Qikiqtarjuaq Marine Infrastructure Project

Construction Environmental Management Plan

CBCL

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Chapter 1 Introduction

Qikiqtaaluk Arctic Economic Development Corporation (Qikiqtaaluk-AEDC) is proposing to construct a deep-sea port facility (the Project) in Qikiqtarjuaq in the Qikiqtaaluk Region of Nunavut. This coastal infrastructure project will consist of a new closed-face marginal wharf structure complete with modern equipment and tools to accommodate commercial, scientific, and tourist vessels.

The purpose of this Construction Environmental Management Plan (CEMP) is to present and describe proposed environmental protection requirements and mitigation measures that shall be adhered to throughout the Project construction phase. The CEMP will provide a framework for the development and implementation of safe and environmentally responsible practices to reduce environmental and social effects associated with construction activities.

This CEMP will be updated as required by terms and conditions defined by the Nunavut Impact Review Board (NIRB) screening decision report, other permit conditions, and any additional consultation commitments. Revisions will also be made if there are changes to design or construction methods and procedures. Mitigation measures outlined within this CEMP are based on guidelines, regulations, consultation comments, and CBCL's experience with similar project work.

Chapter 2 Project Overview

The Project will be located in the Municipality of Qikiqtarjuaq, Qikiqtaaluk Region, Nunavut, south of the main commercial and residential area of the community. The primary objectives of the Project are to improve marine infrastructure in the community and provide facilities to support commercial fisheries and marine traffic in the Davis Strait and Baffin Bay.

The Project footprint will overlap with upland, tidal zone, and seabed areas along the western shoreline of Broughton Island, south of the Qikiqtarjuaq Airport. The Project area includes the port, access road, haul roads, quarry, stockpile areas, and temporary work camp.

Construction will involve both land-based (e.g., site preparation, rock quarrying) and marine-based activities (e.g., harbour dredging, construction of wharf and armour stone protection). Rock and fill will be excavated from a new quarry. Floating accommodations and/or a temporary camp will be established to accommodate workers during construction. Traffic between construction areas and the camp, quarry, and stockpile areas will make use of existing roads.

2.1 Schedule

Construction will occur over a two-year period from 2026 to 2028, with construction shut down over the winter seasons. Operation of the port is expected to begin at the start of the open-water season in 2028.

2.2 Project Components

The proposed port layout consists of the following key features:

- Closed-face marginal wharf structure with armour stone protection
- Access road connecting to existing municipal roads
- Crane for offloading cargo
- Wastewater receiving systems
- VHF radio communications station
- Freezer container facilities
- Operations and security office
- Power distribution

2.3 Construction

In addition to the physical components of the Project, the following activities will be carried out during construction:

- Quarrying operations (e.g., blasting, excavation) at a new quarry in Qikiqtarjuaq
- Temporary materials stockpile areas
- Temporary staging/laydown areas
- Temporary camp to accommodate workers
- Dredging and disposal of dredged material (may be used for construction)
- Utility installation (e.g., poles, lighting)

Rock and gravel required to construct the new port and access road will be sourced from a new quarry. The proposed quarry is approximately 2 km via road from the Project site. The road that will be used to haul material from the quarry has been recently constructed by the municipality; a short (approximately 275 m) access road will be constructed as part of the Project to connect the port facilities to the newly constructed road. Infilling and excavation will be carried out to establish the port facilities and expand the upland area for the laydown area. Dredging will be required to construct the new wharf. Dredged materials will be transferred to the laydown area, confined by a berm, for dewatering and storage. A temporary wharf will be constructed below the high-water level south of the footprint of the permanent deep-sea port to facilitate the dredging and transfer of dredged material to the laydown area for de-watering and storage.

Chapter 3 Roles and Responsibilities

For successful completion of the Project, all organizations involved shall be aware of their respective roles and responsibilities as presented below. The responsibility for the application of this CEMP encompasses all Project personnel from management to workers.

3.1 Proponent, Project Authority, and Contract Authority

Qikiqtaaluk-AEDC is the Project proponent and is the main point of contact with the regulatory authorities on permitting and regulatory compliance. As the owner and Project Authority of the Project, Qikiqtaaluk-AEDC has the obligation to ensure that their commitments to protect the environment are met, and that these relevant obligations are known to the Contract Authority, Construction and Contract Administrator, and the Contractor. As the owner, Qikiqtaaluk-AEDC is also responsible for all post-construction activities.

As the Contract Authority of the Project, Qikiqtaaluk-AEDC is ultimately responsible for the management and implementation of the CEMP; however, all Project personnel will share the responsibility of conducting Project activities in accordance with this CEMP and agreed upon standards and protocols.

3.2 Construction and Contract Administrator

The Construction and Contract Administrator will act as the Qikiqtaaluk-AEDC representative and is responsible for monitoring the selected Contractor's activities (i.e., compliance with contract, including environmental requirements and the CEMP). The Construction and Contract Administrator will also be responsible for supporting Qikiqtaaluk-AEDC in communicating the regulatory requirements to the Contractor and monitoring the Contractor's construction activities for compliance.

The role of a Resident Inspector, who reports to the Construction and Contract Administrator will be assigned to monitor onsite staff and project progress during the Project. The Resident Inspector will have the overall responsibility for the monitoring the Contractor's implementation of activities associated with the CEMP for the Project.

3.3 Contractor and Environmental Monitor

The Contractor is responsible for the day-to-day management of construction activities and compliance with the terms of the contract, compliance with the conditions of all permits and approvals, and compliance with the CEMP. The Contractor's personnel (i.e., anyone

working on behalf of the contractor, including subcontractors) will report to the Contractor directly, and the Contractor will report to Qikiqtaaluk-AEDC. The Contractor will retain an Environmental Monitor whose responsibilities will include the environmental monitoring of construction activities, environmental sampling, reporting monitoring results, incident reporting, and communicating the requirements of the CEMP to the Contractor personnel.

The mitigation or protective measures identified in the CEMP will be primarily the responsibility of the Contractor.

