

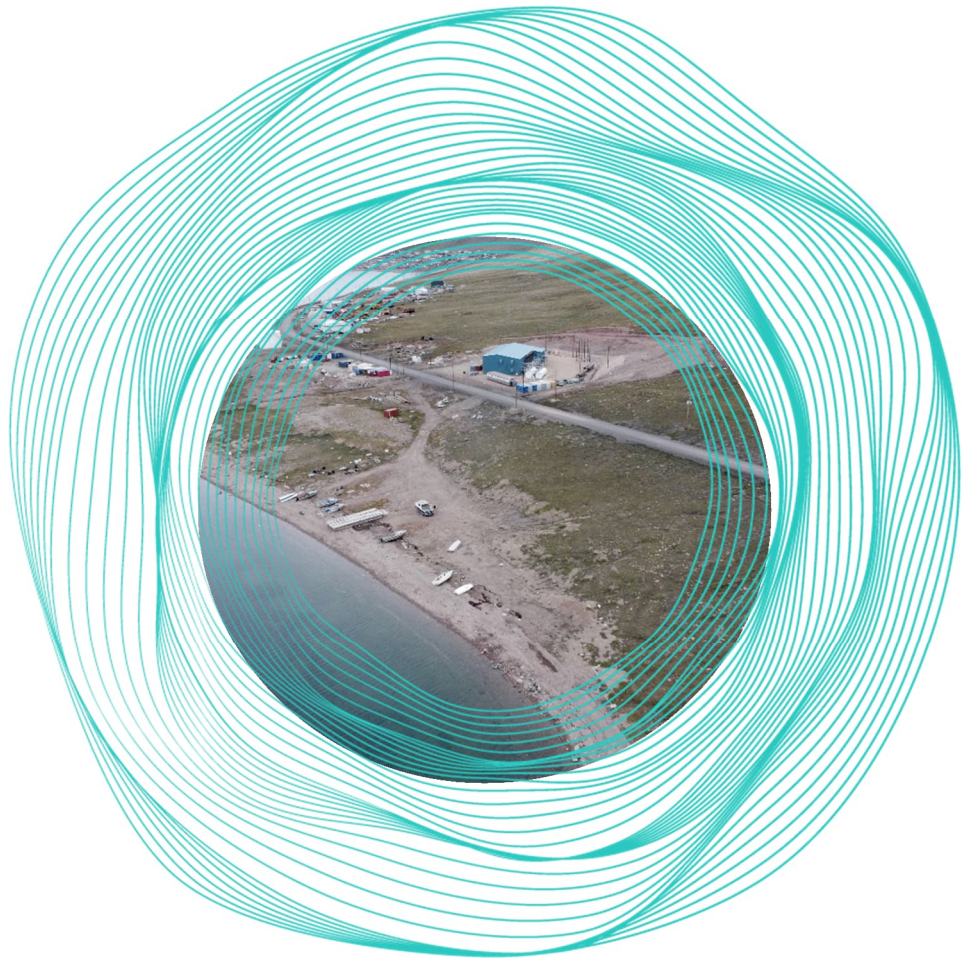


GOVERNMENT OF NUNAVUT

Community Consultation Summary Report

Arctic Bay Sealift Safety Improvements Project

Document No. Rev. A: 317086-64330-00-PM-PLN-00001



5 June 2026

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PROJECT 317086-64330-00-PM-PLN-00001 : Community Consultation Summary Report - Arctic Bay Sealift Safety Improvements Project




Rev	Description	Originator	Reviewer	Worley Approver	Revision Date
	Issued for Customer Review	 D. Pinto	 J. Gibson	 J. Gibson	05 June 2026

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1. Introduction

This report summarizes the feedback received during community consultations conducted for the Government of Nunavut's (GN) Sealift Safety Improvements in Arctic Bay. These consultations are an essential part of the Project's commitment to ensuring that community voices guide the planning and design of improvements aimed at making sealift operations safer and more efficient.

