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NPC File No: 150555
NIRB File No: 24XN058
TC File No: 2024-613613

19 August 2026

Re: Resolute Bay Community Harbour Project – Transport Canada Notice of Works Application

Dear Dallas,

1. Introduction

This document provides supplemental information for a Notice of Works (NoW) application for the Resolute Bay Community Harbour Project (the Project). The Nunavut Planning Commission (NPC) issued a conformity determination (File No. 150555) on 15 December 2024 (NPC, 2024). The Nunavut Impact Review Board (NIRB) issued a Screening Decision Report (SDR, File No. 24XN058) on 18 June 2025 (NIRB, 2025a).

1.1. Background

The Government of Nunavut (GN) – Transportation and Infrastructure Nunavut (TIN) is interested in constructing and operating a community harbour in Resolute Bay, Nunavut (the Project).

Worley Canada Services Ltd., operating as Worley Consulting, has been retained by the GN-TIN to support the detailed design of the community harbour. Dynamic Ocean Consulting Ltd. (Dynamic Ocean) is supporting Worley Consulting on the permitting requirements for the Project.

1.2. Project Location

The Project is located in the community of Resolute Bay, which is approximately 800 km north of the Arctic Circle (74° 41.472'N, 94° 51.549'W, Figure 1-1). The community is located on the southern shore of Cornwallis Island in the Qikiqtaaluk Region of Nunavut, and conforms with the North Baffin Regional Land Use Plan (NBRLUP) (NPC, 2000).

1.3. Permits and Approvals

Permits and approvals required for the Project are summarised in Table 1-1.

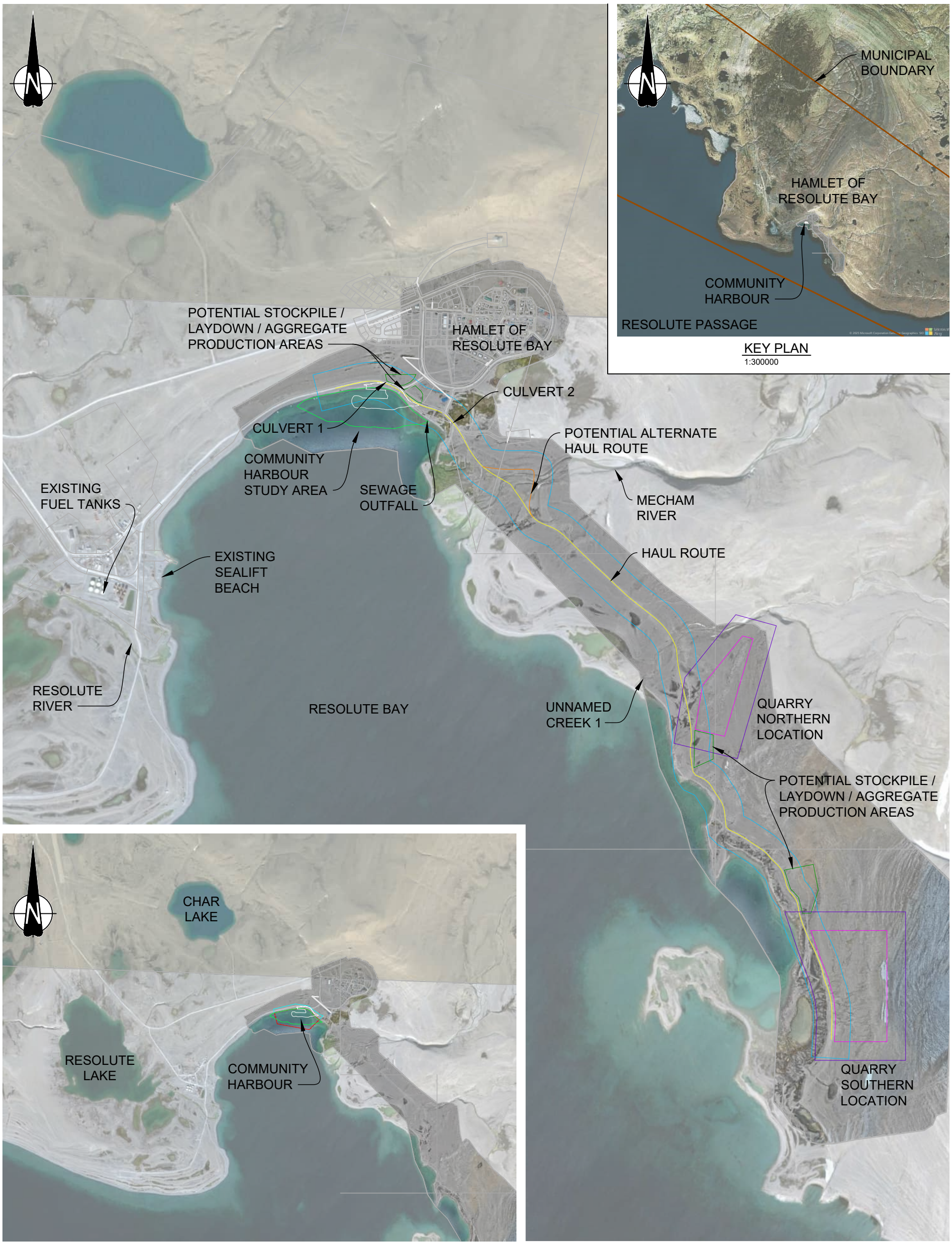
Table 1-1: Summary of Federal, Territorial and Municipal Permitting Requirements