3.3.1 Contractor Construction Work Plans

The selected Contractor will be required to prepare task and site-specific Contractor Construction Work Plans (CWPs) that will include environmental management, mitigation and monitoring measures that comply with the requirements of this CEMP, approval and permit obligations, and legal requirements. At a minimum, the Contractor will be required to prepare the following plans:

- Health and safety—this plan will detail the measures and procedures that will be employed to meet occupational health and safety requirements during construction.
- Quarry operations—this plan will detail the measures and procedures that will be employed to control blasting and manage dust generated during construction.
- Spill prevention, contingency, and emergency response—this plan will detail the measures and procedures that will be employed to prevent, mitigate, and respond to a leak or spill of hazardous material during construction.
- Erosion and sediment control—this plan will detail the measures and procedures that will be employed to control site runoff and prevent and mitigate erosion and sedimentation during construction.
- Waste management—this plan will detail the measures and procedures that will be employed to store, handle, and dispose of waste generated during construction.
- Traffic management—this plan will detail the measures and procedures that will be employed to manage construction traffic and avoid or mitigate traffic conflicts during construction.
- Marine construction management—this plan will detail the measures and procedures that will be employed to manage marine construction activities and avoid or mitigate conflicts with marine fish and wildlife, and community users of the marine environment, during construction.
- Construction staging—this plan will detail the staging of construction activities to avoid conflicts with other activities during construction, as well as public safety measures at the recreational area and trail that currently exists at the proposed quarry location.
- Wildlife mitigation and monitoring—this plan will detail the measures and procedures that will be employed to monitor for the presence of wildlife and avoid conflicts with wildlife during construction.

The plans will be further described with additional context within the Project's specification documents. Additional plans may be required, which will be identified during design development, contracting, and from regulatory permits and approvals.

3.3.2 Training Requirements

Environmental training and orientation, as well as Indigenous cultural awareness training, will be mandatory for staff employed onsite. Topics to be discussed include but are not limited to an overview of environmental risks and mitigation, cultural awareness, accidental spill response, waste management, and contingency plans.

In general, training and orientation will include a review of the CEMP, Contractor CWPs, Project conditions of approval, applicable environmental legislation, and standard practices and procedures.

3.4 Community Complaints

Qikiqtaaluk-AEDC will be responsible for receiving and responding to any comments or complaints received from the community. The Construction and Contract Administrator will prepare a communications protocol. If any complaints or issues with construction activities are raised by the community, the Contractor will be required to prepare an Issue Resolution Plan that will be reviewed by the Construction and Contract Administrator.

Chapter 4 Summary of Existing Conditions and Construction Impacts

4.1 Existing Conditions

The Project will be located in the Municipality of Qikiqtarjuaq, Qikiqtaaluk Region, Nunavut, south of the main commercial and residential area of the community. Qikiqtarjuaq is located on Broughton Island, which is east of the much larger Baffin Island and separated from it by the 2 to 3 km wide Broughton Channel. The Project is located on Broughton Channel on the western side of Broughton Island. It is not located in or near any designated ecologically or biologically significant areas. Auyuittuq National Park is located on Baffin Island, approximately 30 km southwest.

Air quality is expected to be generally good and similar to other Arctic communities. Emissions come largely from diesel power generation and vehicular exhaust. Located less than 1 km from the Qikiqtarjuaq Airport, it is expected to experience occasional noise. Being north of the Arctic Circle, Qikiqtarjuaq experiences 24 hours of daylight from late May to mid-July and 24-hours of darkness for most of December. Construction will be shut down during winter months.

Permafrost exists approximately 1.6 m below the surface in upland areas within the Project footprint. The location of the proposed port overlaps with rocky and sandy beach shoreline and disturbed communities. The quarry will be constructed on upland bedrock and upland rocky slope.

The terrestrial environment is of limited value to wildlife, used mostly as movement areas with potential habitat for birds that nest on bare ground. Intertidal areas provide foraging opportunities for marine birds and small mammals at low tide. No terrestrial species at risk (SAR) or species of conservation concern (SoCC) were observed in recent surveys. Polar Bears have been reported by community residents and are known to occur on Baffin Island.

Freshwater and marine flora/fauna is relatively scarce near the Project area. It generally contains low value habitat for maritime SAR and does not contain critical habitat. There are no permanent freshwater surface water/watercourse features nearby, and the intertidal zone is relatively steep sloped. Marine flora in the intertidal and subtidal zones is scarce due to seasonal ice scour and a lack of rocky substrate. At least six marine fish species are known to occur in the Broughton Channel, and three were recorded in the Project area during recent field investigations—none of which are considered rare or at risk in Nunavut. Parts of the Davis Strait east of Broughton Island are mapped as moderate to high

sensitivity areas for Bowhead Whale, Beluga, and other toothed whales by Fisheries and Oceans Canada (DFO), but these species are rarely sighted in Broughton Channel. A list of SAR (wildlife, marine and migratory birds, marine fish, and marine mammals) that may occur in the Project area, and their likelihood of occurrence, is provided in the Project Proposal document which can be accessed through the Nunavut Impact Review Board (NIRB) Public Registry (NIRB File No. 25XN030) here: https://www.nirb.ca/application.

The Broughton Channel is typically covered in sea ice during the winter months. Ice covers in the planned work area are expected to be classified as First Year Ice which is defined as sea ice of not more than one winter's growth, developing from young ice, 30 cm or greater. A review of historical Google Earth satellite imagery near the planned work area, consultations, and field observations shows that ice break-up occurs in July and ice freeze-up occurs in early November.

The proposed quarry overlaps with a popular local picnic spot and access trail which will be closed during construction to ensure public safety. The construction footprint does not overlap with ecological communities where berries are abundant for traditional picking activities.

4.2 Environmental and Socio-Economic Effects

The potential adverse environmental and socio-economic effects of the Project that may occur during construction are described in Project Proposal document and summarized below.