The community consultation visit was conducted by Grant Woodbury (Manager -Transportation Planning, Government of Nunavut), Jeff Gibson (Project Manager, Worley) and Diane Pinto (Consultation Lead, Worley) in March 2026. Consultations focused on providing the community with a general Project update and overview, obtaining feedback on the sealift concept design and confirming proposed quarry sites and haul routes. Discussions also focused on proposed field program activities, as well as the identification of potential environmental and socio-economic effects and associated mitigation measures, to inform permitting and construction planning.

Separate meetings were conducted with the Hamlet and the Ikajutit Hunters and Trappers' Association (HTA). Individual meetings were conducted with Roberto Moretti, the Hamlet's Chief Administrative Officer (CAO) and Chris Mitchell, the manager of Arctic Bay Adventures. The Guardians were out on the land during our visit and will be consulted directly during the next visit. Due to scheduling constraints during the visit, the Project team was unable to meet directly with the QIA Community Liaison Officer (CLO). Project information and the sealift improvements presentation materials were subsequently provided to the CLO by email, and the Project team intends to connect directly during the next community visit. Nunavut Tunngavik Inc. (NTI) will also be provided with project information and engagement materials. An information booth for the wider community is planned during the next consultation visit, after the concept design has been refined in response to initial feedback from the Hamlet and HTA, and prior to finalization of the design.

The Project remains committed to continued engagement and collaboration with the HTA, the Hamlet, Nunavut Tunngavik Inc. (NTI), the Qikiqtani Inuit Association (QIA), and the community of Arctic Bay throughout the life of the Program.

Following the consultation visit, the Hamlet and HTA provided letters of support (see Appendix A).

Meetings began with welcoming remarks and introductions. Worley then presented a detailed overview of the Project followed by open discussion. A list of questions was used to guide the dialogue, but information was allowed to flow in a manner that was natural for participants and not restricted or bound to any strict process.

Meetings covered the following topics:

- Project overview including funding and schedule
- Consultations to date
- Summary of Community Feedback

- Sealift Safety Improvements Concept
- Proposed Quarries and Haul Routes
- Field Activities
- Permitting including NIRB, DFO – Fish and Fish Habitat Protection Program and Transport Canada (TC) – Navigation Protection Program
- Next Steps

Presentation slides were provided in English and Inuktitut, and local interpreters, Valerie Qaunaq and Audrey Qamanirq, were hired to support consultations. Large-scale posters detailing design concept, proposed quarry locations, and haul routes, along with a variety of photos and maps, were also provided to support discussions. A copy of the presentation slide deck is provided in Appendix B.

1.1 Objectives

The community consultation visit was conducted with the following objectives:

- Introduce team and provide a Project update/general overview
- Confirm sealift improvement site and obtain feedback on layout
- Share information about the field program
- Confirm proposed quarries and haul road
- Gather IQ including effects or risks to land use or harvesting rights and begin early collaboration on any required mitigations for construction planning
- Provide an estimated Project timeline and next steps

2. Consultation Activities

Table 2-1 details the consultation activities conducted in March 2026. A list of the community participants is provided in Table 2-2.

Table 2-1: Consultation Activities

Date	Group	Method
March 26, 2026	Ikajutit Hunters and Trappers	Design workshop
March 26, 2026	Hamlet Council	Meeting – presentation followed by open discussion
March 27, 2026	Hamlet Chief Administrative Officer (CAO)	One-to one meeting
March 27, 2026	Manager of Arctic Bay Adventures	One-to-one meeting

Table 2-2: Participants at Meetings

Organization	Participant
Ikajutit HTA	Qaumayuq Oyukuluk (Chair) Valerie Qaunaq Jennifer Pauloosie Paul Ejangiaq Roger Taqtu Sakiasee Qaunaq Kunnak Enoogoo Matthew Akikulu Sheena Shappa (HTA manager)
Hamlet Council	Olayuk Nagitarvik (Mayor) Ruth Oyukuluk (Deputy Mayor) Philip Kalluk Kigutikajuk Shappa Terry Kalluk Lisha Qaavuq Sakiasee Qaunaq Noah Qaqqasiq
Hamlet	Roberto Moretti (CAO)
Arctic Bay Adventures	Chris Mitchell (Manager)

3. Community Feedback

3.1 Ikajutit HTA

3.1.1 Project Support

The HTA board expressed overwhelming support for the Project and noted that the relocation and improvements would benefit both hunters and the wider community.

