



The following consultation log provides a detailed record of the comments and inquiries received by the community and the associated Project responses during consultations conducted after completion of the feasibility study. Design workshops and consultations throughout the feasibility study discussed the various layouts and associated benefits and disadvantages of three concept layouts (Option 1, 2, and 3) presented to the community. Following the feasibility study, Option 1 was chosen as the preferred SCH layout arrangement by the community during consultations conducted by DFO-SCH in February 2020 which included meetings with the Hamlet, HTA, Qikiqtani Inuit Association (QIA) representatives and a public open house.

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
Post Feasibility Study				
1. Ikajutit Hunters and Trappers Association (HTA) 2. Hamlet Council 3. Qikiqtani Inuit Association (QIA)	Joint Meeting – February 26, 2020	SCH Design	HTA likes Option 1 – general consensus around the room.	Noted.
			Hamlet – likes option 1 because it’s easier to divert the run-off, thinks existing road will need to be elevated.	Noted.
			Option 2 – with S/SE winds, waves will get inside the harbour.	Noted.
			Can the launch ramp be moved?	Yes, but it was put in the current location because it's less steep for turning.
			HTA members went to see Pang harbour – liked the lighting. Will there be lighting?	Noted. Yes, there will be lighting along the breakwater and along the shoreline by the floats.
			In fall when ice is freezing, can laydown area be used to store boats?	Yes, it's up to the community to decide.
			There is a creek near launch in option 1.	Yes, we will need to divert it.
			There is a 2.5m tide here – at lunar tide time it’s even higher high tide. How high will breakwaters be?	The breakwaters will be designed for lunar high tide plus winds, waves, etc.
			Dredge material may be muddy and take time to settle – do you need more studies?	Yes, it might be wet and will need time to dry - we typically cover it with gravel to make it stiffer / a better surface
		Quarry and Haul Route	Road design needs to properly consider the steepness – especially for a rock truck.	The road will be included in the detailed design
			Hunters have a trail going to Victor Bay and other trail near landfill site already blocked by road – if you widen the road, the skidoo trail might also be blocked – you need to consider the skidoo trail when looking at the road	Access for skidoos will remain open. The road design will consider the skidoo trails and accommodate them.
			There’s marble by the quarry – want it stockpiled for use by the community.	Project will include stockpiling carving stone in the construction tender.
			Why wouldn’t you want to use the big rocks past the airport?	Very strong rock is required. The rocks near the airport are like hardened sand - not solid. The rocks near Victor Bay are very hard/strong.
			HTA – prefers the closest quarry site – if you widen the road you need to clean the garbage first.	Noted.
			You should use a CB radio or go on radio for the blasting schedule – kids will be on the road.	Noted. Daily blasting notices will be posted on radio, social media, Hamlet office, bulletin boards, and on VHF radio for cabin owners or those out on the land.
			Alternate water source lake – if access is added, would like to keep the road open to access an old soapstone quarry.	Noted.
			For the road to Victor Bay – would it be a new or existing road to quarries?	Use existing road and widen
			If quarry location 1 (alternate quarry) is chosen, you would have to build an access road – would the road stay open?	That would depend on the permit for the quarry - environmental permits typically require restoration to natural state/ If the road is to remain, we'd need to include it in the environmental permit application.
			At the public open house, you should ask if they want the temp. quarry road to stay open or not.	Noted and will do so.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
			You might need to widen the road for local traffic.	Noted. We will come back and consult further on the road once the quarry site has been determined.
		Dust	Will there be dust control?	Yes, dust control measures will be included as part of the construction contract.
		Operations and Maintenance	After the harbour is complete, will there be funding for repairs?	Yes. DFO-SCH will own and maintain the harbour.
Community (42 residents in attendance)	Open House - February 27, 2020	General Feedback	Many comments that Option 2 is no good because entrance is exposed to waves.	Noted.
			Comments that DFO should do community radio announcements about the Project.	Noted. DFO-SCH will include radio announcements in the next phase of the Project.
