᑕᐅᓂᖓ ᑕᒪᑐᒪ ᓯᕗᓂᑦᑎᓐᓂᑦ ᐋᖅᑭᔅᓯᐃᕕᐅᔪᓐᓇᖅᓯᓛᕐᒥᑦ ᐱᖃᑕᐅᔪᓐᓇᖅᓯᒪᓗᑎᑦ ᕿᑭᖅᑖᓗᑉ ᑐᓄᕕᐊᓃᑦᑐᑦ ᐊᒻᒪ ᑭᐸᓪᓕᕐᕖᑦᑐᑦ. ᐊᒻᒪᓗ ᑳᒃᑯᓄᖓ ᐃᓚᒋᔭᐅᒻᒥᔪᖅ ᐱᓕᕆᐊᔅᓴᒍᑦ ᑐᔅᓯᕋᐅᑕᐅᒻᒥᔪᖅᑕᐅᖅ ᐋᖅᑭᔅᓯᔪᒪᓪᓗᑎᑦ ᐃᑭᓘᓯᒥᑦ ᓄᑭᓪᓚᐅᑎᒥᑦ ᓴᓂᑭᓗᐊᕐᒥᑦ ᐊᔾᔨᖓᓐᓂᑦ ᐱᓕᕆᐊᖑᔪᒥᑦ ᑕᒪᐃᑦᑐᒥᑦ ᐃᑭᓘᓯᒥᑦ ᓄᑭᓪᓚᐅᑎᒥᑦ ᐋᖅᑭᒃᓱᖅᑕᐅᓯᒪᔪᓂᑦ ᑲᑎᕕᒃ ᒪᑭᒪᒃᑯᖏᓐᓂᑦ ᓄᓇᕕᒻᒥ, ᑯᐊᐃᒃ. ᑐᕌᒐᖓ ᐱᓕᕆᐊᔅᓴᐅᑉ ᐃᓗᓕᖅᑕᖅᑐᖅ