"I'm very happy to see this finally going forward after working on it for so long" – HTA board member Sakiasee Qaunaq

"It has been hard to be patient for so long, I want it done now please" – HTA chair, Qaumayuq Oyukuluk

3.1.2 Proposed Site

- The proposed new sealift area is a good location for the community and is suitable for truck access.
- Last summer, a sealift ship used the area being considered with no issues.
- The existing sealift area at the harbour is heavily congested and doubles as a play area for children during the summer months, creating dangerous situations. Moving sealift operations to the new location will greatly improve safety for both the community and sealift operators.
- Soil conditions in the area are very muddy and wet and should be considered during design and construction planning.
- Kudlik (contractor) previously excavated the top layer, which has altered the appearance and condition of the ground surface. Muddy soil conditions should also be expected in the new area beneath any surface material.
- Test pits using an excavator to better understand the ground conditions at the new site are a good idea.
- Understood that blasting will not be required, as material is expected to be gravel, not bedrock.

3.1.3 Boat Access and Storage

- Some hunters without trailers pull their boats up by hand in the fall in the proposed area. An area should be provided for them to continue to do so at the new site if the planned improvements will remove this option.
- There are also old boats stored in the existing area that will need to be cleared. A designated space should be made to push the old boats aside.
- HTA member emphasized that boat access and storage is not expected to be an issue though as the area is only used by a few boat owners occasionally.

3.1.4 Land Use and Inuit Harvesting Rights

- Board members stated that hunters generally do not harvest within the bay near the proposed sealift area.
- No concerns were expressed about impacts to harvesting or land use at the Project site or from the proposed quarries or haul routes.
- No concerns were expressed about the proposed field program activities including test pits required for the Project.

3.1.5 Local Employment and Contracting

- HTA emphasized that it will be very important to use the local contractor if possible and to hire local Inuit labour to build the project.

3.1.6 Project Coordination

- Boat owners in the wider community should be consulted and contacted in advance of any construction activities requiring their boats to be relocated.
- Suggestions were made to compile a list of boat owners so they can be notified ahead of time. This could be done through the community radio and the community information booth planned at the Co-op during the next visit.

3.2 Hamlet Meeting

3.2.1 Project Support

- The Hamlet council voiced unanimous support for the Project, sharing that the community has been asking for the sealift to be relocated for many years.

3.2.2 Proposed Site

- The previously proposed area for sealift relocation right beside the fuel tanks has diesel contamination. The new location shown is preferred and more appropriate.
- The Hamlet understands that the Department of Fisheries and Ocean's (DFO) Small Craft Harbour (SCH) Project and the Sealift Safety Improvements Project are two distinct and separate initiatives.
- In response to an inquiry regarding Worley's engineering team being involved in both projects, the Hamlet emphasized that the SCH is the priority and that the sealift project must not delay its construction.

3.2.3 Design

- Council approved of the proposed design and layout.

3.2.4 Construction & Public Safety

- Inquiry about whether the haul road would need to be widened for large rock trucks to travel back and forth
 - The current assumption is that widening of the road will not be required.

- There is a dangerous blind spot at an intersection on the haul road that poses a safety risk. The community's water truck uses the proposed haul road, and the blind spot is considered very hazardous. The Hamlet asked whether the blind spot could be addressed as part of the Project.
 - The Project team noted that this was an important risk to plan for and consider.
 - Safety is always our top priority and traffic management, and safety plans are implemented on our projects.
 - A haul road assessment will be conducted in the summer to assess the suitability of the road, identify areas that may need improvement or widening and any potential hazards.