- Dust is expected to increase during construction due to quarrying and use of existing roads to transport materials between the quarry/stockpile areas and the construction site. Both marine and land construction equipment will generate airborne emissions (e.g., carbon monoxide, sulphur dioxide, fine particulate matter, etc.).
- High levels of ambient noise and vibrations resulting from construction activities, as well as instantaneous pressure changes from blasting, may pose nuisance. Noise and pressure changes can also affect terrestrial and marine wildlife, causing changes in behaviour or avoidance of affected areas.
- Depth to permafrost at the quarry location is uncertain. Construction activities have the potential to induce long-term impacts to permafrost (i.e., permafrost degradation). The ground is in its most vulnerable state during the summer thaw season (open-water season) when surface temperatures are increasing, and the active layer is thawing. Disturbance of the ground when it is in this vulnerable state can potentially cause increased ground temperatures, and future deformation and/or damage to permafrost.
- Soils and terrain will be affected through excavation at a new quarry, infilling at the port construction site, and movement of earth between the quarry and the construction site. The temporary work camp may also cause soil disturbance from the movements of vehicles and workers.
- Disruption of native vegetation within the Project area can occur through the direct destruction/alteration of vegetated areas, mainly in the temporary work camp.

- Permanent removal of some wildlife habitat will occur in a small amount of intertidal areas which are foraging habitat for birds and small mammals, and rocky beach areas which may be suitable nesting habitat for certain birds. Expansion of the existing quarry will result in the loss and alteration of rocky upland areas which may be nesting habitat for certain birds and movement areas for other wildlife.
- Increased traffic along haul roads during construction could potentially increase mortality rates of wildlife. There is also a possibility that birds could nest in work areas or that construction activity could damage nests.
- In-water work during construction could stir up sediment and temporarily affect water quality by increasing turbidity and suspended solids. Dredging, pile-driving, and placement of materials in subtidal waters are the activities most likely to disturb marine sediments.
- Dredging, infill of marine sediments, and installation of armour stone will affect marine fish and fish habitat. Sessile organisms (e.g., clams, mussels, and other animals that live on or in the substrate) may be harmed or killed by pile driving, dredging, and/or disposal of dredged sediment.
- Marine mammals could be affected by noise generated from in-water work activities, which could alter movement patterns, and/or interrupt community hunting.
- Activity at the port and traffic between the port and the community may increase the probability of negative interactions between Polar Bears and humans.
- The temporary work camp will generate waste (e.g., sewage, organic waste, package waste).
- There is increased potential for accidents and hazardous waste spills during construction activities.
- Archaeological sites and/or artifacts could be lost or damaged by excavation or stockpiling, particularly at the proposed quarry area where eight sites have been identified.

Chapter 5 Environmental Management and Mitigation Measures

This section outlines management, mitigation, and monitoring measures to be incorporated into the Construction Work Plan and implemented before and/or during construction.

5.1 Guidelines and Best Management Practices

Applicable guidelines and Best Management Practices (BMPs) for the CEMP include, but are not limited to, the following:

- Northern Land Use Guidelines (Indigenous and Northern Affairs Canada, 2011)
- Government of Northwest Territories (GNWT):
  - Northern Land use Guidelines, Pits and Quarries (GNWT, 2015b)
  - Northern Land Use Guidelines, Access: Roads and Trails (GNWT, 2015a)
- Contingency Planning and Spill Reporting in Nunavut. A Guide to the Regulations. (Government of Nunavut, n.d.)
- Environmental Guideline, Contaminant Spill Remediation (Government of Nunavut, 2023)
- Environmental Guideline, Spill Contingency Planning and Reporting Regulations (Government of Nunavut, 2023)
- Indigenous and Northern Affairs Canada (INAC): Guidelines for Spill Contingency Planning (INAC, 2008)
- National Oil Spill Preparedness and Response Regime (Transport Canada, 2019)
- ECCC: Guidelines for the Preparation of Hazardous Material Spill Contingency Plans (ECCC, 1990)
- A Best Practices Guide to Solid Waste Reduction (Canadian Construction Association, 2001)
- Workplace Hazardous Materials Information System (WHMIS) (Health Canada, 2020)
- Environmental Guideline, Dust Suppressants (Government of Nunavut, 2023)
- Environmental Guideline, Ambient Air Quality (Government of Nunavut, 2023)
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- Interim code of practice: end-of-pipe fish protection screens for small water intakes in freshwater (DFO, 2020)
- DFO: Fish and Fish Habitat Protection Policy statement (DFO, 2019)
- DFO: Measures to Protect Fish and Fish Habitat (DFO, 2025)
- DFO: Standards and Codes of Practice (DFO, 2024)
- DFO: Nunavut Restricted Activity Timing Windows for the Protection of Fish and Fish Habitat (DFO, 2013)

- DFO: Guidelines for the Use of Explosives in or Near Canadian Water (Wright & Hopky, 1998)
- Best Management Practices for Pile Driving and Related Operations (BC Marine and Pile Driving Contractors Association, 2003)
- National Oceanic Atmospheric Administration (NOAA): 2018 Revisions to: Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (Version 2.0) (NOAA, 2018)
- Government of Canada: General nesting periods of migratory birds (Government of Canada, 2025)
- Government of Canada: Guidelines to reduce risk to migratory birds (Government of Canada, 2023)
- Government of Canada: Guidelines to avoid disturbance to seabird and waterbird colonies in Canada (Government of Canada, 2024).
- Government of Nunavut: Non-native and invasive species in Nunavut (Government of Nunavut, 2011)
- Bear Safety: Reducing Bear-People Conflicts in Nunavut (Government of Nunavut, n.d.)

5.2 Mitigation and Protection Measures

5.2.1 General

Some of the general measures to protect the environment during construction include:

- **5.2.1.1**The Contractor, sub-contractors, and site managers must review this CEMP and the applicable guidelines prior to each construction phase or new activity.
- **5.2.1.2** To the extent practical, construction equipment should be sourced to meets the Tier 4 emission standards that comply with the Off-Road Compression-Ignition Engine Emission Regulations.
- **5.2.1.3** Stockpile, or have readily available, supplies of materials as appropriate on site to repair or replace damaged or destroyed protection measures.
- **5.2.1.4** Coordinate Project activities around seasonal constraints and weather. If inclement weather affects the safety of field personnel, equipment, or the environment, the Project shall be shut down until conditions on site are deemed safe.
- **5.2.1.5** Clean, drain, and dry equipment prior to being shipped to site from a southern location. Equipment that will enter the aquatic environment (e.g., drill) must be washed down with a phosphate-free cleaning solution before arriving to the Project area to prevent potential spreading of invasive species.
- **5.2.1.6** Stop-work procedures shall be defined for non-compliance with condition of the CEMP or any Permit, Approval, or Authorization.
- **5.2.1.7** Reported destruction or death to wildlife (including birds), fish, marine mammals known to have been caused by construction activities.
- **5.2.1.8** Contractor employees shall be required to sign a Code of Conduct governing behaviour on the Project and during recreational hours to reduce the likelihood of negative social effects on the community. The Contractor shall implement a cultural

awareness program for all staff to promote understanding and respect for local residents.

