


Qikiqtarjuaq Marine Infrastructure Project

Project Modification Description

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A	Draft	L. Hardwick	Mar 27, 2026	D. Parsons
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A Proponent Transfer Letter

1 Introduction

The Nunavut Impact Review Board (NIRB) issued a Screening Decision Report recommending release of the Qikiqtarjuaq Marine Infrastructure Project (the Project) from further review on October 10, 2025 (NIRB File No. 25XN030). Since that date, the Project design has advanced and proponent status has been transferred from the Government of Nunavut to the Qikiqtaaluk Arctic Economic Development Corporation (Qikiqtaaluk-AEDC), an Inuit-led firm with majority ownership by the Qikiqtaaluk Corporation. A letter issued by the Government of Nunavut to the NIRB advising of the transfer of proponent status for the Project can be found in **Appendix A**. The Project modifications were submitted to the Nunavut Planning Commission (NPC) for screening on January 19, 2026. On February 19, 2026, the NPC determined that the Project modifications do not require screening by the NIRB. This report describes the proposed Project modifications.

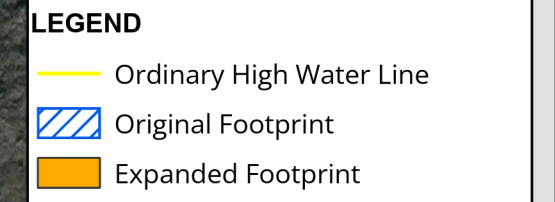
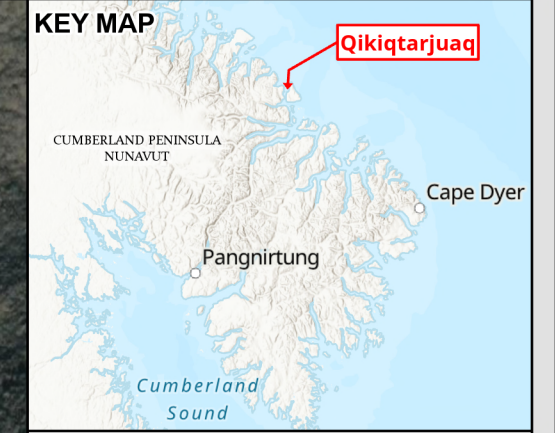
1.1 Overview of Amendments

This amendment describes only the project components and activities that have changed from the April 2025 submission (NIRB File No. 25XN030):

- ▶ Change in Project schedule
- ▶ Change in construction activities
 - Addition of ice management during construction
 - Change in worker accommodation during construction
 - Increase in Project footprint for the port area during construction
 - Temporary wharf during construction

All other Project components described in the May 2025 submission remain unchanged. The objectives and need for the Project remain the same: improving marine infrastructure in the community, expanding economic and commercial opportunities for residents, and providing facilities to support marine traffic in Baffin Bay and the Davis Strait. Community leaders, residents, and other stakeholders continue to express support for the project.

Figure 1 illustrates the proposed site configuration and locations of project components. 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 entire Project area, including port, access road, haul roads, quarry, stockpile areas, and possible temporary work camp is located between 0.5 and 2.5 km away from residential areas in the community.



Ordinary High Water Line

Original Footprint
Area = 35,318.32 m²

Expanded Footprint
Area = 47,737.49 m²

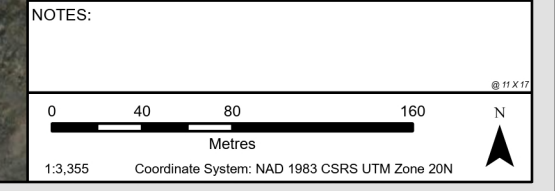
Temporary Wharf
Area = 1,259.59 m²



**QIKIQTARJUAQ
MARINE INFRASTRUCTURE**

**ORIGINAL AND EXPANDED
FOOTPRINTS WITH AREAS**

DATE: 2026-02-19	PROJ N°: 234414.00	FIGURE: 1
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1.2 Regulatory Framework

1.2.1 Application History

CBCL submitted an application for Land Use Conformity Review to the NPC on behalf of the Government of Nunavut in March 2025 (NPC File No. 150698). On April 15, 2025, the NPC issued a determination and referred the Project Proposal to the NIRB. On October 10, 2025, the NIRB released a Screening Decision Report recommending release of the Project from further review (NIRB File No. 25XN030).