			Comments on possibly moving the launch to laydown area.	Launch ramp can be moved to laydown area, but there would be less room for floats this way – No float adjacent to ramp to leave open for the sealift or emergencies
1. Ikajutit Hunters and Trappers Association (HTA) 2. Hamlet Council 3. Qikiqtani Inuit Association (QIA)	Post Open House Follow Up Meeting – February 28, 2020	Communications	DFO should do more to reach out to the community -ie radio show	Yes, DFO-SCH will try community radio for the next phases of the Project
			Discussion on how DFO-SCH can get more community feedback: Don’t come when people are out camping and do Radio shows	Noted. DFO-SCH will do radio, put photos on Facebook, and can post notes/posters at the co-op.
		SCH Design	The wildlife office on the shore might be moved - that would give DFO more room for the harbour.	Noted. DFO-SCH have heard comments about the launch ramp being moved to laydown area. It's possible to do but there would be less room for floats this way – No float adjacent to ramp to leave open for the sealift or emergencies
			General consensus is Option 1 with the ramp as is. Community likes launch as-is because moving the launch to the laydown area might not work well with storage	Determining the final location of the launch ramp is not urgent and does not have to be confirmed now. Happy that Option 1 has been selected for the breakwater configuration.
			The Pond Inlet ramp is very handy	Noted.
			Will there be good access for people with bad legs/health to access boats?	The floats will sit about 1.2 ft above the water. So with help, yes should be able to access.
			Can some floats be used for Kayaks?	The floats are standard - a happy medium for access - they should be ok for kayaks but will not be a specific new design.
			Want to keep launch ramp away from laydown area because it’s too busy during sealift	Noted.
		Operations and Maintenance	Need a policy on laydown area's use for operations – want signs up	That is up to the community to decide but DFO-SCH can help.
			Harbour Management Discussion –DFO-SCH would like to find 2 people to attend the DFO-SCH conference in Winnipeg - will need names by mid-March. Questions/Comments: will there be an interpreter in Winnipeg? Katissee Attagutisak – is an interpreter originally from Arctic Bay, lives in Manitoba now. Interpreters from Rankin Inlet are hard to understand (different dialect). DFO-SCH should contact Hamlet and HTA for further info/correspondence.	DFO-SCH will look in to having an interpreter. DFO-SCH will continue to keep the Hamlet and HTA updated (SAO - Deborah from Hamlet and Jennifer, the HTA manager).
			Community member interested in naming the harbour	Yes, the harbour can be named.
		Fish and Fish Habitat	Concerning complimentary environmental compensation that might be required - the community will have a better idea of potential projects after some research vessels are here in the summer.	Noted to follow up on.
			Water source lake has some sea rancher – built a ditch around creek to get more fish in – want to do more work/dredging along the river to allow more fish back into the lake	Noted as an idea for environmental compensation should it be required.
			Arctic Bay has hardly any fish in the bay – Salmon are now along the coast	Noted.
			There are sculpins in the bay where the ground is rocky – used to catch them along the shore, but not ton of fish there	Noted.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
			Can DFO-SCH pick-up debris we find in the water?	Yes, as part of the construction project.
			The government dumped chemicals in the harbour are in the 1950s – it would be good if you test right in front of the fixed wharf and inside of the current breakwater – all white in the bottom in summer because of chemicals. Old weather station was by Arctic Bay Adventures office.	QEC will be in Arctic Bay doing contaminant testing to acquire the property
			Can you/SCH blast out bedrock you find in the harbour?	We typically try to avoid blasting bedrock. We have done some preliminary ground penetrating radar and it looks like Option 1 will be OK, but the geotech work will confirm this. We try to modify designs so we avoid underwater blasting.
			There was an airplane that crashed into the ocean, then was dragged to shore, then fell back into the ocean – by airport	Noted.
		Access to Ice and Water	Will there be a temporary area for boaters during construction?	Yes. Access for boaters will remain open and construction will be staged - ie: build breakwater first, and require that the contractor maintain harbour access for all users.
		Quarry and Haul Route	Has the quarry location been decided?	No, not yet. We need to do more studies this summer and confirm with geotech.