- **5.2.1.9** Review planned construction activities with the community to understand community access needs and important areas for collecting or harvesting.
- **5.2.1.10** The Contractor shall impose a zero-tolerance policy for alcohol and illicit drug possession or use for all Contractor personnel, including sub-contractors.

5.2.2 Community Infrastructure and Access

There is potential that during Project activities, there will be an increased pressure on community infrastructure such as roads, fuel supply, utility services (water, sewage, waste), and fire response. The following mitigation measures are planned:

- **5.2.2.1** Construction contract(s) to include provision of supplies, resources, and services for construction activities and workers to offset the demand on existing community resources.
- **5.2.2.2** Implement a Traffic Management Plan with established speed limits for construction vehicles and procedures to avoid conflict between construction traffic and other traffic in the community.
- **5.2.2.3** The existing wharf in Qikiqtarjuaq will not be affected by construction
- **5.2.2.4** The Project shall obtain approval from the municipal Fire Marshall for construction and establishment of the work camp.

5.2.3 Dust, Erosion and Sediment Control

Dust, sediment, and erosion controls are required for all activities, such as construction of the port, the access road, and upland facilities as well as blasting. The Contractor shall prepare and implement an Erosion and Sediment Control Plan, to ensure that applicable sediment and erosion control methods are implemented (as needed) to meet environmental quality guidelines. The following mitigation measures are planned:

- **5.2.3.1** Suitable dust suppressants (i.e., calcium chloride and/or water) shall be implemented to reduce dust generation to acceptable levels.
- **5.2.3.2** Ongoing visual assessments of the potential for dust generation and combustion emissions shall be conducted (during work and/or when machinery is operating) to determine requirement for the implementation of dust suppression measures.
- **5.2.3.3** The Contractor shall obtain municipal approval for acceptable dust suppressants. Dust suppressants shall be selected in accordance with Government of Nunavut Department of Environment, and Environmental Guideline for Dust Suppressants (Government of Nunavut, 2023).
- **5.2.3.4** Proactive maintenance shall be undertaken to address problem areas of the road which may produce significant dust.
- **5.2.3.6** Materials shall be stockpiled so that soils/sediments do not enter the marine environment. Temporary sediment control measures shall be applied at the base of any soil or rock stockpiles.

- **5.2.3.7** Water quality in the marine environment shall be monitored for sediment run-off.
  - If visual monitoring identifies sediment run-off, total suspended solids (TSS) or turbidity shall be measured and compared to the Canadian Council of Ministers of the Environment (CCME) guidelines for the Protection of Aquatic Life.
  - Corrective actions, including stop work procedures if warranted, shall be implemented if CCME guideline exceedances are detected and attributable to the construction activities.
- **5.2.3.9** Permanent drainage features shall be incorporated into the upland facility area design.
- **5.2.3.10** Equipment and/or vehicles shall not be moved unless the ground surface is in a state capable of fully supporting the load without rutting, gouging, and/or erosion of the ground surface.

5.2.4 Permafrost Management

The Contractor shall prepare and implement Permafrost Management Plan to mitigate impacts from permafrost degradation and associated erosion at the quarry. The following mitigation measures are planned:

- **5.2.4.1** During construction, ground organics shall be left in place and excavations and/or disturbances shall be avoided, where possible. For wet or ice-rich permafrost sections, overland construction shall include no disturbance of the natural ground layer when possible.
- **5.2.4.2** If ice-rich permafrost is encountered during quarrying, measures shall be taken to protect permafrost and ground ice and shall be incorporated into the quarry development and quarry operations plan.
- **5.2.4.3** If snow clearing activities are required, snow cover shall be carefully removed to reduce settlement of the fill during the future thaw periods.
- **5.2.4.4** In areas where snow accumulation and/or drifting are an issue, the Contractor can implement mitigation measures such as flattening snow drifts or spreading plowed snow accumulation.
- **5.2.4.5** If areas with snow drifting become a re-occurring issue, snow fencing can be installed upwind of road embankments to keep snow drifts off the road surface and away from drainage ditches.

5.2.5 Vehicle Operation and Traffic

The primary objective of managing vehicle traffic is to ensure the safety of residents and to maintain road traffic flow. A Traffic Management Plan shall be prepared to supplement the following planned mitigation and monitoring measures:

- **5.2.5.1** Contractor drivers shall be properly trained and licensed.
- **5.2.5.2** All vehicles shall have adequate visibility lighting.