In December 2025, the Government of Nunavut transferred proponent status to Qikiqtaaluk-AEDC, who retained CBCL to continue providing permitting support. In January 2026, CBCL submitted an amended application for Land Use Conformity Review to the NPC on behalf of Qikiqtaaluk-AEDC. The NPC issued a determination that the project modifications are exempt from further review by the NIRB on February 19, 2026.

This submission is a modification to the May 2025 Project Proposal. The purpose of this report is to provide a Project description to the Nunavut Water Board (NWB).

1.2.2 Permits, Authorizations, and Approvals

Table 1 provides an updated list of permits, authorizations, and approvals required to build and operate the Project, along with the status of the applications.

Table 1. List of permits, authorizations, approvals, and licences for the Project

Type of Approval	Regulatory Authority	Date Applied	Date Obtained	File No.
NPC Review	NPC	2025-03-04	2025-04-15	150698
NPC Review (modifications)	NPC	2026-01-23	2026-02-19	151037
NIRB Screening	NIRB	2025-05-20	2025-10-10	25XN030
<i>Fisheries Act</i> Authorization	Fisheries and Oceans Canada (DFO)	2025-10-15	TBD	25-HCAA-01363
Navigable Waters Approval	Transport Canada	2025-12-09	TBD	Registry #13953
Land Use Review (port design)	NAV Canada, Land Use Office	2024-11-22	2025-01-08	24-4594
Land Use Review (port construction)	NAV Canada, Land Use Office	2026-01-29	TBD	TBD
Aeronautical Assessment (port design)	Transport Canada	2024-11-22	2024-12-18	2024-749

Type of Approval	Regulatory Authority	Date Applied	Date Obtained	File No.
Aeronautical Assessment (port construction)	Transport Canada	2026-02-13	TBD	TBD
Qikiqtarjuaq Airport Zoning Review	Government of Nunavut Airports, Operations, and Safety	2026-01-29	TBD	TBD
Fire Marshal Approval	Municipality of Qikiqtarjuaq	2026-01-29	TBD	TBD
Land Use Permit/ Lease	Government of Nunavut Community and Government Services	2026-02-06	TBD	TBD
Federal Land Use Permit	Public Services and Procurement Canada (PSPC)	2026-02-06	TBD	TBD
Seabed Lease/ Transfer	PSPC	TBD	TBD	TBD
Type B Water Licence	NWB	TBD	TBD	TBD
Quarrying Permit	Municipality of Qikiqtarjuaq	TBD	TBD	TBD
Development Permit	Municipality of Qikiqtarjuaq	TBD	TBD	TBD
Building Permit	Municipality of Qikiqtarjuaq	TBD	TBD	TBD
Electrical Permit	Municipality of Qikiqtarjuaq	TBD	TBD	TBD

TBD = to be determined

Qikiqtaaluk-AEDC is consulting with the appropriate regulators to determine if amendments or additional permits or authorizations are needed for changes in construction scope and approaches.

1.3 Proponent Information

Qikiqtaaluk-AEDC is the Project proponent (Applicant) and will retain ownership and maintenance responsibilities of the completed facility. Qikiqtaaluk-AEDC has retained CBCL (Consultant) to assist with the regulatory process, detailed design, tendering, and construction administration. Contact information for representatives of the Applicant and Consultant are provided in **Table 2**.

Table 2. Applicant and Consultant contact information.