Design Phase				
Ikajutit Hunters and Trappers Association (HTA)	Joint Meeting – September 22, 2020	Project Requests and Expectations	A launch ramp at Victor Bay is needed. Launching boats from Victor Bay is very difficult for hunters.	Noted. Having a ramp at Victor Bay not part of the current scope of the Project for a SCH in Arctic Bay.
		Quarry and Haul Route	Blasting needs to be communicated in the community.	Daily Blasting Notices will be posted on radio, social media, hamlet, posted on bulletin boards, and on very high frequency (VHF) radio (cabin owners at Victor Bay are only reachable by VHF). Blasting will usually happen at the same time every day so residents can plan accordingly. Also, there will be flag people and a warning system to protect residents from the blast zone. Daily road closures will also be limited to ~30 mins/day once a day to maintain access to Victor Bay.
			The road to Victor Bay is used every day, so when there is blasting there must be a flagman or some kind of sign or “red light” to manage the road.	
			Blasting announcements should go on the radio and posted on social media and around the community.	
			The quarry has the potential to affect skidoo traffic, need to make sure it doesn’t affect skidoo trails, need to maintain the current skidoo trail.	The contractor will be required to maintain access for skidoos. The Project will construct skidoo access over any potential barriers caused by stockpiles or stockpile pads to ensure hunters are able to pass through and that access to Victor Bay is maintained.
			Inquiries concerning whether blasts will kill landlocked fish in Dead Dog Lake and the Alternate Water Supply Lake.	DFO imposes limits on noise and overpressure limits that specifically deals with protection of fish and this is applicable to the quarry operations as well. Further, the proximity of the quarry working area to the lakes is far enough that no issues are expected concerning blasting.
			Was the quarry at the sewage lagoon considered?	Yes. There is a similar high quality rock outcrop at the lagoon. However, the trucking distance is substantially further which will have a material impact on costs with little benefit to impacts.
			Inquiries about where rock will be stockpiled, there is no space on the shore so a stockpile should not be near the breakwater site.	Rock will be stockpiled near the quarry site. We do not expect to need stockpiles at the shoreline.
			Are there other haul routes that can be considered?	Yes, we are here to listen to your ideas and consider alternatives.
			Consider a by-pass road along the west side of the community, rather than using the existing road that comes down the hill.	We will have a look at this route while we're in town and consider it.
			Pond Inlet was provided a bypass road and their haul route doesn’t pass a single house.	Yes. The hamlet roads in Pond Inlet are much narrower than in Arctic Bay and the roads are a much bigger dust problem in Pond because of the sandy pit run. The Pond site is also at the edge of the hamlet, whereas Arctic Bay is in the middle of the community where you will always need to pass by some houses.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
		Navigation	Grateful that navigation lights have been included on the Project. <i>“It will be good to have lights there.”</i> No further comments received on Navigation lights.	Noted.
		Fish and Fish Habitat	No concerns were expressed concerning fish and fish habitat <i>“the fish are the size of my finger, I’m more important than the fish”.</i>	Noted.
Hamlet Council	Joint meeting - September 22, 2020	Quarry and Haul Route	Inquiry as to what will be done with the quarry after the Project, will it be decommissioned or could it stay for the community?	The quarry will be available for future use by the hamlet (i.e., not just for this project).
			Location 1 looks better for safety reasons and it’s further from the road, why isn’t that the preferred option?	The project feels that safety can be maintained with either location. Location 1 is not preferred because it will double the distance for trucking from 2km to 4km and will require that the project pay to add a 2km access road. The quality of the rock at Location 1 is not as good as Location 2.
			Corners will need to be eased along the haul route, as there are one or two very tight corners.	The haul road will be improved to allow for safe truck travel (easing corners, increasing width in areas, upgrade existing hillside etc.) and upgraded with features like pull outs to permit vehicle passing. The contractor will be responsible for maintaining the road in good condition.
			Need to fix up and expand the hairpin turn halfway up the hill.	
			In Sept and Oct, the roads will be slippery. It’s going to be very slippery coming down the hill. We need to keep the public safe. Guard rails should be considered along the haul route for public safety.	Noted. The contractor will be required to develop a traffic management plan that will include public safety measures.