Authority	Approval	Status	Permit ID
Institutions of Public Governance			
NPC	Conformity Determination	Issued 15 December 2024 (NPC, 2024).	NPC File No. 150555
NIRB	SDR	Issued 19 June 2025 (NIRB, 2025b).	NIRB File No. 24XN058
Nunavut Water Board (NWB)	Type B Water License	Pending Submission.	-
Federal			
Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	Land Use Permit (LUP) - Class A	Issued 3 September 2025 (Dynamic Ocean, 2025).	CIRNAC File No. N2025X0019
Fisheries and Oceans Canada (DFO) - Fish and Fish Habitat Protection Program	Request for Review	Decision issued on 12 March 2026. Application for Authorization Required. (DFO-FFHPP, 2026).	25-HCAA-01013
	Section 35(2) *Fisheries Act* Authorization	Submitted on 24 April 2026 (Dynamic Ocean, 2026b). Pending permit issuance.	-
Transport Canada (TC)	NoW Approval	Pending Submission.	-
Territorial and Municipal			
GN-Community Services (CS)	LUP	Community harbour: Submitted on 25 June 2026 (Dynamic Ocean, 2026a).	-

Authority	Approval	Status	Permit ID
		Temporary components: Pending Submission.	
The Hamlet of Resolute Bay	Development and other occupancy permit (for community harbour components above HWL)	Pending Submission	-
	Development and other occupancy permit (for construction of temporary camps and laydown areas)	To be submitted following contractor award	-
	Quarry Permit	To be submitted following contractor award	-
Natural Resources Canada	Authorization of Explosives Magazine License	To be submitted following contractor award	-

FILE LOCATION: U:\YVR\317086\54175_GON_RESOLUTBAY\11_DRAWINGS\14_ENV_PLANNING\DFO\2026\317086-54175-00-MA-FIG1.DWG

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ISSUING OFFICE: VANCOUVER, B.C.



KEY PLAN
1:300000

FRESH WATER BODIES
1:50,000

PLAN
1:20000

LEGEND

- HAUL ROAD ON EXISTING ROAD/TRACK
- ALTERNATE/ADDITIONAL HAUL ROUTE
- COMMUNITY HARBOUR STUDY AREA
- QUARRIES STUDY AREA
- EXISTING ROAD STUDY AREA
- STOCKPILE/LAYDOWN AREA
- QUARRY

m 0 100 200 300 m

1:6000

m 0 500 1000 m

1:20000

GOVERNMENT OF NUNAVUT
RESOLUTE BAY COMMUNITY
HARBOUR DEVELOPMENT

PROJECT COMPONENTS
(QUARRY, HAUL ROAD, COMMUNITY HARBOUR)

Date:	Drawn by:	Edited by:	App'd by:
14-JAN-26	JLC	JLC	CM

Worley Project Number: 317086-54175

DRG No: Figure 1-1

REV: A

This drawing is prepared for the use of the contractual customer of Worley Canada Services Ltd. and Worley Canada Services Ltd. assumes no liability to any other party for any representations contained in this drawing.