Applicant	Consultant
<p>Qikiqtaaluk Arctic Economic Development Corporation 5300 Qulliq Court, Suite 200 Iqaluit, Nunavut X0A 2H0</p> <p>Representative: Jeff FitzGerald Senior Manager 514-677-2556 jfitzgerald@arcticedc.ca</p>	<p>CBCL Limited 112 Kent Street, Suite 400 Place de Ville Tower B Ottawa, Ontario K1P 5P2</p> <p>Representative: Loretta Hardwick, M.Sc. Regulatory and Permitting Lead 343-552-2235 lhardwick@cbcl.ca</p>

2 Public Participation and Engagement

2.1 Engagement

Community engagement and consultation have been ongoing since the Project Proposal was submitted to the NIRB in May 2025. Community engagement events which occurred after May 2025 are listed in **Table 3** and summarized below.

Table 3. Dates and participants in consultation sessions for the Project since May 2025.

Date	Participants
August 2025	Community members, Municipality of Qikiqtarjuaq, Qikiqtani Inuit Association (QIA), Government of Nunavut, Qikiqtaaluk-AEDC, CBCL
January 2026 (Qikiqtarjuaq)	Municipality of Qikiqtarjuaq, QIA, Qikiqtaaluk-AEDC
January 2026 (Iqaluit)	Nattivak Hunters and Trappers Organization (HTO), Qikiqtaaluk-AEDC
September 2025 – Present	Virtual engagement open to all stakeholders

2.1.1 Community Consultation Event – August 2025

The fourth community consultation event over the lifespan of the Project was held in Qikiqtarjuaq in August 2025. Representatives from Qikiqtaaluk-AEDC, the Government of Nunavut, and CBCL met with local leaders and community members. The objectives of this consultation event were to:

- ▶ Explain that the Government of Nunavut would be transferring proponent status to Qikiqtaaluk-AEDC
- ▶ Provide Qikiqtaaluk-AEDC with an initial opportunity to hear local perspectives
- ▶ Provide residents and community leadership with updates on the Project’s progress, including the revised two-year construction schedule.

Residents and community leaders continued to express strong support for the project. The HTO indicated that ice management activities required for the accelerated construction schedule would not be disruptive to hunting, subject to ongoing discussion and coordination. The HTO reiterated their concern about the effects of blasting and vessel movements on marine animals, particularly Narwhal, and are committed to working with Qikiqtaaluk-AEDC to develop a vessel movement schedule with minimal impact. Underwater blasting is not expected to be required for construction.

2.1.2 Community Consultation Event – January 2026

The fifth community consultation event took place concurrently in Qikiqtarjuaq and Iqaluit in January 2026. Representatives from Qikiqtaaluk-AEDC met with community leaders and representatives of QIA in Qikiqtarjuaq, and with representatives of Nattivak HTO in Iqaluit. The objectives of this consultation were to:

- ▶ Formally introduce Qikiqtaaluk-AEDC as the new proponent
- ▶ Provide updates on the Project's progress
- ▶ Hear local perspectives on the accelerated construction schedule and use of floating accommodations for personnel from abroad.

Community leaders, QIA, and the HTO were in support of the accelerated construction schedule and requested ongoing engagement in the process. Community leaders and HTO requested that advanced public notices of vessel movements and blasting be issued during construction. Community leaders expressed interest in employment and training opportunities related to the new port.

2.1.3 Ongoing Virtual Engagement

Qikiqtaaluk-AEDC has implemented an online newsletter and virtual engagement platform to keep the community updated on progress and provide an easy way for people to submit questions and comments. Virtual engagement is intended to complement but not replace in-person events.

2.2 Summary of Issues and Concerns

Community leaders and residents have expressed broad support for the accelerated construction schedule as there was previously concern about expediency of the Project which has been in the planning stages since 2005. The HTO continues to be concerned about the effects of vessel movements on marine animals but is committed to collaborating with Qikiqtaaluk-AEDC to develop a vessel movement schedule with minimal impacts to hunting and marine life.

3 Project Modification

The purpose, scope, and Project components remain unchanged from the May 2025 Project Proposal (NIRB File No. 25XN030). Construction activities and components remain unchanged except for the following items.

- ▶ The construction phase of the Project will be reduced from four years to two years.
- ▶ Ice management will be conducted in late spring to allow an earlier start to construction.
- ▶ Personnel from abroad will stay in floating accommodations (support ships) instead of, or in addition to, a land-based temporary work camp. A floating dock will be installed to move equipment and personnel between support ships and the construction site.
- ▶ Some dredged material will be reused for construction and the rest will be stockpiled immediately southeast of the new wharf.
- ▶ A temporary wharf will be installed immediately south of the dredge stockpile area to support construction.