		Fish and Fish Habitat	No concerns expressed by council.	Noted.
		Navigation	No comments received from council on Navigation lights.	Noted.
		Employment and Business Opportunities	Job positions should be advertised for rather than making appointments for local support and construction.	Noted. The Project aims to maximize participation of Inuit labour, training, and Inuit owned businesses on the Project. The contractor will work with the Hamlet and the community to understand how best to advertise for positions well ahead of time.
		Dust	Dust is a big concern for the community.	As part of the construction environmental management plan, the contractor will be required to control for dust. The maximum speeds will be kept low (20km/hr) and dust suppression will be used (water or other approved dust suppressant.
			There should be no dust from the trucks. Dust suppressant needs to be used right away, as soon as the work starts. Do not want dust ending up in peoples’ residences.	
		Public Safety	Maximum speed should be 20km/hr as the trucks approach houses, as community residents we should have a say on how fast the trucks go.	Agreed and noted.
			There needs to be safety measures implemented, such as fencing, to make sure people don’t fall off the rock cut at the quarry.	During the off season when the quarry is not being operated, the contractor will have barriers installed to mark the edge of the rock cuts.
			Inquiries concerning the impact of the blasts on the community (will tremors be felt)?	The quarry is too far from the community that vibrations and noise will be cause for concern. Tremors may be felt but will be minor.
			Concerns about safety blasting so close to the road and the community.	The area around the quarry will be secured and the road temporarily closed before any blast to avoid any safety concerns with the public.
			There has been experience with rocks rolling down the hill and causing damage, so the Project needs to be careful about this.	There is virtually no risk to community of rock falls considering the distance from the quarry to the rock slopes adjacent to the community. However, control fencing (1.8 m tall orange fencing using rebar) can be added as a mitigation measure for protection where houses/building are at risk of falling rock.
		Construction	Inquiry about when equipment will be arriving and when work will start on the road.	Current planning shows first equipment arriving with sealift in 2022. Because much of the construction season is already over, only minor works are likely to happen in 2022.
			Inquiry as to whether construction will only happen in the summer.	Construction will only happen in summer, likely to be late June or early July start to about mid to late October.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
		Worker Camp	Local accommodation should be used first to house construction workers before using a camp.	Noted. The contractor will be responsible for establishing the camp, so the idea of leaving the camp behind should be discussed with the contractor directly. However, contractors usually need these camps to move with them for other Projects.
			Inquiry concerning whether construction buildings and camp can be left behind for the community.	
Qikiqtani Inuit Association (QIA) and Nauttisqsuqtit (the Guardians)	Joint meeting - September 22, 2020	Haul Route	The road to Victor Bay is very busy, especially during the open water season. Improvements to the road and traffic management will be needed.	Noted. The contractor will be required to develop a traffic management plan that will include public safety measures and maintaining safe access to Victor Bay. The contractor will also be required to make improvements to the road such as: easing corners, increasing width in areas, upgrade existing hillside etc. and upgraded with features like pull outs to permit vehicle passing.
			Please look closely at alternative haul routes to minimize the impact to residences and hunters heading to Victor Bay.	We will look in to alternative routes.
Haul Route and Shoreline Residents	Door to Door House Visits September 23-24, 2020	Haul Route	Appreciative of the door to door visit and Project information being provided directly to residents along the haul route.	Noted.
			Look forward to one-one meetings in early 2021 to ask questions and discuss concerns once there’s been adequate time to review and process the information provided.	Noted.
			Not in favour of 24 hr. construction and hauling.	Noted. The Project will consider limiting construction and hauling to 12hrs/day during the day.
1. Ikajutit Hunters and Trappers Association (HTA) 2. Hamlet Council 3. Qikiqtani Inuit Association (QIA) 4. Nauttisqsuqtit (the Guardians)	Joint Meeting - March 4, 2021	Project Requests and Expectations	Disappointment expressed that a boat ramp at Victor Bay is not included in the scope of the Project after several requests were made by hunters since the beginning of design.	The Project recognizes the frustration and need for a ramp at Victor Bay. The scope of the current Project is for a SCH for Arctic Bay only. DFO-SCH will own the SCH and will continue to engage the community through construction and operations of the facility. DFO-SCH can consider a ramp at Victor Bay as part of future expansion for marine infrastructure in Arctic Bay. The Hamlet is also investigating options to build the ramp with annual funds provided by the GN.