3.2.5 Local Employment and Contracting

- There are local contractors present in the community. The Hamlet expressed interest in having local drivers hired and contracting opportunities for the equipment needed, if suitable.
 - The GN can set a percentage of local hires required for a project so that opportunities for local Inuit are maximized.
- Moses Oyukuluk was identified as the only contractor in the community with heavy equipment and experience that may be suitable.

3.2.6 Land Use and Inuit Harvesting Rights

- No concerns expressed about impacts to harvesting or land use at the Project site or from the proposed quarries or haul routes.
- No concerns expressed about the proposed field program activities including test pits required for the Project.



Appendix A. Hamlet and HTA Support Letters



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IKAJUTIT HUNTERS & TRAPPERS ORGANIZATION

April 10th 2026

Board of Directors
Nunavut Impact Review Board
Nunavut, Canada

To Whom It May Concern:

This letter is to inform you that the Ikajutit Hunters' & Trappers' Association (HTA) is in full support of the Sealift Safety Improvements (the Project) being planned for our community.

The HTA Board of Directors has been consulted on a sealift relocation for our community over years, most recently in March 2026, when the Project team met with us in Arctic Bay to discuss the field program, Project design, and potential borrow pit locations, and to begin collaborating on construction planning, including environmental, land use, and public safety management measures. We understand that mitigation measures will be implemented to minimize any potential impacts on wildlife. Given that the Project will be relocating our sealift out of our busy harbour area and over to the industrial area, we have no concerns and understand that our access to water and ice will be maintained at all times during construction of the Project.

We have no concerns with construction in the Project area. The Project site is in an area that is used very little by marine animals or other wildlife and is located in the industrial area near our fuel tanks. Residents do not generally harvest marine species in this area.

We also have no concerns with the field program activities planned for the Project, including assessment of the borrow pits, haul road, and geotechnical work including test pits. These activities are not expected to interfere with wildlife, fish or fish habitat, or community harvesting activities.

We understand that existing community roads will be used by large haul trucks to transport the material needed for construction from existing borrow pits near the airport. This area is away from any residences and in the industrial area of town. We have no concerns with the proposed haul route and understand that traffic management and safety measures will be implemented to minimize risk to community members.

We do not have any concerns about the Project impacting wildlife, fish or fish habitat, or our ability to harvest at either the Project site or any of the borrow pit areas.

We have been waiting decades for improvements to our marine infrastructure.



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IKAJUTIT HUNTERS & TRAPPERS ORGANIZATION

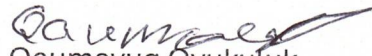
Hunters and other boaters in our community currently deal with very dangerous conditions due to congestion and conflicts with barges during sealift operations. The Project will improve safety during sealift time and provide a much-needed laydown and storage area by relocating our sealift away from where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



Appendix B. Community Notice

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PROJECT TIMELINE

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Feb 2026



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March 2026



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**July-August
2026**

- Government of Nunavut contracts Worley for design development and permitting support for sealift improvements.

- First Community Consultation visit

- Field Program – geotechnical field investigations, including test pits.



Sealift Improvements Kinngait 2024





Aerial Photograph by Dynamic Ocean Consulting Ltd.

Drainage and material suitability / re-usability will be a key consideration in design
ជំនាញ (ជំនាញ ក្នុង ការ គ្រប់គ្រង ធាតុ បំបែក ធាតុ បំបែក) ក្នុង ការ គ្រប់គ្រង
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- Potential conflicts ?
1. Current site use
 2. Harbour Construction – Maintenance Garage ?
 3. Spoil materials



Original Location

Revised Location

Area looks to be a drainage path / Poorly Drained

Thank you / ᖃᓄᓂᓐᓇᓂᓐ

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Jeff Gibson

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**Project Manager /
Senior Associate – Technical Consultant**

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Grant Woodbury

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**Manager, Transportation Planning
Government of Nunavut**

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