MPC_B_FSK

2. Table of Concordance

Table 2-1 provides a summary of all required Project information for the NoW application, with references to Project documentation for further information.

Table 2-1: Table of Concordance

Requirement	Detail	Report	Section
Mandatory Information Checklist			
Map Showing Location of Project	Resolute Bay Community Harbour Project Components.	This Letter	Figure 1-1
Top/Plan Drawing with Dimensions	Resolute Bay Community Harbour General Arrangement.	This Letter	Appendix A (Drawing A-1)
Side/Profile Drawing with Dimensions	Resolute Bay Community Harbour Typical Sections Drawing.	This Letter	Appendix A (Drawing A-2, Drawing A-3)
Recommended Information			
Body of Water Details	The proposed community harbour is located in the hamlet of Resolute Bay, on the southern shore of Cornwallis Island in Parry Channel.	This Letter	Figure 1-1
		Environmental and Socio-Economic Baseline (ESEB) Report	Section 1.2 (Dynamic Ocean & Worley Consulting, 2025b)
Land Use/Ownership	The land ownership of the proposed community harbour is Crown land (below HWL) and Commissioner's land (above HWL).	This Letter	Appendix A (Drawing A-4)
Body of Water Use Information	Width (metres): The mouth of Resolute Bay, is 2,740 m. Depth (metres): maximum depth of Resolute Bay, in the immediate affected area, is 89 m.	ESEB Report	Section 4 (Dynamic Ocean & Worley Consulting, 2025b)

Requirement	Detail	Report	Section
Impacts, Obstructions and Mitigation Plans	**Impacts** Potential impacts were considered relative to the proposed construction activities. Impacts were considered for their potential to affect the baseline environmental and socio-economic conditions, as well as by the criteria NIRB uses for screening decisions. These impacts were grouped into physical, biological, and socio-economic categories. All impacts were considered either "Positive" or "Negative and Mitigatable". No residual effects are expected subsequent to implementation of mitigation and monitoring measures.	Project Specific Information Requirements (PSIR) Report	Section 7 (Dynamic Ocean & Worley Consulting, 2025c)
	Obstructions Potential obstructions during the Project will include marine-based equipment, if required for construction, and may include: one spud barge/derrick, one to two work boats (50 to 500 horsepower). Should land-based dredging be undertaken, obstructions may occur due to installation of a temporary rock platform.	PSIR Report	Sections 1 and 2 (Dynamic Ocean & Worley Consulting, 2025c)
	Mitigation Plans Mitigation and monitoring measures will be implemented during Project construction to minimize negative effects. The contractor will be responsible for the design and implementation of an Environmental Monitoring Compliance Program (EnMCP), which will be overseen by the GN-TIN and will incorporate measures outlined in the Construction Environmental Management Plan (CEMP).	PSIR Report	Section 8 (Dynamic Ocean & Worley Consulting, 2025c)
		CEMP	Section 5 (Dynamic Ocean & Worley Consulting, 2025a)

Requirement	Detail	Report	Section
Environmental Review Information	A desktop review and field programs were conducted to develop a comprehensive understanding of the existing marine environmental conditions of the Project location.	ESEB Report	Sections 4 to 10 (Dynamic Ocean & Worley Consulting, 2025b)
Operations, Maintenance and Marking Plans	The GN-TIN will have oversight of the community harbour operations and on-going maintenance. These will include the development and implementation of plans and protocols for all aspects of the community harbour operations, and inter-agency agreements, where required.	PSIR Report	Section 8.4 (Dynamic Ocean & Worley Consulting, 2025c)
Photographs of Work Site and Water Body	Photographs were taken of the intertidal foreshore and subtidal environments to document substrate type and distribution, and the presence and abundance of marine invertebrates, fish and marine vegetation.	ESEB Report	See Photo 7-2 and Photo 7-3 [Intertidal Foreshore], Appendix B (Dynamic Ocean & Worley Consulting, 2025b)
Other Government Agencies Involved	The Project has been reviewed and approved by the NPC, NIRB and CIRNAC. All other Project approvals are pending submission or under review to their respective Authorities Having Jurisdiction (AHJ).	This Letter	Table 1-1
Water Lot Lease Information	CIRNAC LUP (File no. N2025X0019).	This Letter	Table 1-1