ᐃᒪᕐᒥᑦ ᐊᐅᓚᔪᓐᓇᐅᑎᓕᕐᓂᕐᒥᑦ ᐊᒻᒪ ᓄᑭᓪᓚᐅᑏᑦ ᐊᑦᑕᕕᒃᓴᖅᒪᓐᓂᑦ ᓄᓇᒻᒥ ᐊᒻᒪ ᐃᓚᕐᑲᓐᓗᓂ ᓴᓇᔪᐅᓂᖅᒪ, ᐊᐅᓚᓂᒃᓴᖅᒪ, ᐋᖅᑭᐅᒪᑎᑕᐅᓂᖅᒪ, ᐊᒻᒪ ᐊᑐᕐᓈᖅᑐᕕᓂᐅᑉᐸᑕ ᐲᔭᖅᑕᐅᓂᒃᓴᖅᒪᓄᑦ ᐊᒻᒪ ᕐᑯᔮᖅᑕᐅᑉᐸᑦ ᐃᕙᓘᔭᑦ ᐃᑦᑐᖅᐊᑑᑦ ᓄᑭᓪᓚᐅᑏᑦ ᐱᓕᕐᔪᑏᑦ.ᐃᒻᒪᕐᖃ 2,400 ᑭᓛᒥᑕᒥᑦ ᑕᑭᓂᓪᒻᒥᑦ ᐃᕙᓘᔭᒥᑦ ᓄᑭᓪᓚᐅᑎᓂᑦ ᐋᖅᓯᖅᑕᐅᒐᔭᖅᑐᑦ ᐃᒻᒪ ᐊᑦᑕᕕᒃᓴᖅᒥᑦ ᓄᑭᓪᓚᐅᑏᑦ, ᐃᕙᓘᔭᐃᑦ ᓄᑭᓪᓚᐅᑏᑦ, ᐊᐅᓚᐅᑎᒎᖅᑐᖅ ᐃᑲᔫᑎᖅᒪ ᐃᑯᒪᕐᔪᑎᖅᒪᓄᑦ, ᐊᒻᒪ ᓄᑭᓪᓚᐅᑏᑦ ᐊᑐᕐᓈᖅᑐᓄᑦ ᐲᔭᐃᕐᔪᑎ, ᐊᒻᒪ ᐃᑯᒪᐃᓐᓇᕈᑎᖅᒥᓐᓄᑦ ᓯᓇᒃᑯᑖᖅᒥᑦ ᐊᒻᒪ ᕐᑲᐅᔨᓴᕈᑎᖅᒥᑦ.ᒫᓐᓇ ᐸᕕᕐᑲᕐᕕᐅᔪᑦ ᐋᖅᑭᓱᖅᑕᐅᓯᒪᔪᑦ ᐅᓪᓗᖅᒥᑦ ᑐᙵᕕᒋᓗᒥᑦ, ᐱᓕᕆᐊᒃᓴᐅᑉ ᓴᓇᔪᐅᒥᐊᕐᕕᒃᓴᖅᒪ ᐱᒋᐊᕐᕿᔭᖅᑐᖅ 2019 ᐊᐅᔭᖅᒪᓐᓂᑦ ᐃᓚᖅᒥᓐᓄᑦ ᓄᓇᒦᑦᑐᑦ ᓴᓇᔪᐅᔭᕆᐊᕐᑲᕐᓂᖅᒥᑦ ᐊᒻᒪ ᐃᓖᓃᑲᔭᖅᑐᑦ ᓄᑭᓪᓚᐅᑏᑦ ᐊᑦᑕᕕᖅᒥᑦ ᓯᑯᕐᑲᕈᓐᓃᖅᐸᑦ 2020 ᐊᕐᕿᓗᖅᒪᓐᓂᑦ. ᓂᕆᐅᒋᔭᐅᔪᖅ ᐱᓕᕆᐊᒃᓴᖅ ᐊᑐᖅᑕᐅᓕᕈᓐᓇᓖᕐᓂᖅᒪᓂᑦ ᑕᖅᑮᑉ ᐱᖅᒪᓯᑦ ᓯᕗᓪᓕᕚᖅᒥᓐᓂᑦ ᐊᕐᕿᓗᖅᒪᓂᑦ 2021. ᑖᒃᑯᐊ ᐊᑐᖅᑕᐅᔪᓐᓇᕐᓂᕐᑲᕈᒫᖅᑐᑦ ᐱᓕᕆᔪᑏᑦ ᐊᑯᓂᐅᑎᒋᔪᒥᑦ ᐊᕐᕿᓗᓄᑦ 25ᓄᑦ.ᐃᒪᕐᒥᑦ ᐊᐅᓚᓂᖅᒥᓐᓂᑦ, ᐊᔾᔨᒦᙱᑦᑐᓂᑦ ᐅᒥᐊᕐᓂᑦ ᐊᒻᒪ ᓯᓇᒃᑯᑦᑖᖅᒥᓐᓄᑦ ᐊᑐᖅᑕᐅᔭᕆᐊᓕᓐᓂᑦ ᐱᕐᑲᕆᐊᕐᑲᑐᐃᓐᓇᕆᐊᓖᑦ. ᑖᒃᑯᐊ ᐅᒥᐊᖅᒥᑦ ᐊᑯᓈᕐᑭᔪᒥᑦ ᐊᖅᒥᓂᕐᑲᕐᖁᔪᔩ ᐊᒻᒪ ᑲᓇᑕᐅᑉ ᐃᒪᖅᒥᓐᓂᑦ ᐊᑐᖅᑕᐅᔫᑦ ᑕᒪᒃᑯᐊ ᐊᔾᔨᖅᒥᑦ. ᓄᑭᓪᓚᐅᑎᖅᒥᑦ ᐋᖅᑭᓱᖅᑕᐅᑎᓪᓗᒥᑦ ᐃᓖᓄᑦ ᐅᒥᐊᕐᒥᑦ ᓄᑭᓪᓚᐅᑎᓕᕆᔾᔪᑎᒧᑦ ᐊᑐᕐᖃᔭᖅᑐᑦ ᓯᑯᕐᑲᙱᖅᒥᓂᖅᒪᓂᑦ ᐋᓪᒌᓯᒧ ᓯᑏᕝᕙᒧ ᑕᖅᑭᖅᒥᓂᑦ 2020ᒥᑦ ᐋᖅᑭᓯᐃᒥᐊᓕᖅᑎᓪᓗᒥᑦ.ᒪᓕᓪᓗᒥᑦ ᕐᑲᓄᐃᓕᖅᒪᓂᖅᒥᑦ ᑲᒪᒋᔭᐅᔭᕆᐊᕐᑲᕐᓂᖅᒪᖅᑐᑦ ᐊᐅᓚᓂᐅᔪᓄᑦ, ᐃᖅᑲᓇᔭᖅᑎᖅᒥᑦ ᐅᒥᐊᕐᒥᑦ ᓄᑭᓪᓚᐅᑎᓕᕆᔾᔪᑎᒥᑦ ᐃᓄᕐᑲᕐᖁᔭᙳᐊᖅᑐᑦ ᐃᒻᒪᕐᖃ 40ᓂᑦ 80ᓄᑦ ᐃᖅᑲᓇᐃᔭᖅᑎᓂᑦ ᑖᒃᑯᐊᓗ ᐃᓚᒋᔭᐅᓗᑎᑦ ᑳᐱᑕᖅ, ᑳᐱᑕᐅᑉ ᑐᖅᑭᓕᖅᒪ ᐊᒻᒪ ᐊᐅᓚᑎᓕᕆᔨᒪᕆᒃ ᐊᒻᒪ ᐋᓐᓂᐊᖅᓯᐅᖅᑎᖅᒥᓪᓗ ᐃᓕᓐᓂᐊᖅᑎᑕᐅᓯᒪᔪᑦ. ᐃᖅᑲᓇᐃᔭᖅᑎᖅᒥᑕ ᐃᑲᕐᖁᖅᒥᑦ ᐋᖅᑭᓱᖅᑕᐅᓯᒪᔪᑦ ᐱᓕᕆᐊᒃᓴᖅᒥᓐᓂᑦ ᑲᔫᔾᔪᓐᓇᖅᑐᒥᑦ ᐃᖅᒥᕐᖁᓂᕐᑲᕐᓗᑎᑦ ᐃᒃᑲᕐᖁᐃᑦ 24 ᕐᑲᐅᑕᒦᑦ ᐃᒫᓂ ᐋᖅᑭᓯᐃᓂᕐᑲᖅᑎᓪᓗᒥᑦ. ᐃᒪᕐᒥᐅᑕᓕᕆᔩᑦ ᐊᒻᒪ ᐆᒪᔪᓕᕆᔩᑦ ᕐᑲᐅᔨᓴᖅᑎᓂᑦ ᐃᓚᕐᑲᕐᒥᓪᓗᑎᑦ ᑕᒪᒃᑯᐊ ᐸᕕᓴᑦᑕᐅᕐᑯᓇᒥᑦ ᐃᕐᑲᓗᐃᑦ ᐊᒻᒪ ᐆᒪᔪᐃᑦ ᐃᒪᕐᒥᐅᑦᑦ.