3.1 Change in Project Schedule

Qikiqtaaluk-AEDC is proposing an accelerated construction timeline of two years, reduced from the four-year schedule described in the May 2025 Project Proposal. Construction will occur from 2026 to 2027 with shutdowns during the winter seasons. Mobilization of equipment and materials, site preparation works, and construction will begin in June 2026. Operation of the port is expected to begin at the start of the open-water season in 2028.

3.2 Change in Project Construction Activities

3.2.1 Ice Management Plan

An ice management plan has been developed by Qikiqtaaluk-AEDC with consultation from marine industry experts and an initial consultation regarding the ice management plan has been conducted with the Nattivak Hunters and Trappers Organization and the Municipality of Qikiqtarjuaq (both of which have provided letters supporting the Project). In brief, the plan involves a specialized marine fleet to provide early access and construction mobilization commencing in June.

The proposed ice management route initiates in the Davis Strait and accesses the Project location via a route around the south end of Broughton Island as shown in **Figure 2**. The

exact route will depend on the origin of the icebreaker trip, which could be from Atlantic Canada or Greenland. Access around the south end of Broughton Island is preferred due to deeper bathymetry, and seasonally weaker sea ice conditions, which typically experience earlier break-up than sea ice at the north end of the island as shown in the radar satellite imagery from early July 2025 in **Figure 3**. An additional image showing the proposed ice management route with aerial imagery around the south end of Broughton Island in a 3D perspective is provided in **Figure 4**.

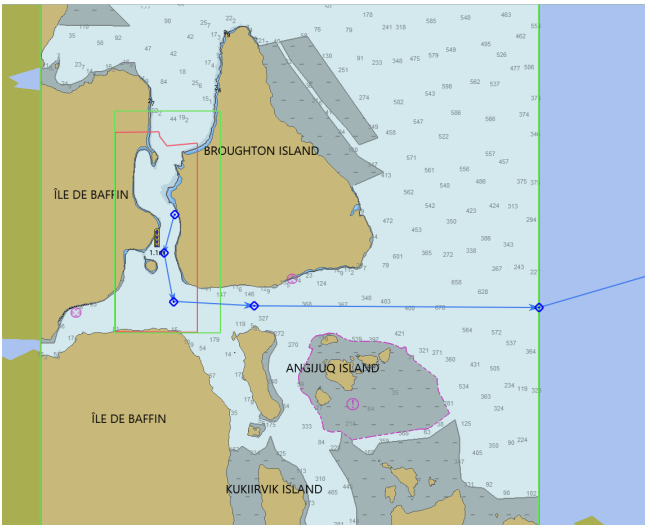


Figure 2. Notional Ice Management Route

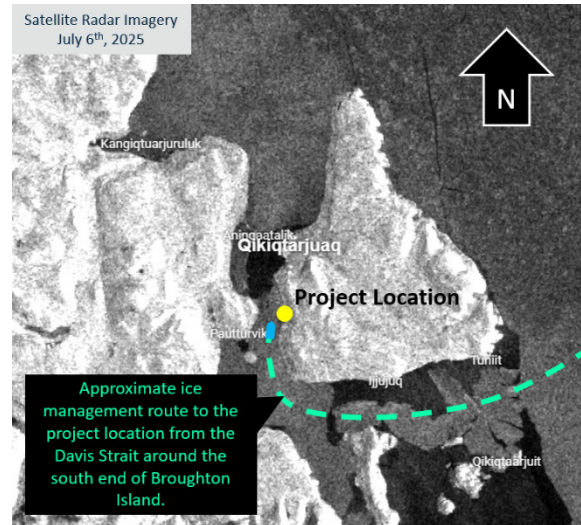


Figure 3. July 6, 2025, Radar Ice Imagery



Figure 4. Ice Management Route (3D Perspective)

The ice management route consists of the icebreaker pathway and a second pathway from the icebreaker to the shoreline. The minimum width of the icebreaker path is roughly equivalent to the maximum width of the proposed icebreaker, which is approximately 30 metres.