- **5.2.5.3** Road use shall not disrupt the delivery of community services and shall be done in consultation with the municipality. The Traffic Management Plan must be submitted to the municipality for review and approval.
- **5.2.5.4** Public notices—via community presentations, social media posts, and bulletin boards—shall be shared addressing issues and safety concerns around trucks traveling in the community. Construction vehicles shall be restricted to a speed limit set considering community safety concerns, and dust generation. This speed limit must be submitted to the municipality for review and approval. Any road use timing restrictions established by permitting or approvals or requested by the municipality shall be adhered to.
- **5.2.5.5** Construction equipment shall be sized correctly for the task and in compliance with road restrictions.
- **5.2.5.6** Traffic control measures shall be implemented at intersections along the haul road route, as required. This may include the use of a traffic flagger.
- **5.2.5.7** Existing access roads shall be repaired immediately if damaged. Undertaking regular grading and compacting to remove potholes.
- **5.2.5.8** Regular inspection and maintenance of water control features (i.e., culverts) shall be undertaken during construction.
- **5.2.5.9** A regular maintenance program for Project vehicles and equipment shall be implemented to ensure construction equipment is in good working order.
- **5.2.5.10** Gas or diesel engine exhausts shall be fitted with noise mufflers, where available.
- **5.2.5.11** When existing local facilities are not available for refuelling, equipment and vehicles must be serviced and refuelled at least 15 m from sensitive habitats unless secondary containment is used, preferably over an impermeable surface (e.g., drip trays). There shall be designated servicing areas, as well as vehicle laydown areas identified and will be independent of fueling stations. Drip pans and / or other protective devices shall also be used to prevent spills of petroleum products and other potentially hazardous liquids (e.g., antifreeze) during servicing.
- **5.2.5.12** Revving of engines on mobile or stationary machines shall be limited and equipment not in use shall be shut down (restrict idling).
- **5.2.5.13** The use of horns, bells, hooters, or other audible signals on mobile equipment shall be limited, while maintaining safe operation.
- **5.2.5.14** Equipment, material stockpiles, and vehicle parking areas shall be located away from wildlife features (or habitats). If the noise source is directional, equipment shall be orientated to minimize propagation in critical directions.
- **5.2.5.15** Engines shall be shut off and smoking shall be prohibited during fueling.

5.2.6 Marine Vessel Operation and Traffic

A variety of vessels and equipment will be present in the waters around port during construction activities. With an operational wharf located 2 km from the Project, there is a potential for construction vessels to interfere with existing marine use and navigation. The following mitigation and monitoring measures are planned:

- **5.2.6.1** Construction vessels shall keep to pre-defined work areas and routes to minimize the impact on existing traffic and navigation.
- **5.2.6.2** Clear communication protocols or procedures for vessels working in the area shall be established.
- **5.2.6.3** Communication protocols shall be established to notify the community of marine activities, including ongoing consultation with the community, and shipping stakeholders.
- **5.2.6.4** When offshore equipment and marine vessels are refueled through a floating hose, the Contractor shall ensure that all hoses and equipment are in good working order, appropriate spill containment and clean-up equipment is available, and personnel are trained in refueling and spill response procedures.
- **5.2.6.6** Rapid acceleration of vessels shall be avoided.

5.2.7 Marine Construction

Planned marine construction activities (i.e., placement of rock, pile-driving, dredging and re-use of dredged materials) have the potential to impact water, sediments, fish and fish habitat (Section 5.2.8) and mammals in the surrounding marine waters. Thus, the following mitigation and monitoring measures are planned:

- **5.2.7.1** Project-related vessels shall maintain vigilance for marine mammals, document sightings, and employ minimum distances and best practices if within 100 m of any marine mammals. Collisions or any injured or distressed marine mammal must be reported immediately to the Construction and Contract Administrator, the Government of Nunavut, and DFO.
- **5.2.7.2** Vessels must follow the guidance for marine mammals and protected areas as outlined in the most recent Notice to Mariners published by the Canadian Coast Guard.
- **5.2.7.3** A Marine Monitoring Plan for the Project shall be developed that includes protections implemented during dredging and placement of quarry material. This must include allowable levels of turbidity and TSS, as well as marine mammal monitoring requirements.
- **5.2.7.4** Measures to reduce sediment mobilization during in-water activities shall be used by the Contractor when TSS/turbidity exceeds CCME water quality criteria.
- **5.2.7.5** Soft-start procedure shall be implemented for pile-driving that could generate underwater noise above auditory thresholds for marine mammals.
- **5.2.7.6** Mechanical dredging methods shall be used, which result in lower levels of underwater noise compared to hydraulic methods.
- **5.2.7.7** Prior to construction, stop-work conditions shall be specified. Such conditions would include exceedance of sound thresholds or sighting of a marine mammal within the exclusion zone. Work must not re-start until the marine mammal has moved out of the exclusion zone.
- **5.2.7.9** Rock material used for in-water construction shall be free of fines that could affect water quality.
- **5.2.7.10** All lubricants and hydraulic fluids used on equipment that will be working below the high-water level shall be biodegradable and non-toxic.

- **5.2.7.11** All Project marine construction vessels and equipment shall be clean and free of marine fouling to avoid the introduction of invasive species.

5.2.8 Fish and Fish Habitat

Some Project activities will take place within an aquatic marine environment. Dredging, infilling, disposal at sea, and rock piling will affect marine habitat. Underwater noise emissions have the potential to adversely affect marine fish, resulting in avoidance of the area, accidental mortality, and injury to fish during marine construction activities. To mitigate negative effects to fish and fish habitat in the marine environment, the following mitigation measures will occur:

- **5.2.8.1** Implement soft-start procedures for pile-driving that could generate underwater noise above auditory thresholds, and using vibratory piling equipment, where possible, to reduce noise effects to community and marine fauna.
- **5.2.8.2** Maintain equipment in good running order to prevent leaking or spilling of potentially hazardous or toxic products.
- **5.2.8.3** Recover waste or miscellaneous unused materials for disposal in a designated facility.
- **5.2.8.4** Avoid depositing deleterious substances in the watercourse.
- **5.2.8.5** Implement a Spill Response Plan (per Section 6.1).
- **5.2.8.6** Plan activities near water such that materials and chemicals do not enter the watercourse.
- **5.2.8.7** Clean, refuel, and service machinery, and store fuel and other materials for the machinery, in such a way as to prevent any deleterious substances from entering the water.

5.2.9 Blasting

For the proposed quarry, the Contractor will be required to prepare a Quarry and Development Plan, which must include a Blasting Management Plan. These Plans will build upon the planned mitigation and monitoring measures provided below:

- **5.2.9.1** Blasting shall be restricted to hours as agreed upon with the municipality. The blasting schedule shall be submitted to the Municipality for review and approval prior to commencing blasting.
- **5.2.9.2** A notification protocol with input from the local community and other stakeholders for advance notification of planned substantial noise-causing activities shall be implemented. The notification protocol shall be submitted to the Municipality for review and approval.
- **5.2.9.3** Buffers or exclusion zones shall be implemented, in the event a sensitive species or feature (e.g., nest) is identified, to ensure wildlife are not disturbed.
- **5.2.9.4** Prior to blasting occurring, a warning must be issued in affected area using loud signaling devices.