ᐃᓚᒋᔭᐅᒻᒥᓗᑎᑦ, ᒪᕐᐱᓐᓂᒃ ᒪᕐᐲᓗᐊᖅᑑᓐᓂᓪᓘᓐᓃᑦ ᐅᒥᐊᕐᓂᒃ ᐃᑲᑦᑐᖅᓯᐅᕈᓐᓇᖅᑐᓂᑦ ᐅᓯᑲᖅᑕᐅᑎᓂᓪᓘᓐᓃᑎᑦ ᓄᓇᐅᑉ ᓯᓈᒍᑦ ᐋᖅᑭᓯᐃᑎᓪᓗᒥᑦ ᓄᑭᓪᓚᐅᑎᓂᑦ ᐊᑐᖅᑕᐅᔪᓐᓇᕐᖁᔭᖅᑐᓂᑦ ᓄᓇᒧᑦ ᐱᑐᑕᐅᕕᖅᒥᓐᓄᑦ. ᕐᑲᓄᐃᑦᑑᓂᖅᒪ ᐅᒥᐊᑉ ᐊᖅᒥᓂᖅᒪ ᐊᑐᖅᑕᐅᒥᐊᕐᑲᕐᖁᔭᖅᑐᖅ ᕐᑲᐅᔨᒪᓇᖅᓯᒪᔭᖅᑐᖅ ᑭᓯᐊᓂ ᕐᑲᓄᖅ ᑕᒪᓐᓇ ᐱᓕᕆᐊᖅᒍᓂᐊᕐᓂᖅᒪ ᑐᑭᑖᓚᐅᖅᑎᓪᓗᒥᑦ ᐋᖅᑭᓯᐃᓂᕆᔭᒪᖅᑕᖅᒥᑦ ᓄᑭᓪᓚᐅᑎᓂᑦ, ᑕᒪᓇ ᑐᑭᑖᕈᑕᐅᒪᔭᖅᑐᖅ ᕐᑲᐅᔨᓴᕈᑏᑦ ᕐᑲᓄᐃᓕᖅᒪᓪᒪᖅᒫᑕ ᐱᔭᐅᓚᐅᖅᑎᓪᓗᒥᑦ ᐃᒫᓂᑦ ᐅᑦᑐᕐᖅᑕᐅᓚᐅᖅᑎᓪᓗᒍ.ᓄᓇᒥᑦ ᓴᓇᔪᐅᓂᖅᒥᑦ, ᐋᖅᑭᓱᖅᑕᐅᓂᖅᒪᑕ ᓄᑭᓪᓚᐅᑏᑦ ᐊᑦᑕᕕᒃᓴᖅᒪᓄᑦ ᐱᑐᑦᑕᐅᑎᓪᓗᒥᑦ ᐊᒻᒪ ᓄᑭᓪᓚᐅᑎᓕᕆᕕᒃᓴᖅᒪ ᐅᕐᑯᒪᐃᑦᑐᓕᕆᔾᔪᑎᓄᑦ ᐃᖅᒥᕐᖁᔾᔪᑎᓂᑦ ᐊᑐᕆᐊᕐᑲᕐᖁᔭᖅᑐᑦ. ᑐᑭᒧᐊᖅᒪᔪᓄᑦ ᐳᑦᑑᕆᔾᔪᑎᓂᑦ ᐱᔭᕆᐊᕐᑲᑐᐃᓐᓇᕆᐊᓖᑦ ᓄᓇ ᐃᓱᖅᓴᓕᐅᖅᑕᐅᖅᒥᖅᒘᕐᑯᓪᓗᒍ ᑖᒃᑯᐊ ᓄᑭᓪᓚᐅᑏᑦ ᐋᖅᑭᓱᖅᑕᐅᑎᓪᓗᒥᑦ ᐃᒪᐅᑉ ᓯᓈᓂᑦ ᓄᓇᒥᑦ ᐃᓖᓅᖅᒪᔪᖅᒪᓄᑦ. ᓅᕐᕕᖅᒪ ᐃᒪᐅᑉ ᓯᓈᓂᑦᑐᖅ, ᐃᓪᓗᓕᔭᐅᓗᓂ ᕐᑯᐊᖅᑕᖅᑐᒥᑦ ᓴᓇᓯᒪᔪ ᐃᓪᓘᔭᖅ ᓄᑭᓪᓚᐅᑎᓄᑦ ᐊᑦᑕᕝ ᐱᑐᔅᓯᒪᕕᖅᒪ ᐊᖅᒥᓂᕐᑲᕐᓗᓂ ᐃᒻᒪᕐᖃ 10 ᒦᑕ ᐊᒻᒪ 30 ᒦᑕ ᓄᓇᒥᑦ ᐅᓕᔾᔫᖅᒪᓂᑦ ᐅᖅᒪᓯᑦᑎᒋᔪᒥᑦ. ᐅᕐᑯᒪᐃᑦᑐᓕᕆᔾᔪᑎᒥᑦ ᐊᒧᓚᐅᑎᒥᑦ ᐋᖅᑭᔅᓯᓯᒪᓗᑎᑦ ᐱᑐᑦᑐᖅᓯᒪᑦᑎᐊᕐᓗᒍ ᓯᔾᔭᒥᑦ ᐃᓪᓘᔭᐅᑉ ᐃᓂᕐᑲᕐᕕᒋᔭᖅᒪᑕ ᓴᓂᐊᓃᓪᓗᓂ. ᓄᑭᓪᓚᐅᑏᑦ ᓅᕐᕕᖅᒪ ᐱᑕᕐᑲᖅᐸᑦ ᐊᑐᖅᑕᐅᒪᔪᕐᑲᑦᑕᖅᓯᒪᔪᑦ ᐊᔾᔨᖅᒪᓐᓂᑦ, ᑎᓂᔾᔫᖅᒍᓂᖅᒪᑕ ᓄᓇᖅᒪ ᐃᓯᖅᓴᓕᐅᖅᑕᐅᓗᓂ ᑎᓂᙵᑎᓪᓗᒍ ᐃᒻᒪᕐᖃ 2 ᒦᑕᒥᑦ 3 ᒦᑕᓂᓪᓘᓐᓃᑦ ᑕᕙᙵᑦ ᐱᒋᐊᖅᓯᒪᓗᒍ ᐃᓪᓘᔫᖅᒪᓐᓂᑦ ᓯᔾᔭᐅᓂᖅᒪᓂᑦ ᑕᐅᓄᖅᒪ ᑎᓂᕕᒋᕐᑲᑦᑕᖅᑕᖅᒪᑕ ᑭᓪᓕᖅᒪᓐᓄᑦ. ᓄᑭᓪᓚᑏᑦ ᓄᑭᓪᓚᐅᑎᓕᕆᔾᔪᑎᒥᑦ ᐅᒥᐊᖅᐸᓪᒥᑦ ᐳᑦᑕᖅᑯᓕᖅᓯᖅᓯᒪᓗᒍ ᓇᓗᓇᐃᒃᑯᑎᒋᔭᐅᓗᑎᑦ ᓄᑭᓪᓚᐅᑎ ᐊᒧᔭᐅᓕᕐᓗᓂ ᐃᒫᓄᑦ. ᐅᒥᐊᕐᒧᑦ ᒥᑭᓐᓂᖅᓴᒧᑦ ᐅᕙᓗ ᐊᖅᑲᐅᒪᔫᓄᑦ ᐃᒫᓄᑦ ᐃᓂᓪᓚᑎᖅᑕᐅᓕᕐᓗᓂ ᓄᑭᓪᓚᐅᑎ ᐃᒪᐅᑉ ᐃᖅᑲᖅᒪᓈᓄᑦ, ᐃᓯᖅᓴᓕᐅᖅᓯᒪᔪᒃᑯᑦ ᐊᒻᒪ ᓅᕐᕕᖅᒪᓄᑦ. ᐃᓂᓪᓚᑎᖅᑎᐊᖅᓯᒪᓕᖅᑎᓪᓗᒥᑦ, ᓄᓇᖅᒪ ᐃᓯᖅᓴᐅᓕᖅᑕᐅᓯᒪᔪᖅ ᓴᐅᔭᐅᓕᕐᒥᓗᓂ ᓯᕗᓪᓕᕐᒥᑦ ᕐᑲᓄᐃᓕᖅᒪᓂᕆᓚᐅᖅᑕᖅᒪᓄᑦ ᓄᓇᖅᒪ ᐅᑎᖅᑎᑕᐅᓗᓂ. ᓄᑭᓪᓚᑏᑦ ᓴᐅᔭᐅᑎᓕᖅᑎᓪᓗᒍ ᐃᓯᖅᓴᓕᐅᖅᓯᒪᓂᖅᒪ ᐸᒃᑕᐅᓯᒪᔪᖅ ᐃᒻᒪᕐᖃ 1 ᒦᑕᒥᑦ 3 ᒦᑕᒧᑦ ᐸᒃᑕᐅᑎᒧᑦ ᐅᕐᑯᒪᐃᑦᑐᓕᕆᔾᔪᑎᒧᑦ ᑲᒪᒋᔭᐅᓗᓂ ᑕᒪᓐᓇ ᑭᓪᓕᕐᑲᕐᖁᔭᖅᑐᖅ ᐸᒃᑦᑕᐅᓂᖅᒪ ᐅᔭᕐᖅ ᓄᓇᐅᑉ ᐃᑭᐊᖅᒪᓃᑦᑐᖅ ᐃᑎᓂᖅᒪ ᒪᓕᓪᓗᒍ. ᐱᔭᕆᐊᕐᖅᐸᑕ, ᑐᑭᒧᐊᖅᒪᑯᑖᑦᑐᒥᑦ ᐳᕿᕆᒪᔭᖅᑐᑦ ᐃᓖᓃᖅᒫᖅᒪᔪᖅ ᓄᑭᓪᓚᐅᑎ ᑲᔨᕈᓐᓇᕐᑯᓪᓗᒍ ᐃᓪᓘᔭᒧᑦ. ᓄᑭᓪᓚᐅᑎᓂᑦ ᐋᖅᑭᔅᓯᐃᔨᐅᒪᔭᖅᑐᖅ ᐱᓕᕆᐊᒃᓴᓂᑦᑎᑕᐅᓯᒪᔪᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ ᓄᓇᖅᒪᓐᓂᑦ ᓇᓗᓇᐃᒃᑯᓯᖅᓯᐃᒪᔭᖅᑐᑦ ᓯᒃᑯᑦᑎᐊᒧᑦ ᐋᖅᑭᓱᖅᑕᐅᒪᔭᕐᒪᖅᒫᖅ ᑕᑯᔭᐅᔪᓐᓇᕐᑯᓪᓗᒥᑦ ᐃᓄᓐᓄᑦ ᓄᓇᕐᑲᖅᑎᐅᔪᓄᑦ ᐊᒻᒪ ᐅᒥᐊᒃᑯᑦ ᐊᐅᓪᓚᖅᓯᒪᔪᓄᑦ ᐃᖅᑲᐃᑎᑦᑎᒋᐊᕈᑕᐅᓗᓂ ᓄᑭᓪᓚᐅᑏᑦ ᓯᑯᑦᑎᐊᓃᓪᒪᖅᒫᑕ. ᓴᐅᔭᐅᓯᒪᓕᖅᑎᓪᓗᒥᑦ, ᓄᓇᖅᒪ ᓄᑭᓪᓚᐅᑎᓕᖅᓯᕐᕕᐅᓯᒪᔪᖅ ᐅᑎᖅᑎᑕᐅᑦᑎᐊᕐᑲᔭᖅᑐᖅ ᕐᑲᓄᐃᑦᑑᓂᕆᓯᒪᔭᖅᒪᓐᓄᑦ ᐸᒃᑦᑕᐅᓚᐅᖅᑎᓐᓇᒍ.ᐃᖅᑲᓇᐃᔭᖅᑎᔅᓴᕆᔭᖅᑕᖅᒥᑦ ᑖᓯᒥᖅᒪ ᐱᓕᕆᐊᔅᓴᒥᑦ ᓴᓇᔨᐅᓇᔭᖅᑐᑦ ᐊᕙᙱᓐᓂᕐᑲᕆᐊᓖᑦ ᐊᒻᒪ ᐱᓕᕆᔨᒪᕆᐅᓗᑎᑦ ᑕᒻᒃᑯᓂᖅᒪᓕᕆᓂᕐᒥᑦ. ᑕᐃᒪᐃᓐᓄᐸᓗᒃ ᐱᓕᕆᐊᓄᑦ ᑲᒪᔨᐅᓂᐊᖅᑐᑦ, ᐃᖅᑲᓇᐃᔭᖅᑎᕐᑯᑎᖅᒥᑦ ᑖᒃᑯᓄᖅᒪ ᐱᓕᕆᐊᒃᓴᓂᑦᑎᑕᐅᓯᒪᔪᑦ ᓂᕈᐊᖅᑕᐅᔪᑦ ᐃᖅᑲᓇᐃᔭᖅᑎᖅᒥᑦ ᓴᓇᔨᕐᑯᑎᖅᒥᓐᓂᑦ ᐱᓕᕆᔨᕐᑲᕐᓂᐊᖅᑐᑦ ᑖᓯᒥᖅᒪ ᐱᓕᕆᐊᒃᓴᒥᑦ. ᐱᓕᕆᐊᒃᓴᓂᑎᑦᑎᓂᕐᒧᑦ ᐊᖅᒥᕐᑲᑎᒌᒍᑎᑎᒍᑦ ᐱᕕᒃᓴᖅᑎᑕᐅᓂᐊᖅᑐᑦ ᓇᒻᒥᓂᕐᑯᑎᓖᑦ ᓯᓇᒃᑯᑦᑖᖅᑎᑦᑎᓂᕐᒥᑦ ᐊᔾᔨᒦᙱᑦᑐᓂᑦ ᐱᔭᕆᐊᓕᓐᓂᑦ ᐊᒻᒪ ᐱᓕᕆᔪᑎᖅᒥᓐᓂᑦ, ᐅᖅᓯᒃᓴᒥᑦ, ᐱᕐᑯᑎᒃᑯᕕᒃᓴᒥᑦ ᐊᒻᒪ ᕐᑲᐅᔨᓴᖅᑎᓂᑦ ᓴᓇᔪᐃᓂᑦ ᐱᔨᑦᑎᕈᑎᓕᓐᓂᑦ. ᓄᓇᓕᖅᓂ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ ᐊᒻᒪ ᓄᓇᓕᓐᓃᑦᑐᑦ ᐃᓄᖅᒥᑦ ᐃᖅᑲᓇᐃᔫᒃᓴᓂᑦᑎᑕᐅᓗᑎᑦ ᑖᒃᑯᐊ ᓴᓇᔪᓕᖅᑎᓪᓗᒥᑦ ᐃᒪᐅᑉ ᓯᓈᓃᑦᒥᑦ ᐃᓪᓘᔭᒥᑦ ᐊᒻᒪ ᓄᑭᓪᓚᐅᑎᖅᒥᓐᓄᑦ ᑲᔅᐳᔾᔨᕕᒃᓴᖅᒪ.