The pathway from the icebreaker to the shoreline is planned at a minimum width of approximately 150 metres (approximately 5x the icebreaker width). The intent of creating a wider channel is to allow for tugboats, icebreaking equipment and barges to safely manoeuvre, and to provide contingency space for ice movement and build-up.

3.2.2 Floating Accommodations

Qikiqtaaluk-AEDC is proposing floating accommodations to enable early site establishment without drawing on limited community accommodation (e.g., during the erection of a construction camp). These accommodations will also provide self-sustaining fuel resources and capacity to dispose of wastewater and solid waste, reducing the draw on community resources. Floating accommodations will consist of a vessel with an appropriate ice classification and accommodation capacity upwards of 70 personnel.

During construction, it is estimated that there will be 50 to 60 personnel required, including 25 to 30 construction personnel and a similar number of support ship crew members. Construction personnel who are not residents of Qikiqtarjuaq are planned to be accommodated on support ships and will depart during the winter. The floating accommodations may eliminate the need for the temporary work camp described in the May 2025 Project Proposal. However, a combination of floating and land-based accommodations may be required. Floating accommodations will require limited volumes of water for cooking and consumption, which may be sourced from the community water supply. Greywater and sewage from floating accommodations will be collected on board and disposed of according to federal regulations.

During the active construction seasons, personnel will be onsite over a period of approximately 160 days for a total of 320 construction days per person over the course of the two-year construction phase. Approximately 16,600 person-days are estimated for construction over the 2-year construction period.

3.2.3 Increase in Project footprint

The modifications to the Project site configuration during construction are shown on **Figure 1**. The concept presented in **Figure 1** shows the deep-sea port structure, which was depicted in the May 2025 Project Proposal, along with additional area for storage of dredge material and a temporary wharf during construction. The area depicted in the drawing is considered the maximum area required for the port infrastructure and the dredge storage combined. The contractor, when selected, may propose an alternate plan that changes or eliminates the in-water footprint for storage of dredge material.

The additional area for storage of dredge material will be isolated from the marine environment with a rock revetment (berm) around the perimeter of the site. The side slopes will be protected with filter stone and armour stone. Dredged material will be placed behind the berm.

A temporary wharf will be constructed below the high-water level south of the footprint of the permanent deep-sea port. This temporary wharf will be constructed for staging the equipment used in the dredging operations as part of the initial construction of the deep-sea port.

The additional area for storage of dredge material is approximately 7,000 square metres (m²) and the area of the temporary wharf is approximately 1,330 m².

3.3 Change in Equipment and Materials

The original submission to the NPC provided a summary of the equipment and materials that are expected to be used during construction of the Project. Most of this does not materially change in this modification. The equipment and materials described below are in addition to those described in the May 2025 Project Proposal.

3.3.1 Equipment

Table 5 lists additional types and quantities (units) of equipment to be used during construction that were not listed in the March 2025 application. This additional equipment is required for ice management and seasonal worker accommodations and will enable an accelerated construction timeline as detailed above.

Table 4. Additional equipment expected to be used during construction.

Type	Units	Size (m)	Use
Icebreaker, support vessel	1	130 m length, 30 m width, 9,500 gross tonnage	Icebreaking, worker accommodations
Special purpose vessel	1	100 m length, 20 m width, 6,500 gross tonnage	Worker accommodations
Amphibious icebreaking machines	2	15 m length, 5 m width, 25 gross tonnage	Ice management
Ice-strengthened tugboats	2	15 m length, 5 m width	Ice management, piloting, personnel transport

3.3.2 Fuel

Table 6 provides an updated summary of the types and quantities (units and volume) of additional fuel that was not listed in the March 2025 application that is estimated to be used during construction of the Project, along with the proposed storage and use. There may also be reductions to the fuel quantities forecast in the May 2025 Project Proposal if a temporary work camp is not required. Floating accommodations will not consume community fuel from Qikiqtarjuaq; refuelling will be managed through pre-arranged fuel bunkering or at ports such as Nuuk or Sisimiut during crew changes.