Requirement	Detail	Report	Section
Consultation	Community consultation has been ongoing since the feasibility stage and will continue throughout the lifecycle of the Project. Consultations have been conducted with the Hamlet of Resolute Bay, Resolute Bay Hunters and Trappers' Association, Nauttiqsuqtiit (the Guardians), residents of Resolute Bay, Qikiqtani Inuit Association (QIA), local businesses, local health centre, tourism operators, RCMP, sealift companies and fuel carriers. Further information on the topics discussed can be found in the Consultation Log.	This Letter	Appendix B (highlighted sections identify navigation specific topics)

3. Closure

We hope this letter provides all the necessary details required by TC for works on navigable waters. If you require any further information, please do not hesitate to contact Laura Borden (see contact information in Table 3-1).

Table 3-1: Contact Information

Contact Category	Details
Applicant and Proponent: Government of Nunavut	
Applicant's Name	Justin McDonell Project Manager, Capital Projects
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Applicant Representative and Regulatory Lead: Dynamic Ocean Consulting Ltd.	
Name	Laura Borden, MSc, RPBio Senior Marine Scientist
Address	2901 Murray Street Port Moody, British Columbia V3H 1X3
Telephone / Fax	1-604-928-0193
Email	Laura@dynamicocean.ca
Design Engineer: Worley Canada Services Ltd.	
Name	Chris Meisl Project Manager, Marine Engineering Lead
Address	Suite 200, 2930 Virtual Way Vancouver, British Columbia VM5 0A5
Telephone / Fax	1-418-730-2965
Email	Chris.Meisl@worley.com

4. References

DFO-FFHPP. (2026). *Resolute Bay Community Harbour Project – Application for Authorization under the Fisheries Act Required, but Prohibited Effects on Listed Aquatic Species at Risk Are Not Likely. File No. 25-HCAA-01013. 12 March 2026*.