Personnel

Personnel on site: 10

Days on site: 60

Total Person days: 600

Operations Phase: from 2019-05-29 to 2020-12-29

Operations Phase: from 2020-11-29 to 2049-11-29
Post-Closure Phase: from to

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ᓇᒥ	ᖃᓄᐃᑦᑑᒥᑦ ᐱᓕᕆᐊᖃᕐᓂᐊᖅᐸ	ᑭᒃᑯᑦ ᓄᓇᖁᑖᓂ	ᑐᓴᐅᒪᔭᒃᓴᑦ ᓄᓇᐅᑉ ᖃᓄᖅ ᐊᑐᒐᐅᓚᐅᖅᓯᒪᔭᕆᐊᖓᓐᓂᒃ	ᐃᑦᓴᕐᓂᑕᖃᕐᐱᐅᕙᓚᐅᖅᐸ ᐃᓄᒃᓄᑦ ᓇᔪᖅᑕᐅᖃᑦᑕᕐᓂᒌᕙᓗ ᑕᐃᑦᓱᒪᓂᑐᖃᐅᓕᖅᑐᖅ	ᖃᓂᓐᓂᖅᐹᖅ ᓄᓇᓕᒋᔭᐅᔪᖅ ᐊᒻᒪᓗ ᓴᐳᒻᒥᒃᓰᕕᐅᕙᓗ ᓱᓇᓄᑦ
SAN Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	NA
CAP Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	NA
KIM Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
IQA Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
CAP Trunk Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
Nuuk Trunk Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
KIM Trunk Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
CAP Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
Nuuk Trunk Segment	Equipment installation	Marine	N/A Multi beams scans shows nothing of interest	N/A Multi beams scans shows nothing of interest	N/A
Cape Dorset Landing	Equipment installation	Inuit Owned Surface Lands	The site investigation in Cape Dorset was conducted on September 24, 2016. The preferred site is located east of the hamlet in an open and flat area and was selected as it has the best potential for a conventional cable burial installation.	None identified	None Identified
Cape Dorset Landing	Equipment installation	Inuit Owned Surface Lands	NA	NA	NA
Sanikiluaq Landing	Equipment installation	Commissioners	NA	NA	NA

Site					
Kimmirut Landing	Equipment installation	Commissioners	NA	NA	NA
Iqaluit Landing	Equipment installation	Commissioners	NA	unknown	NA
Nuuk Landing	Equipment installation	Private	NA	NA	NA