Table 5. Additional fuel expected to be used during construction.

Fuel	Storage Method/ Container Volume	No. of Containers	Total Volume (m ³)	Use
Marine fuel	Imported in the fuel holds of the marine vessels	n/a	800	Icebreaker and floating accommodations

3.4 Change in Water Use

Support vessels will use onboard desalination water treatment plants to produce potable water for cooking and consumption. If required, support vessels may also use potable water delivered by truck from the community water supply that will be transferred into portable water tanks and thereafter the support vessels.

3.5 Change in Waste

Table 8 summarizes the types and disposal methods of waste expected to be produced by support ships during construction. Types and estimated quantities of other waste remain unchanged from the March 2025 application.

Table 6. Estimated waste production and disposal during construction.

Type	Source	Est. Amount	Disposal Method(s)
Combustibles	Support ships	2 tonnes	Primarily stockpiled on board and transported off site for disposal in accordance with applicable regulations. Potential utilization of the community landfill if required.
Non-combustibles	Support ships	0.5 tonnes	Stockpiled on board and transported off site for disposal in accordance with applicable regulations.
Greywater	Support ships	800 m ³	Managed in accordance with Canadian marine regulations and industry standards.
Sewage (human waste)	Support ships	1,500 m ³	Managed in accordance with Canadian marine regulations and industry standards.

3.6 Alternatives Considered

The accelerated construction schedule will require approximately twice as many personnel as previously anticipated, so several alternatives for accommodating personnel from abroad are being considered.

- ▶ **Alternative 1:** Accommodate personnel from abroad in a temporary land-based camp.
- ▶ **Alternative 2:** Accommodate personnel from abroad on support ships.
- ▶ **Alternative 3:** Accommodate personnel from abroad in a combination of land-based and floating accommodations.

Alternative 1 is not preferred because it will require a larger camp than previously proposed and would need to be constructed prior to the start of port construction, which would lengthen the construction phase of the Project to approximately three years. Alternative 2 is preferred since it will eliminate the potential effects of a land-based camp but may not be feasible due to the number of personnel required. Alternative 3 may therefore be selected, but the scale of the temporary camp will depend on the number of personnel needing land-based accommodation.

4 Potential Environmental Effects and Mitigation Measures

Detailed descriptions of the bio-physical, socio-economic, and cultural environments were provided in the May 2025 Project Proposal (NIRB File No. 25XN030). There are no changes to the description of existing environmental conditions relevant to this amended Project Proposal because the Project Study Area remains the same.

The assessment of potential environmental effects of the proposal modifications follows the same approach as the May 2025 Project Proposal. **Table 11** summarizes the potential interactions between the construction activities described in Section 4 and environmental Valued Components (VCs). Measurable environmental effects of these activities have been identified for the following VCs:

- ▶ **Atmospheric Environment** - Air quality
- ▶ **Marine Environment** - Marine water and sediments, marine fish and fish habitat, marine mammals, SAR and SoCC
- ▶ **Socio-economic Environment** - Employment and business opportunities, community infrastructure, human health and safety

Providing floating accommodations for some or all personnel may reduce the size of the temporary land-based camp or eliminate the need for a land-based camp. This would reduce the scope and intensity of effects of the temporary work camp on VCs.

Table 7. Potential interactions between the Project and environmental VCs.

Project Components and Activities	Valued Components (VCs)																	
	Atmospheric			Terrestrial				Freshwater	Marine				Socio-economic					
	Air Quality	Ambient Noise	Ambient Light	Permafrost	Soils and Terrain	Vegetation	Wildlife and Habitat	Surface Water Resources (Hydrology, Water Quality)	Tides and Bathymetry	Marine Water and Sediments	Marine Fish and Fish Habitat	Marine Mammals	Marine SAR and SoCC	Employment Opportunities	Community Infrastructure	Human Health and Safety	Community Wellness and Traditional Land Uses	Archaeological and Cultural Historic Resources
Construction																		
Floating accommodations	M									M	M	M	M			P	M	
Installation of temporary floating dock										M	M							
Ice management												M	M				M	
Dredging and disposal of dredged materials										M	M	M						

Legend: "P" = potential positive effect; "M" = potential negative effect that is mitigable; "N" = potential non-mitigable effect; "U" = potential effects unknown; blank cells indicate no anticipated measurable effects.

4.1 Atmospheric Environment

4.1.1 Air Quality

Vessels and equipment used for ice management and to accommodate personnel will generate more airborne emissions (e.g., carbon monoxide, sulphur dioxide, fine particulate matter, etc.) than predicted in the May 2025 Project Proposal, but emissions can be reduced by implementing the mitigation measures below.

To the extent practical and feasible, the contractor will use equipment powered by engines that meet Tier 4 emissions standards. However, this will not be possible for all equipment since the accelerated construction schedule will extend into colder months when Tier 4 engines perform less efficiently.

4.2 Marine

4.2.1 Marine Water and Sediments

Dredged material not used for construction will be stockpiled immediately south of the new port which will result in a marine and intertidal construction footprint larger than what was described in the May 2025 Project Proposal. Dredged material is not anticipated to be a source of marine water contamination because marine sediments in the construction area have low levels of metals and other contaminants. Leaks from marine vessels or equipment are potential sources of marine contamination during construction. Measures to prevent or mitigate leaks or spills from vessels are provided below.

To achieve the accelerated construction schedule, icebreakers will be used to provide marine vessel access to the site and keep construction areas ice free before the open water season. This will result in a marginal reduction in late season sea ice and will create an approximately 26 m-wide gap in ice cover between Broughton Island and the mainland. Qikiqtaaluk-AEDC has prepared an ice management plan in consultation with the HTO and local community leaders, with a planned route around the south end of Broughton Island where sea ice is typically thinner and thaws earlier (see **Figure 2**). Impacts to sea ice from construction are therefore predicted to be small in magnitude and short-term in duration.

Mitigation Measures

Proper implementation of the following measures during construction will reduce negative effects on marine water and sediments:

1. Ensure contractors and ship crewmembers are aware of requirements for safe storing, handling, and transport of fuels and other hazardous substances.
2. Inspect all marine equipment for fuel leaks and refuel using best practices that reduce the risk of spills.
3. Implement a spill prevention, response, and contingency plan and immediately report any marine contaminant spills to the appropriate regulatory authorities. The

plan will include measures to protect wildlife (e.g., birds, fish, marine mammals) in the event of a marine spill, and steps to take if wildlife comes into contact with pollutants.

4. Implement the ice management plan developed in consultation with the HTO and local community leaders.

4.2.2 Marine Fish and Fish Habitat

Dredged material stockpiled in marine and intertidal zones could injure sessile marine organisms and will affect a larger area of fish habitat than what was described in the May 2025 Project Proposal. Predicted effects on fish are expected to be the same since habitat of similar composition and structure is widespread in the Broughton Channel. Dredged sediments are of similar composition to much of the Broughton Channel and will therefore not measurably affect fish in and around the stockpile area.

Mitigation Measures (Construction)

Proper implementation of the following measures during construction will reduce negative effects on marine fish and fish habitat:

1. Conduct regular turbidity monitoring during construction.

4.2.3 Marine Mammals

The use of additional boats and other marine equipment (see Section 4) may increase the potential for negative interactions between construction activities and marine mammals. The HTO has expressed concern that vessel movements during construction could deter marine mammals from the Broughton Channel, which are hunted by the community. Qikiqtaaluk-AEDC is committed to collaborating with the HTO to develop a schedule for vessel movement that will minimize potential impacts.

Stockpiling of dredged material immediately south of the port facility could potentially alter or reduce foraging habitat, but the area has not been identified as significant foraging habitat for marine mammals.

Mitigation Measures

Proper implementation of the following measures during construction will reduce negative effects on marine mammals:

1. Implement marine mammal monitoring throughout construction; if marine mammals are sighted in proximity to construction areas, work activity should cease until the animal has left the area.
2. Develop a schedule for vessel movements in collaboration with the HTO and local community leaders.