			A launch ramp at Victor Bay is needed. Launching boats from Victor Bay is very difficult for hunters. <i>“Nothing fancy, just a simple launching pad, it wouldn’t take much to do at the same time the harbour is being built”</i>	
			Hunters believe a ramp at Victor Bay was part of the Inuit Impact and Benefit Agreement (IIBA) between Parks Canada and the QIA for the Tallurutiup Imanga National Marine Conservation Area. Mr. Kullmann stated he would inquire with Parks Canada and the QIA about whether the ramp was included in the IIBA.	
		Quarry and Haul Route	Inquiry on whether the rock mound for the quarry will be blasted down to the grade of the road or less.	The quarry will likely be blasted to below road grade, but this will be up to the contractor.
			Inquiry on whether other locations were considered for the quarry such as the point (Uluksan Point – location of many Thule sites).	There were other locations considered but due to environmental and quality of rock issues and archaeologically important areas (such as Uluksan Point) they were not further investigated.
			Frustration expressed by one individual that an alternate bypass road going along the shoreline isn’t being considered. Statement that despite the increased cost to the Project, the suggested alternate road along the shoreline should be used.	The Project considered the alternate bypass route suggested by the resident. However, the alternate bypass would require building a road on a steep embankment that may not be stable (there is no information and it has not been drilled). The distance for the suggested alternate route would be greater and pass in front of nearly the same number of residents, which would mean less money for the SCH yet similar number of impacted residents. The cost for the road would come out of the harbour funds. The haul road alignment will be improved to allow for safe truck travel (easing corners, increasing width in areas, upgrade existing hillside etc.) and upgraded with features like pull outs to permit vehicle passing. The Contractor will be responsible for maintaining the road in good condition.
			The road needs to be looked at more closely.	
			Comment from the Hamlet that using the suggested alternate road would have trucks crossing the community hall and arena – <i>“We wouldn’t want that because we use it for summer programs for our kids, it’s a safety problem, it’s too busy to go that way”</i>	
			Comment from council that these works are only temporary <i>“it’s only for 2 seasons, not a lifetime”</i>	
			Comment from HTA member <i>“I’m not worried, it’s only 2-3 summers, we can handle it. We need this harbour”</i>	

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
		Dust	Dust is a big concern for the community.	We have had many community members bring up concerns about dust. We understand that this is a big concern for the community and we will do everything we can to control for dust. The contractor will be required to develop a plan to control dust, including the using dust suppressants and keeping speeds low. The contractor will be encouraged to use the new quarry for aggregates to maintain the road surface; the rock from the quarry is harder and more durable (less dust created by this rock).
			Even with reduced truck speeds, it’s the air brakes on the trucks that blow up the dust.	Noted. Dust will be managed and pressure relief from air brakes will be part of the consideration.
			When there is dust, people will need to clean off their equipment – they should be compensated for having to do that.	Noted.
			CA/CL is not actively used in the community. It needs to be mixed into the ground surface very well and there are concerns about its use because of children playing all over the roads and the environment.	Noted.
			Water is considered best for dust management.	Noted.
			SAO will send information on a newly approved dust suppressant from the Government of Nunavut.	Thank you. We appreciate that. (Information was received from SAO on March 5, 2021)
		Public Safety	The safety of the community has to be looked at very carefully.	The safety of the community is our number one concern. We do not want anyone to get hurt because of the Project. Public safety measures will be described in detail in the contractor's construction environmental management plan which will include traffic management measures such as: flag people/spotters at intersections and near any homes or buildings, limiting vehicle speeds to 20km/hr, ensuring all trucks have proper braking systems to handle the conditions of the road (especially steepness), equipment kept properly maintained to avoid accidents with equipment failure, providing the community with timely notices and implementing a traffic awareness campaign especially for kids and youth etc.