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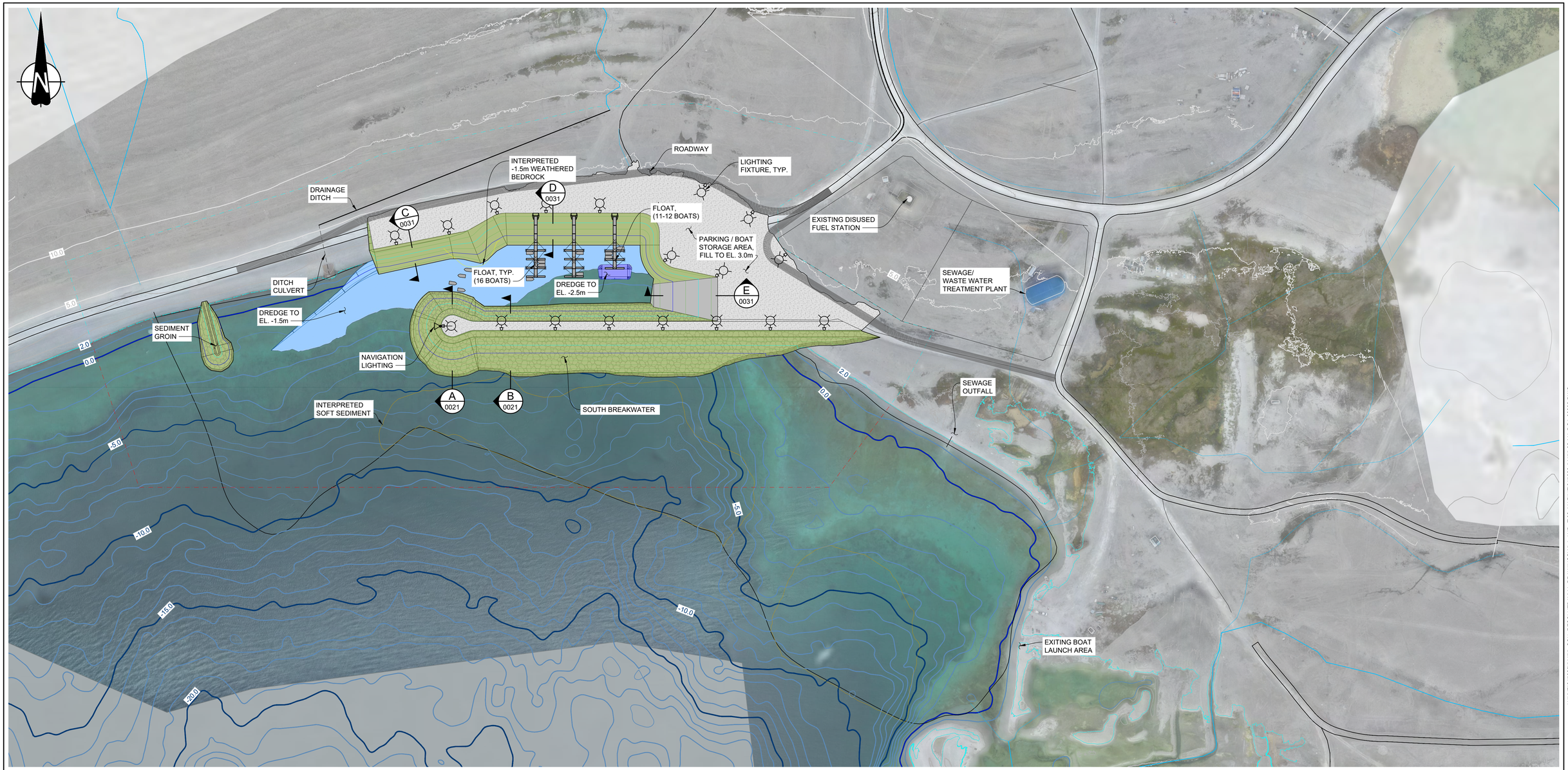
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NPC. (2023). *Recommended Nunavut Land Use Plan (RNLUP)*. Prepared by Nunavut Planning Commission. June 2023. 136pp. Available at: https://www.nunavut.ca/sites/default/files/23-001e-2023-06-20-recommended_nunavut_land_use_plan-eng_r.pdf.

NPC. (2024). 150555-Resolute Bay Community Harbour Project. Conformity Determination. 15 December 2024.

Appendix A: Supporting Drawings

Dynamic Ocean Consulting Ltd.



PLAN
1:1500

m 0 10 20 30 40 50 100 m
1:1500

LEGEND:

- HHWL (2.0m)
- LLWL (0.0m)

NOTES:

1. FOR DESIGN CRITERIA AND GENERAL NOTES, SEE DWG. 317086-54175-02-MA-DGA-00002.
2. ALL ELEVATIONS ARE REFERENCED TO HYDROGRAPHIC TIDE AND CHART DATUM.

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D SHEET | SCALE | SHOWN

WORLEY PROJECT No
317086-54175

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
Last Saved: Apr. 14/26 11:28am

CUSTOMER

Nunavut
Building Nunavut Together
Nunavuliuqatigiingniq
Bâtir le Nunavut ensemble

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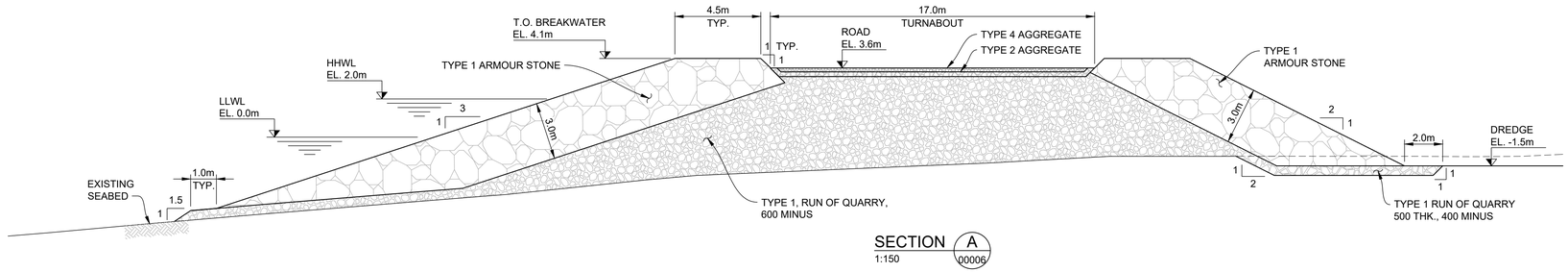
worley consulting