- **5.2.9.5** Quarry development should be initiated prior to the arrival of migratory birds (breeding season mid-May to mid-August) such that the quarry and surrounding area does not become attractive for nesting.

5.2.10 Non-Hazardous Waste and Wastewater

It is expected that there will be a minimal amount of construction waste produced on the site. The majority of waste expected will be from having the additional construction workers in the community generating typical household waste. The Contractor's Waste Management Plan will expand upon the planned mitigation and monitoring measures below:

- **5.2.10.1** Waste containers shall be provided on site.
- **5.2.10.2** Staff shall be trained on sorting and storage requirements of specific wastes or materials that are to be reused; or are prohibited from disposal in the non-hazardous waste system. Containers used for hazardous waste shall not be used for non-hazardous waste types.
- **5.2.10.3** Domestic waste is to be regularly removed from site and disposed of at the municipal landfill or an appropriate disposal facility.
- **5.2.10.4** Domestic waste containers shall be kept closed (e.g., equipped with lids, covers/ tarps over skips) at all times except when bins are being emptied or filled, to prevent scavenging by wildlife and domestic animals, as well as to control odour.
- **5.2.10.5** No burning of refuse or waste materials shall be permitted onsite.
- **5.2.10.6** Food waste shall be stored in a manner that does not attract wildlife, such as Polar Bear.
- **5.2.10.7** All waste shall be stored in plastic bags while conducting marine work to prevent waste being released into the water.
- **5.2.10.8** Used oil filters, grease cartridge containers, and other products associated with equipment maintenance shall be collected, stored in sealed containers, and shipped south for disposal in accordance with applicable regulations.
- **5.2.10.9** All equipment and material shall be removed from the site at the completion of the program.
- **5.2.10.10** Daily site cleaning (housekeeping practices) and routine inspections shall be completed to ensure materials are correctly sorted and placed in the proper bins.

In addition to non-hazardous wastes, wastewater will be generated during Project activities. The Contractor will be responsible to provide temporary washroom facilities at Project sites for construction personnel. The requirements for wastewater management will be detailed in the Contractor's Waste Management Plan, which will incorporate the following proposed mitigation and monitoring measures:

- **5.2.10.11** Portable washrooms shall be located within the Project area.
- **5.2.10.12** Wastewater shall not be deposited in, or placed on land or ice, under any conditions where the waste may enter arctic waters.
- **5.2.10.13** Sanitary waste generated shall be disposed of at the municipal facility through a contract with the municipal services.

5.2.11 Hazardous Materials

Hazardous materials may be used and/or generated in construction activities such as quarrying, maintenance of mobile equipment, welding and cutting of steel, painting wharf hardware and other miscellaneous components. The requirements for hazardous materials management will be detailed in the Contractor's Waste Management Plan, which will incorporate the following proposed mitigation and monitoring measures:

- **5.2.11.1** Ensure staff are trained and qualified to safely handle the hazardous waste and materials.
- **5.2.11.2** Hazardous waste and materials shall be stored a minimum 30 m distance from a waterbody or identified sensitive environmental area.
- **5.2.11.3** Containers used for hazardous waste and materials shall not be used for non-hazardous waste types.
- **5.2.11.4** All hazardous waste and materials shall be stored within a container which has at least 10% more capacity than the total volume of substances to be stored.
- **5.2.11.5** Containers shall be sound, sealable, and not damaged or leaking.
- **5.2.11.6** All hazardous waste and materials shall be classified and labelled – containers must be clearly labelled to identify their contents according to requirements of the WHMIS and the relevant Transport Authority.
- **5.2.11.7** All hazardous waste and materials containers shall be accompanied by the WHMIS Safety Data Sheet (SDS) or have the SDS on file available.
- **5.2.11.8** Incompatible waste and materials shall be stored in a manner that contact, in the event of a spill or accidental release, is not possible (i.e., corrosive materials must be kept away from flammable materials).
- **5.2.11.9** Containers shall be placed so that each can readily and easily be inspected for signs of leakage, corrosion, or deterioration. Leaking, corroded, or deteriorated containers shall immediately be removed, and their contents transferred to a sound container.
- **5.2.11.10** Inspections of the hazardous waste and materials management shall be performed and recorded at least weekly.
- **5.2.11.11** Records are to be maintained indicating the type and quantity of waste being stored along with the date, type and quantity of hazardous waste brought into or removed from the facility.
- **5.2.11.12** A registered hazardous waste carrier shall be used to transport the waste to a registered receiver or hazardous waste management facility if disposal is required.
- **5.2.11.13** During transfer of petroleum products, a trained person must be in attendance for the entire duration of the operation. Reasonable precautions shall be taken to avoid the discharge of petroleum products onto land or into water (i.e., fuel transfers must be stopped prior to overflowing to leave room for expansion).
- **5.2.11.14** Used petroleum and chemical products shall be stored in appropriate tanks, sealed, and placed into containers, and shipped south for disposal of in compliance with applicable regulations.