			Inquiry as to what kind of brakes and equipment will be used, especially considering the steepness of the road.	
			Must have the best equipment possible and keep properly maintained to make sure there are no accidents with equipment failure, especially near homes with steepness.	
			Ensure all trucks have proper braking systems to handle the conditions of the road.	
			Traffic management and flag people/spotters will be required, especially near any homes or buildings.	
		Fish and Fish Habitat	No concerns were raised regarding fish and fish habitat.	Noted.
			During the summer, fish are present in the bay but in very low numbers. The impact will be very minimal and temporary. There are no lasting negative effects.	
			The work will be conducted in a very small area of the ocean, it will impact sculpins and bottom feeders in that area only.	
			Very few people set nets and it’s prohibited to discharge a firearm in the bay fronting the hamlet, so harvesting is very low.	
			Putting boulders in the water for the breakwater is not a concern “we already dump a lot of metal and debris in the area such as skidoo parts” .	
			The fish returned once pile driving was completed for the wharf at Nanisivik. The animals will return once the work is completed.	
		Navigation	No concerns expressed concerning navigation or the planned navigation lighting locations.	Noted
			Hunters are anxious for the navigation lighting so they can approach safely.	Noted
			Inquiry as to the brightness of the lights and whether they will be 360°.	Navigation lights will be standard Coast Guard LED lights and will be 360 degrees. They will be bright.
			Inquiry on the location of lights for the facility.	Lighting will be located at the ramp, along breakwater, along shoreline and laydown.
			Inquiry on who will own the lights.	Poles and lights will be QEC owned and maintained. Navigation lights will be owned and maintained by Coast Guard.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
		SCH Design	Harbour design looks a bit vulnerable to Eastern storms and strong easterly winds.	The modelling shows that the harbour design should be well protected even during strong easterly storms.
		Access to Ice and Water	The quarry has the potential to affect skidoo traffic, skidoo trails need to be maintained.	Land use workshops and interviews indicated that hunters’ access to and from Victor Bay on skidoo is mostly along the sides of the road, particularly around the proposed quarry. The Project will construct skidoo access over any potential barriers caused by stockpiles or stockpile pads to ensure hunters are able to pass through and that access to Victor Bay is maintained. The Contractor will be required to coordinate and sequence construction activities so that access to boaters is maintained at all times during construction. A traffic management plan will be implemented to minimize any congestion resulting from heavy equipment operating at the shoreline and to ensure public safety.
			Hunters’ access to and from Victor Bay is mostly along the sides of the road, particularly around the proposed quarry. Construct skidoo access over any potential barriers caused by the stockpiles or stockpile pads to ensure hunters are able to get through.	
			Access to the ice is relatively easy along the shoreline where it’s not very steep. No concerns were expressed about the small craft harbour affecting ice access. “ <i>We’ve been requesting a small craft harbour for so many years, we are an adaptable people, we will find new routes</i> ”.	
			The Project needs to maintain access for boaters at all times during construction.	
			Traffic management will be required to deal with congestion that will result from heavy equipment operators at the shoreline and boaters.	
		Employment and Business Opportunities	Inquiry as to how local labour will be maximized during construction of the Project.	The project will comply with the new Treasury Board Directive on Government Contracts Including Real Property Leases, in the Nunavut Settlement Area (Government of Canada 2019a) and aims to maximize participation of Inuit labour, training and Inuit owned businesses on the Project.
			Hiring local should be prioritized.	
			August will be a difficult time to find local workers and drivers as many hunters will be gone narwhal hunting.	
			Inquiries on the kind of equipment that will be required for construction and whether local equipment would be suitable.	Equipment will include normal earthworks equipment, including rock trucks, excavators, loaders, and other support. Local equipment may be suitable if available and if it meets the needs of the contractor.
		Construction hours	Kudlik has all equipment already in the community. If they were to be awarded construction, the Project wouldn’t have to wait for sealift to get started.	Noted.
			24 hr. construction is not generally supported in the community.	The Project has decided, based on feedback from the community, that hauling and noisy construction activities will be limited to 12 hrs/day during the day shift only.