ᓄᓇᓕᐅᑉ ᐃᓚᐅᖃᑕᐅᓂᖓ ᓄᓇᓖᓪᓗ ᐊᕕᒃᑐᖅᓯᒪᐅᕐᓂᖓᓄᑦ ᐃᑲᔪᑕᐅᔪᓐᓇᖅᑐᑦ

ᓄᓇᓕᒥᔭᖅ	ᐊᑏᑦ	ᑲᑐᔾᔨᐊᖃᑎᒌᒋᔭᖅ	ᖃᖓ ᑐᓴᖅᑎᑕᐅᓚᐅᓇᐊᖏᓐᓂᒃ
ᐃᖃᓗᐃᑦ	Allain, Erik; McCaie, Tracey ; Hack, Justin; Dewar, Spencer; Rochette, David	Crown-Indigenous Relations and Northern Affairs Canada	2018-09-18
ᐃᖃᓗᐃᑦ	Flsherty, Harry; Nimchuck, Sheldon;	Qikiqtaaluk Business Development Corporation	2018-10-26
ᐃᖃᓗᐃᑦ	Uniuqsaraq, Hanna	Nunavut Tunngavik Incorporated	2018-10-26
ᑭᖕᒪᐃᑦ	D'Orazio, Rosanne; Fortier, Joel	Qikiqtani Inuit Association (QIA)	2018-11-21
ᐃᖃᓗᐃᑦ	NA	City of Iqaluit, NTI, Government of Nunavut (CIO, Director of Planning, Comms/Policy, Project Manager, Economic Department of Transport and Telecom), Hunter & Trapper Association.	2016-09-23
ᐃᖃᓗᐃᑦ	Calvery, Ryan	Industry Canada - Submarine Cable Licence	2018-09-12

ᓚᐃᓴᓐᓃᑦ ᐱᒍᖕᓇᐅᑏ ᐊᖏᖅᑕᐅᓯᒪᔪᑦ

ᓇᒦᒋᐊᖏᓐᓂᒃ ᐱᓕᕆᐊᕆᕝᕕᐅᓂᐊᖅᑐᑦ ᑎᑎᕋᖅᓱᒥᑦ:

Transbounday
South Baffin

ᓚᐃᓴᓐᓃᑦ ᐱᒍᖕᓇᐅᑏ ᐊᖏᖅᑕᐅᓯᒪᔪᑦ

ᒐᕙᒪᒋᔭᐅᔫᑉ ᐊᕕᒃᑐᖅᓯᒪᐅᕐᓂᖕᒐᓐᓂ ᒪᓕᒐᕐᓅᖕᒐᔪᓂᒃ ᐱᕐᑯᔭᕐᓅᖕᒐᔪᓂᒡᓗ ᑲᒪᔩᑦ ᐱᔪᖕᓇᐅᑎᑖᕈᑎᓂᒃ ᓚᐃᓴᓐᓯᓄᓪᓗ ᑲᔪᓯᒃᑲᐃᔩᑦ	ᖃᓄᐃᑦᑐᓪᓚᓂᐅᕙ ᓚᐃᓴᓐᓯᑖᕈᑕᐅᔪᖅ ᐱᔪᖕᓇᐅᑎᑖᕈᑕᐅᔪᖅ ᐊᖏᖅᑕᐅᔪᕐᓘᓐᓃᑦ	ᒫᓐᓇ ᖃᓄᐃᓕᖓᕙ	ᐅᓪᓗᒥ ᑐᓂᔭᖅ/ ᑐᒃᓯᕐᑑᑕᐅᓚᐅᖅᓯᒪᔪᖅ	ᑭᒡᓕᖅᑲᕐᕕᖓ
ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᖏᑦ	IOL landing site for the fibre system in Cape DorsetOngoing	Not Yet Applied		
ᓄᓇᕗᑦ ᒐᕙᒪᖓ, ᖁᓪᓕᖅ ᐆᒪᖁᑎᓕᕆᔩᒃᑯᑦ	Backhaul Subsection extension in Sanikiluaq and Cape Dorset	Not Yet Applied		
ᑲᓇᑕᒥ ᐊᖏᔫᑎᓄᑦ ᐱᓕᕆᕝᕕᓕᕆᔩᑦ	International Submarine Cable Licence - awainting NIRB / EA	Not Yet Applied		

Project transportation types

Transportation Type	ᓱᓇᒃ ᐊᑐᒐᐅᓂᐊᖅᐸ	Length of Use
Air	Specialised worker will be flown in; some light material could also be aircargo.	
Water	THe cable installation uses cableships; Some material will be sealifted.	
Land	Personnel movements to site.	

Project accomodation types

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ᐱᕈᑦ ᐊᖏᔪᖅ ᐊᑐᖅᑕᐅᓂᐅᓴᔪᖅ ᐃᓚᖃᓯᐅᑎᓗᒋᑦ ᐃᑰᑕᐃᑦ, ᒥᓪᓗᐊᕈᑏᑦ, ᖃᖓᑕᓲᖅ, ᓄᓇᓯᐅᑦ ᐊᓯᖏᓪᓗ

ᐊᖏᔪᖅ ᐱᕈᑦ ᐊᑐᒐᐅᓂᐊᖅᑐᖅ ᖃᓄᐃᑦᑑᓂᖓ	ᖃᑦᓯᐅᕙᑦ	ᐊᖏᓂᖏᑦ - ᐳᖅᑐᓂᖏᑦ	ᓱᓇᒧᑦ ᐊᑐᒐᐅᓂᐊᖅᐸ
Trucks / SUV	2	small	Personnel movements to site.
Bucket Truck	2	large	Carrying dirt / excavated material
Horizontal Directional Drill Boring Machine	1	medium	at this time we have not confirmed the need to use HDD construction methods and this will not be known until the project is awarded to a supplier and that supplier finalizes the project installation plan and design.
Trencher	1	Medium	This equipment will be used to bury the Terrestrial cable at a depth of 1.5m for a short distance from the BMH to a point yet to be determined, at which point the buried cable transitions to aerial.