5.2.12 Vegetation and Wildlife

The Project will potentially affect wildlife (birds, fish, and mammals) and vegetation during construction. Proposed mitigation and monitoring measures to minimize the potential adverse effects on vegetation and wildlife are presented below:

- **5.2.12.1** Working areas, vehicles, and equipment shall be inspected prior to clearing to ensure they are clean and free of soil, invasive plants and/or their seeds.
- **5.2.12.2** Construction lighting, including at the work camp, must be shielded, downward-directed fixtures; limited to areas required for safety and security; and should be use lighting in the warm colour spectrum.
- **5.2.12.3** All personnel shall be trained through the induction and subsequent toolbox talk session on the risk of damaging or disturbing vegetation and sensitive communities.
- **5.2.12.4** Monitoring of disturbed areas for weed infestations shall occur on a regular basis.
- **5.2.12.5** A zero-tolerance policy regarding the harassment, disturbance, and feeding of wildlife shall be implemented and communicated through the induction process.
- **5.2.12.6** All workers shall be trained in relation to the wildlife (particularly species at risk) expected to occur in the area, including traditional knowledge, through site induction and toolbox sessions.
- **5.2.12.7** Polar bear sightings shall be reported immediately.
- **5.2.12.8** Wildlife sightings shall be reported immediately and tracked in order to respond appropriately to emerging trends.
- **5.2.12.9** Food, food waste, and other attractants shall be handled, stored, and disposed of safely to avoid attracting and habituating animals.
- **5.2.12.10** Speed limits shall be implemented and enforced on all roadways and wildlife will be given the right-of-way so as not to chase, weary, harass, or injure animals on the road.
- **5.2.12.11** Escape routes for wildlife within the quarry shall be provided (where possible).
- **5.2.12.12** Appropriate mitigation measures shall be implemented in the event large congregations of wildlife and birds occur in the Project area.
- **5.2.12.13** A pre-construction wildlife sweep shall be conducted to identify all sensitive wildlife features (e.g., active bird nests, wildlife dens, and wildlife foraging or traveling) by a qualified professional/biologist who is familiar with Arctic biology. Construction activities shall not begin until the area has been surveyed for migratory birds and nests (in a non-intrusive manner).
- **5.2.12.14** When possible, activities and infrastructure shall be sited away from nests and roosts that will be protected by prohibited entry buffers based upon government or biologist recommended setback distances.
- **5.2.12.15** Nest monitoring may be periodically required to determine efficacy of setbacks and buffers.
- **5.2.12.16** Species at risk (SAR), if encountered, should be avoided. If SAR enter active work areas, work in those areas must stop until the SAR has left of its own accord. The

SAR encountered must be monitored will within the Project area and the following information recorded: time/date and location of observed species at risk, their behaviour when encountered, and actions taken to avoid disturbance to the species.

- **5.2.12.16** Annual reports of SAR monitoring activities must be submitted to the appropriate regulators and organizations with management responsibility for that species.

5.2.13 Archaeological Resources

There is potential to unearth archaeological resources during Project activities. The footprints of the new port, access road, staging areas, and temporary work camp are all located more than 30 m away from archaeological sites. Eight sites, however, have been documented in the area of the proposed quarry. These features will need to be avoided by excavation and stockpiling and protected from accidental damage during construction. The following proposed mitigation and monitoring measures aim to minimize the potential negative effects on archaeological resources:

- **5.2.13.1** Install safety fencing to delineate a 30 m buffer zone around archaeological sites within 30 m of haul roads and the proposed quarry. Known sites are mapped in the baseline archaeological study report (ERM Consulting Canada Limited 2025).
- **5.2.13.2** If undocumented archaeological features are discovered during construction, work in the area should cease and the find reported to the Nunavut Department of Culture and Heritage for guidance on how to proceed.
- **5.2.13.3** In the event that suspected human remains are discovered during construction, suspend work immediately. Work may not resume until all measures are undertaken.

5.2.14 Metal Leaching/Acid Rock Drainage Testing and Mitigation

The Project will potentially expose sulfide-bearing rock to air and water, that could generate acidic or metal-rich runoff into nearby watercourses. Proposed testing and mitigation measures to minimize the potential adverse effects on the aquatic environment are presented below:

- **5.2.14.1** Inorganic material quarried or excavated during construction will be tested to identify potentially acid-generating (PAG) materials by collecting composite samples from test pits or active excavation areas as it is being excavated. One composite sample is to be collected for every 25,000 m^3 of material quarried or excavated. A minimum of two well-spaced samples will be collected from the Project area where quarrying or excavation will occur.
- **5.2.14.2** If potentially acid-generating materials (PAG) are encountered, ARD management plans will be developed to detail handling, storage, and disposal of PAG materials to prevent interaction with water and oxygen, and will include the following:
    - Implement measures such as capping or covering rock piles to isolate them from the active layer and prevent metal leaching.

- Manage surface water to prevent passive runoff or seepage from PAG material entering a watercourse.
- Develop and implement a monitoring plan.

5.2.15 Restoration and Reclamation

Construction will require quarrying, a temporary wharf, and potential disturbance to areas outside the permanent Project footprint. Restoration and reclamation of such areas will be completed as outlined below:

- **5.2.15.1** - Organic soils and non-PAG overburden materials will be salvaged for restoration of temporarily disturbed areas, including site contouring and natural revegetation.
- **5.2.15.2** - The Contractor will design and implement a progressive reclamation plan for areas temporarily disturbed for construction.
- **5.2.15.3** - After the Project is constructed, all remaining construction materials and debris will be removed from the site.
- **5.2.15.4** - To the extent practical, temporarily disturbed areas will be restored to a stable, useable condition.

Chapter 6 Spill and Emergency Response Plans

6.1 Spill Response Plan

The spill response plan will be prepared and implemented to provide guidance for Project personnel on the required actions responding to a fuel or hazardous material spill. In the unlikely event of a fuel or hazardous material spill, the following actions will be taken:

- Include a pre-work hazard analysis which requires Contractors to identify spill hazards, pathways of exposure to environmental receptors, access for emergency/clean-up vehicles, and storage facilities for spill response gear.
- Immediately stop work activities and assess the hazard to persons and the environment.
- If possible, and safe to do so, stop the source of the spill.
- Shut down sources of ignition.
- Deploy spill kits to contain spills.
- Identify spilled material and consult SDS for appropriate containment and clean-up procedures.
- Determine if additional, external clean-up support is required.
- Spilled hazardous material, such as fuels or lubricants, will be contained and transferred into an appropriate container; remaining residues will be mixed with unconsolidated absorbent materials and transferred into appropriate containers. Containers with spilled material will be sealed and transported south for disposal in accordance with applicable regulations following the Waste Management Plan.
- Reportable spills will be reported to the Nunavut Department of Environment 24-hour spill report line (1-867-920-8130). A NT-NU spill form will be submitted within 24-hours of any significant spill of hazardous materials. An NT-NU spill report form is appended to this EMP (Appendix A). The form will either be faxed (1-867-873-6924) or emailed (spills@gov.nt.ca) to the Nunavut Department of Environment.