4.2.4 Marine Species at Risk and Species of Conservation Concern

The overall threat of ice management activities to marine species at risk (SAR) is predicted to be small and mitigable. The use of additional boats and other marine equipment (see Section 4) may increase the potential for negative interactions between construction activities and marine SAR and species of conservation concern (SoCC). Ice management activities will result in a marginal reduction in sea ice cover and will create a 26 m-wide gap in sea ice between the southern end of Broughton Island and the mainland (see Section 7.2.1). There is a small risk of interactions between marine SAR and vessels traversing the ice management route.

Polar Bears rely heavily on late season sea ice for hunting and movement so the creation of a gap in ice cover could reduce hunting habitat or create an obstacle to movement. However, late season sea ice will be unaffected to the west and north of Broughton Island where it is typically thicker and thaws later in the spring, so Polar Bears will continue to have access to important habitats. Polar Bears might choose to swim across the ice management route, which could pose a low risk of interactions with vessels traversing the route. However, this can be mitigated by implementing marine mammal monitoring.

Narwhal could be attracted to the ice management route as an ice-free area for surfacing, and there is a small risk of interactions with vessels traversing the route. However, this can be mitigated by implementing marine mammal monitoring.

The HTO has expressed concern that vessel movements during construction could deter marine mammals, including SAR and SoCC, from the Broughton Channel. Qikiqtaaluk-AEDC is committed to collaborating with the HTO to develop a schedule for vessel movement that will minimize potential impacts.

Mitigation Measures

Proper implementation of the following measures during construction will reduce negative effects on marine SAR and SoCC:

1. Implement marine mammal monitoring throughout construction; if marine mammals are sighted along the ice management route or in proximity to construction areas, vessel movement and work activity should cease until the animal has left the area.
2. Develop a schedule for vessel movements in collaboration with the HTO and local community leaders.
3. Implement the ice management plan developed in consultation with the HTO and local community leaders.

4.3 Socio-economic

4.3.1 Employment and Business Opportunities

Qikiqtaaluk-AEDC is an Inuit-owned corporation and construction contract(s) for the Project will promote Inuit benefits and employment in accordance with Article 24 of the *Nunavut Land Claims Agreement* (NLCA). Where possible, services will be procured from local Inuit (e.g., site preparation, equipment servicing, and other construction support), but personnel from abroad will be required for specialized skills and to supplement the local workforce. Personnel from abroad staying in floating accommodations may not contribute directly to the local economy.

4.3.2 Community Infrastructure

The use of floating accommodations may reduce or eliminate increased demand for supplies and services in Qikiqtarjuaq (e.g., fuel, food, water). Waste produced on floating accommodations will be managed offshore and disposed of in accordance with federal regulations.

4.3.3 Human Health and Safety

The use of floating accommodations may reduce or eliminate the chances of negative interactions between personnel from abroad and local residents.

4.3.4 Community Wellness and Traditional Land Use

The HTO continues to express concern that vessel movement during construction (e.g., for ice management, floating accommodations, and construction support) could deter marine mammals from the Broughton Channel, which are hunted by the community. Qikiqtaaluk-AEDC is committed to collaborating with the HTO to develop a schedule for vessel movement that will minimize potential impacts. Community leaders have also requested that residents be notified of vessel movements in the Broughton Channel.

5 Residual and Cumulative Effects

With the changes to construction activities described in this Project Proposal amendment, the overall effects of the Project are still expected to be positive and long-term.

The opening of the new port in 2028 will be followed by the anticipated opening of a new hospital in Qikiqtarjuaq in 2030. These projects will cumulatively be of significant benefit to the community. The Municipality of Qikiqtarjuaq is also considering upgrading the existing potable water supply to meet future demand.

The Project is expected to have overall net positive, long-term effects for the community of Qikiqtarjuaq, and may facilitate future projects of net benefit by expanding commercial access to the community.

6 References

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NIRB (Nunavut Impact Review Board). 2020. Proponent's Guide. 131 pp.

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APPENDIX A

Proponent Transfer Letter



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