ᑎᑎᕋᐅᓯᕆᓗᒍ ᐅᖅᓱᒃᓴᐃᑦ ᐊᑦᑕᓇᖅᑐᖅᑕᓖᓪᓗ ᐊᑐᖅᑕᐅᓂᐊᕐᓂᖏᑦ

ᓱᓇᒧᑦ ᐅᖅᓱᒃᓴᒡᒋᐊᖅ ᐊᑐᒐᐅᓂᐊᖅᐸ	ᖃᓄᐃᑦᑐᓪᓚᕆᐅᕙ ᐅᖅᓱᒃᓴᒡᒋᐊᖅ	ᖃᑦᓯᐅᕙᑦ ᐅᖅᓱᒃᓴᖃᐅᑏᑦ	ᑐᒃᓴᐅᑉ ᐃᒪᖃᖅᑎᒋᔫᓇᕐᓂᖓ	ᑲᑎᓪᓗᒍ	ᑑᒃᓴᐃᑦ ᐊᒥᓲᓂᖏᑦ	ᓱᓇᒧᑦ ᐊᑐᒐᐅᓂᐊᖅᐸ
Information is not available						

ᐃᒪᖅ ᐊᑐᖅᑕᐅᔾᒫᖅᑐᖅ

ᐅᓪᓗ ᑕᒫᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ	ᖃᓄᖅ ᐃᒥᖅᑕᖃᑦᑕᕐᓂᐊᖅᐸᑦ	ᓇᑭᑦ ᐃᒥᖅᑕᖃᑦᑕᕐᓂᐊᖅᐸᑦ
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ᐊᑲᑕᔪᓪᓗᓂᐊᕐᓂᖅ

ᐱᓪᓗᐊᓗᐅᐅᔨᒪᔨᒍᑦ ᐱᓪᓗᐊᓗᐅᐅᓂᐊᖅᑐᖅ	ᖃᓄᐃᓕᑦᑐᖅ ᐊᑲᑕᔪᖅ	ᖃᓄᐃᑎᒋᑦ ᐊᑲᑕᔪᑦ ᓴᖅᑭᐊᓂᐊᖅᑐᓗᐅᕐᑦ	ᖃᓄᐃᓂᖅ ᐊᑲᑕᖅᑕᐅᓂᐊᖅᐸ	ᓴᓪᒪᒪᖅᓴᐅᑎᑲᓴᑲᖅᓂᐅᓂᐊᖅᑐᑦ
Information is not available				

ᐊᔪᑎᒥᐅᑕᓂᑐᑦ ᐊᑲᑐᖅᑕᐅᓯᒪᔨᑦ

Known impact were documented in the project description within the impacted area if any.

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

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The location at Apex is the preferred site. The site is southeast of the main town, along reasonable gravel/old paved roads and avoid sealift and other vessel anchorages. (see figure 5 in the Project Description document) The landing site has an extensive tidal flat, comprised of coarse sand and cobbles. Granite rock outcrops are seen either side of the beach, indicating that rock might sit under the sediment, within the burial depth. Permafrost sits at about 2m depth.Kimmirut's site visits were conducted on September 23, 2016. The proposed landing site is on a beach situated at the head of Glasgow Bay. The site has limitations from a landing perspective due to the short distance between low water and the road (~50m). The beach has extensive granite outcrop with a thin cobbly/gravelly sediment cover in places. There is a shoal off the beach, which then drops off quite quickly. Cape Dorset's landing site investigation was conducted on September 24, 2016 and three potential sites were reviewed. The preferred site is located east of the hamlet and was selected as it has the best potential for a conventional burial operation. (Refer to Figure 8: Cape Dorset Landing Site of the Project Description document) Sealift vessels and barges come in near the hamlet and small vessels anchor diffusely and moor to buoys in the bay. Fuel barges anchor closer to the tank farm, which is east of the hamlet. Fishing and harvesting are subsistence only, with no bottom trawling. Sea ice will affect the landing. The beach has a low gradient, and is comprised of coarse sand and cobbles, with rock outcrop either side of the beach. There appears to be good sediment cover, which is likely a result of the protected nature of the small cove in which it sits. There is a children’s playground above the beach and a picnic area. The Sanikiluaq sites investigation was conducted on October 1, 2016. Two potential sites were identified from satellite imagery and the preferred site situated closest to the Hamlet was selected during the site visit. The site visits were limited to the west portion of the island but had to be relatively close to town due to the hostile terrain for backhaul. There is a small marina/harbor area. Sealift barges, fuel supply and other vessels anchor inside the enclosed bay north of the town and sealift.Scallop fishing occurs on the northeast portion of the island, to an estimated water depth of 50m and clam digging occurs on the west coast beaches. Fishing occurs to the northeast tip of the island.The west coast is considered the safest area from a cable protection standpoint due to these fishing and shipping activities. The rock types in this area are basalt, greywacke and veins of quartz and iron rich material. Underwater cliffs are reported related to the general rock structure of north-south aligned ridges.

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Unknown

ᐃᓐᓇ ᐊᐢᑎᐅᐸ ᖃᓄᐃᑦᑐᓕᕆᔨᓂᖅ: ᐃᓄᓕᕆᓂᖅᔪᖓᔪᑦ-ᐱᐢᓕᐊᓕᕆᓂᖅᔪᖓᑦ

Nunavut is the only jurisdiction in Canada that does not have a fibre optic backbone. The territory is 100% satellite dependent. Connectivity and bandwidth issues continue to negatively affect the delivery of services within GN departments and in communities across the territory. The current landscape of telecommunications in Nunavut means that network capacity is costly, service quality is low and the GN has little influence on pricing and availability. The Undersea Fibre Optic Cable Installation project will address these significant concerns.