6.2 Emergency Response Plan

An Emergency Response Plan will be prepared for the Project by the Contractor and will outline the protection of the environment, personnel, and the public in the event of an emergency. At a minimum, the emergency response plan will:

- Define the roles and responsibilities in the event of an environmental emergency.
- Include emergency classification procedures (as necessary).
- Define communication protocols including a key contact list for emergency response.
- Define incident reporting guidelines and necessary information.

- Include post-incident reporting requirements.
- Be developed in conjunction with hazardous waste management and spill prevention / response plan.

Chapter 7 Monitoring, Reporting and Communications

7.1 Environmental Monitoring

The effectiveness of environmental protection measures will be assessed regularly by the chosen Contractor and reviewed by the Construction and Contract Administrator. Contractor monitoring will occur throughout construction with the frequency and type of monitoring dependent on the construction activities taking place. In addition, the Construction and Contract Administrator will conduct routine inspections of construction activities.

7.2 Reporting

All records, checklists, inspection reports, including any non-compliances or non-conformances and corrective action plans are to be maintained. Records shall be and remain legible, identifiable, and traceable. Daily and/or weekly Environmental Monitoring Reports shall be issued by the Contractor to the Construction and Contract Administrator, and will include the following:

- Description of environmental incidents
- Detail of environmental inspections
- Review of environmental issues raised by employees at meetings or reported to the Contractor's site team and the respective corrective actions
- Overview of past month's environmental activities
- Overview of the upcoming month's environmental activities
- List environmental concerns, environmental milestones, and environmental initiatives implemented

Changes to work processes/procedures or design must be evaluated through a management of change process to ensure risks are being properly managed. The Contractor shall establish a management of change procedure and all workers must receive training on how to identify a change, how to initiate the management of change process to a work procedure, and how to evaluate risks associated with change.

7.3 Communications

The Construction and Contract Administrator will prepare a protocol outlining communications during the Project lifespan. The Contractor will prepare and submit a Communications Plan in accordance with the Communications Protocol. Communications related to the implementation of the CEMP shall include:

- Formal written correspondence among all relevant parties including the Proponent, Project Authority, Contract Authority, Construction and Contract Administrator, Contractor, the municipality, regulators (e.g., DFO, Transport Canada) and other stakeholders (e.g., Hunters and Trappers Association).
- Attendance at design, construction, and planning meetings
- Field inspections and reports
- Electronic communications
- Toolbox Meetings
- Meetings with local communities
- Meetings with representatives of regulatory authorities
- Formal environmental and social awareness training

Qikiqtaaluk-AEDC will work with the community and the Contractor to establish a communications plan to allow for the consultation with community members in order to keep the community informed of ongoing construction activities. As part of this plan, a complaints process will be designed, in which complaints are received and recorded by the Contractor and responded to as required. See Section 3.4 of this CEMP for additional guidance on community complaint handling and issue resolution.

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APPENDIX A

NT-NU Spill Form

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE
TEL: (867) 920-8130
FAX: (867) 873-6924
EMAIL: spills@gov.nt.ca

REPORT LINE USE ONLY

A	REPORT DATE: MONTH – DAY – YEAR	REPORT TIME	☐ ORIGINAL SPILL REPORT, OR ☐ UPDATE # _____ TO THE ORIGINAL SPILL REPORT	REPORT NUMBER ____-_____
B	OCCURRENCE DATE: MONTH – DAY – YEAR	OCCURRENCE TIME		

C	LAND USE PERMIT NUMBER (IF APPLICABLE)	WATER LICENCE NUMBER (IF APPLICABLE)
D	GEOGRAPHIC PLACE NAME OR DISTANCE AND DIRECTION FROM NAMED LOCATION	REGION ☐ NWT ☐ NUNAVUT ☐ ADJACENT JURISDICTION OR OCEAN
E	LATITUDE DEGREES MINUTES SECONDS	LONGITUDE DEGREES MINUTES SECONDS

F	RESPONSIBLE PARTY OR VESSEL NAME	RESPONSIBLE PARTY ADDRESS OR OFFICE LOCATION	
G	ANY CONTRACTOR INVOLVED	CONTRACTOR ADDRESS OR OFFICE LOCATION	
H	PRODUCT SPILLED	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES	U.N. NUMBER
	SECOND PRODUCT SPILLED (IF APPLICABLE)	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES	U.N. NUMBER
I	SPILL SOURCE	SPILL CAUSE	AREA OF CONTAMINATION IN SQUARE METRES
J	FACTORS AFFECTING SPILL OR RECOVERY	DESCRIBE ANY ASSISTANCE REQUIRED	HAZARDS TO PERSONS, PROPERTY OR ENVIRONMENT
K	ADDITIONAL INFORMATION, COMMENTS, ACTIONS PROPOSED OR TAKEN TO CONTAIN, RECOVER OR DISPOSE OF SPILLED PRODUCT AND CONTAMINATED MATERIALS		

L	REPORTED TO SPILL LINE BY	POSITION	EMPLOYER	LOCATION CALLING FROM	TELEPHONE
M	ANY ALTERNATE CONTACT	POSITION	EMPLOYER	ALTERNATE CONTACT LOCATION	ALTERNATE TELEPHONE

REPORT LINE USE ONLY

N	RECEIVED AT SPILL LINE BY	POSITION STATION OPERATOR	EMPLOYER	LOCATION CALLED YELLOWKNIFE, NT	REPORT LINE NUMBER (867) 920-8130

LEAD AGENCY ☐ EC ☐ CCG ☐ GNWT ☐ GN ☐ ILA ☐ INAC ☐ NEB ☐ TC | SIGNIFICANCE ☐ MINOR ☐ MAJOR ☐ UNKNOWN | FILE STATUS ☐ OPEN ☐ CLOSED

AGENCY	CONTACT NAME	CONTACT TIME	REMARKS
LEAD AGENCY			
FIRST SUPPORT AGENCY			
SECOND SUPPORT AGENCY			
THIRD SUPPORT AGENCY			

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