			Project should consider 12 hr. construction days only.	
			24 hr. trucking would be too disruptive and would not allow residents to sleep, especially elders and children. 12 hr. work is supported.	
Haul Route and Shoreline Residents	Door to Door House Visits March 3-4, 2021	Construction Hours	Appreciative that construction (especially hauling) will be limited to 12 hrs/day during the day only.	Noted.
		Dust	Dust is a serious concern for respiratory health but also for equipment critical for hunting and camping that is stored outside. Concerns about dust accumulating in and around equipment causing damage if not constantly cleaned.	The contractor will be required to control for dust including using approved dust suppressants and keeping speeds low (20km/hr) to minimize dust.
		Hauling	Inquiry from one resident on whether compensation would be offered for any impacts caused by trucking (dust on equipment, health, noise/disruption to daily life etc.).	The Project will review this. Ideally the contractor is held accountable and the work is executed in a manner that avoids this.
		Public Safety	Public safety – have flag people managing traffic along route in front of houses. There are always many children playing in the road at all hours, especially in the summer.	Noted. The contractor will be required to develop a traffic management plan to maintain public safety. Flag people are among the measures listed for traffic management.
		Complaints Mechanism	Provide residents with a complaints process beyond the construction contractor. “ <i>Who do we contact when our complaints are ignored by the contractor in town?</i> ”	Noted. The contractor will be required to develop a complaints mehcanism to deal with issues that arise in the community. Additionally, the Project will implement a complaints process beyond that of the Contractor’s (there will be onsite monitoring of construction works by Project personnel in town).
			Suggest having a local Inuit community coordinator that residents can call when issues arise.	Noted. DFO-SCH will consider hiring a local Inuit community coordinator.

Arctic Bay Community Consultation Log

Group	Method and Date	Topic	Feedback Received	Project Response and Mitigations
		Employment and Business Opportunities	Inquiries on how and when residents will be able to apply for work opportunities.	The construction contract is expected to be awarded in the spring of 2022 with construction starting that same summer.
		Haul Route	Suggest the road to the quarry be widened the entire length of the way for two-way traffic to safely pass (instead of pull outs). The traffic in the summer is extremely heavy on the road and locals will not pull off and wait for trucks.	Noted.
Community Stakeholders	Drop in visits - September 2020 and March 2021	General Feedback	No concerns were raised by the RCMP, Northern Store or Arctic Bay Adventures. All expressed support for the Project and its benefit to the community.	Noted.
Sealift Carriers	Email exchanges in February and May 2021 to provide Project information and updates and to solicit input on design, operational needs of sealift carriers and vessels' specifications.	General Feedback	NEAS offered no comments to date. NSSI commented that they would like to see the laydown area expanded even more to the west (into the harbour).	It is known that the GN and the Hamlet want to relocate the sealift laydown area to the industrial area of the community. Therefore, any excess laydown area would be unnecessary in the future when that is realized and further at the expense of harbour size.
Fuel Carriers	Email exchanges in February 2021 to provide Project information and updates and to solicit input on design, fuel needs for the Project, operational needs and vessels' specifications.	General Feedback	Woodward, who holds the GN's PPD contract, had no concerns with the development.	The Project is well removed from any fuel transfer operations associated with the tank farm.
Cruise Ship Operators	Email exchanges in May 2021 to provide Project information and updates and to solicit input on design, operational needs of cruise ship operators and vessels' specifications.	General Feedback	Cruise operators were all interested to hear about the development and encouraged to see the improvements. The main consistent comment has been support services for ships, primarily waste reception and fuel.	The Project does not directly support the berthing of cruise ships (too large for the facility), but if there was a means to transfer services between ship and shore by other means, the operator can always make arrangements with the Hamlet, as the Hamlet has the facilities. It was suggested that cruise ships could berth at Nanisivik, which has road access to Arctic Bay. Transfer could be accomplished using trucks from the Hamlet, provided Department of National Defence is supportive of that approach (cruise operators would also have to obtain approval from DND in that case).