Miscellaneous Project Information

ᓇᓗᓇᐃᖅᑕᐅᓂᖅᑎᑦ ᐊᑲᖅᑕᐅᔨᒪᔨᑦ ᖃᓄᐃᑦᑐᓂᖅᑎᑦ ᕿᓚᐅᒋᔭᐸᖅᑕᐅᓂᐊᖏᓂᖅᑎᑦᓱ

Cumulative Effects

Impacts

ᓇᓗᓇᐃᖅᑕᐅᓂᖏᑦ ᐊᕙᑎᒥᐅᑕᓃᑦᑐᑦ ᐊᒃᑐᖅᑕᐅᓯᒪᔪᑦ

	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
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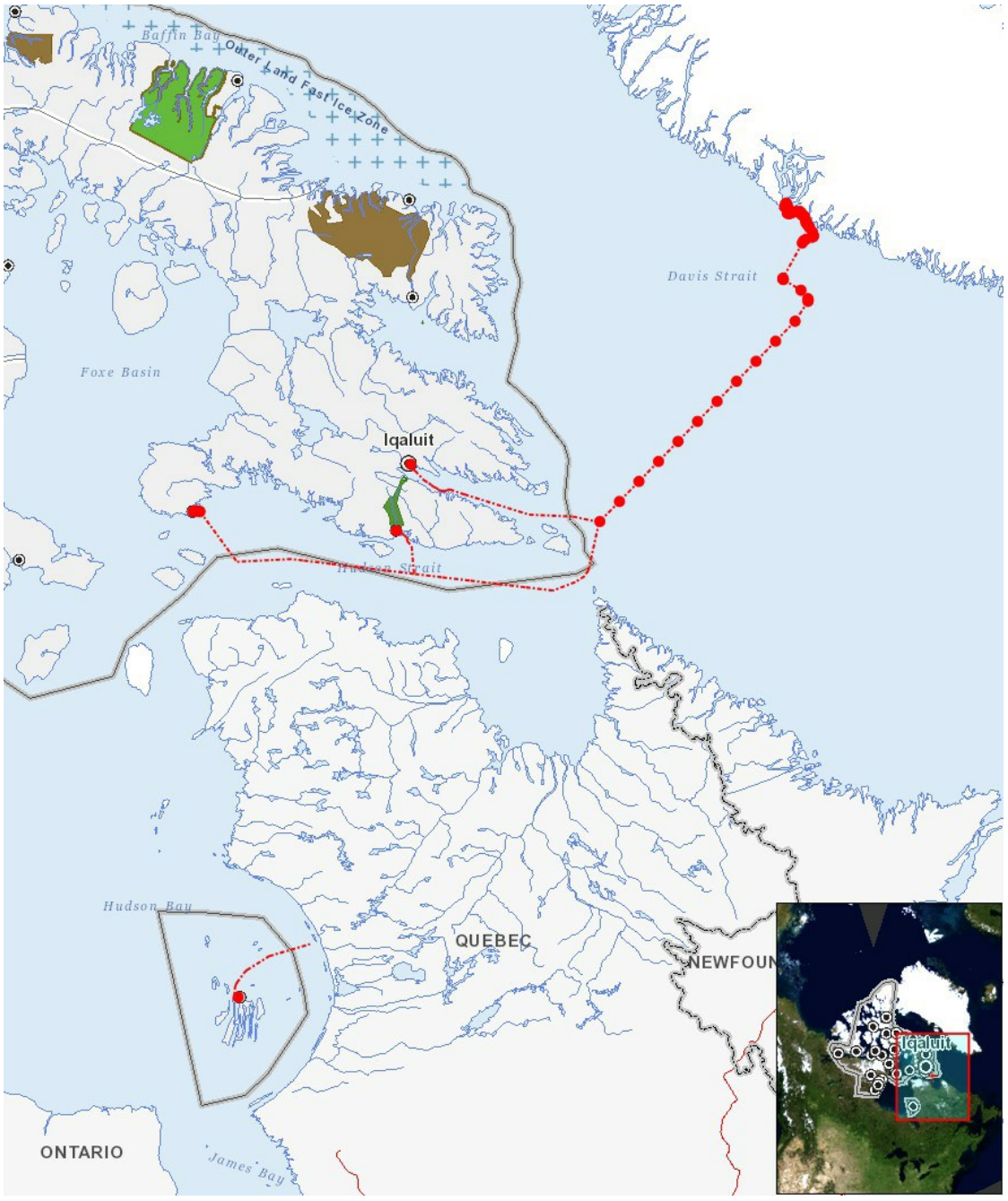
Equipment installation		N	U	U	-	N	-	-	-	-	-	-	-		U	U	U	N	U		U	-	-	-	-
ᐅᔭᕋᒃᑕᕐᓂᖅ																									
Equipment installation		-	-	N	-	-	-	-	-	-	-	-	-		-	N	-	N	-		P	-	-	-	-
ᐃᑦᑎᕆᓂᖅ																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

(P = ᐊᑲᐅᓈᕈᑎᔪᓐᓇᖅᑐᑦ, N = ᐊᑲᐅᖏᔾᔪᑕᐅᔪᓐᓇᖅᑐᑦ ᐸᓗᐅᒥᔾᔪᓯᖅᑐᖅᑕᐅᔪᓐᓇᖏᑦᑐᓪᓗ, M = ᐊᑲᐅᖏᔾᔪᑕᐅᔪᓐᓇᖅᑐᑦ ᐸᓗᐅᒥᔾᔪᓯᖅᑐᖅᑕᐅᔪᓐᓇᖅᑐᓪᓗ, U = ᖃᐅᔨᒪᓐᓇᖏᑦᑐᖅ)

ᓄᒋᒪᖏᕆᖅ ᐱᓕᓇᐊᓇᓵᐅᐊᔪᖅ



List of Project Geometries

1	polyline	SAN Segment
2	polyline	CAP Segment
3	polyline	Cape Dorset Landing
4	polyline	KIM Segment
5	polyline	IQA Segment
6	polyline	CAP Trunk Segment
7	polyline	Nuuk Trunk Segment
8	polyline	KIM Trunk Segment
9	point	Sanikiluaq Landing Site
10	point	Cape Dorset Landing
11	point	CAP Segment
12	point	Kimmirut Landing

13	point	Iqaluit Landing
14	point	Nuuk Landing
15	point	Nuuk Trunk Segment