RESOLUTE BAY COMMUNITY HARBOUR GENERAL ARRANGEMENT

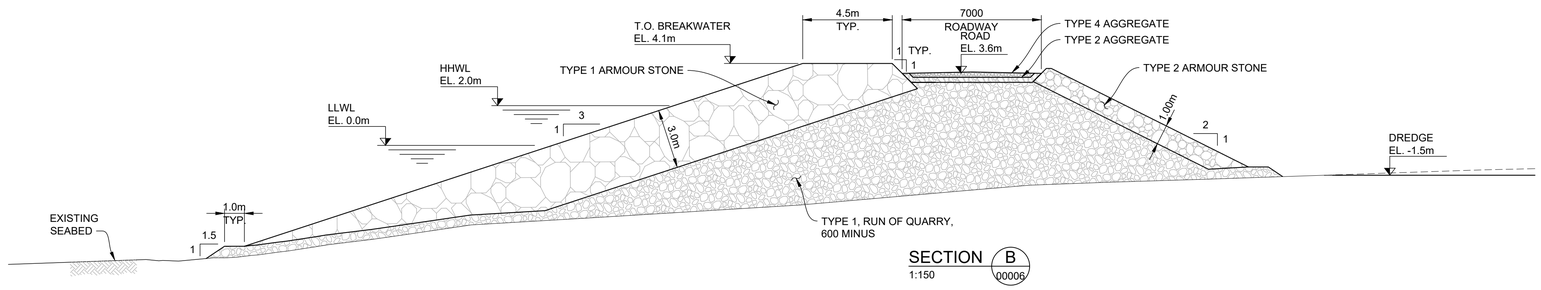
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Drawing A-1

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SAVE DATE & TIME: 14/4/2026 11:28:36 AM



SECTION A (00006)
1:150



SECTION B (00006)
1:150

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1:150

NOTES:

1. FOR DESIGN CRITERIA AND GENERAL NOTES, SEE DWG. 317086-54175-02-MA-DGA-00002.
2. ALL ELEVATIONS ARE REFERENCED TO HYDROGRAPHIC TIDE AND CHART DATUM.

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D SHEET | SCALE SHOWN

WORLEY PROJECT No
317086-54175

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
Last Saved: Apr. 14/26 12:25pm

CUSTOMER

Nunavut
Building Nunavut Together
Nunavuliuqatigiingniq
Bâtir le Nunavut ensemble

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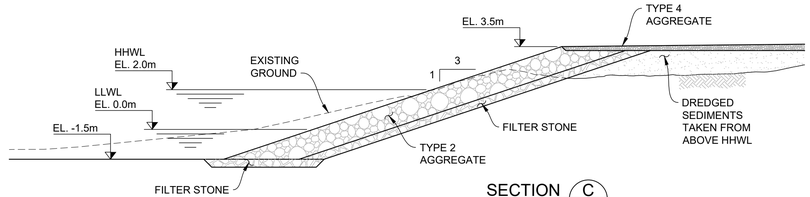
worley consulting

RESOLUTE BAY
COMMUNITY HARBOUR
BREAKWATER
SECTIONS

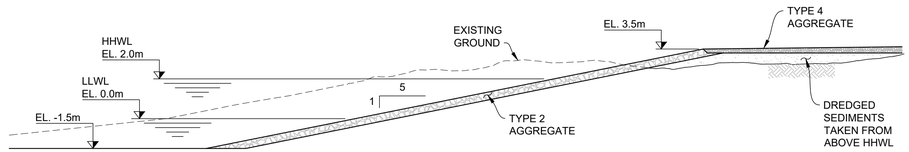
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Drawing A-2

REV
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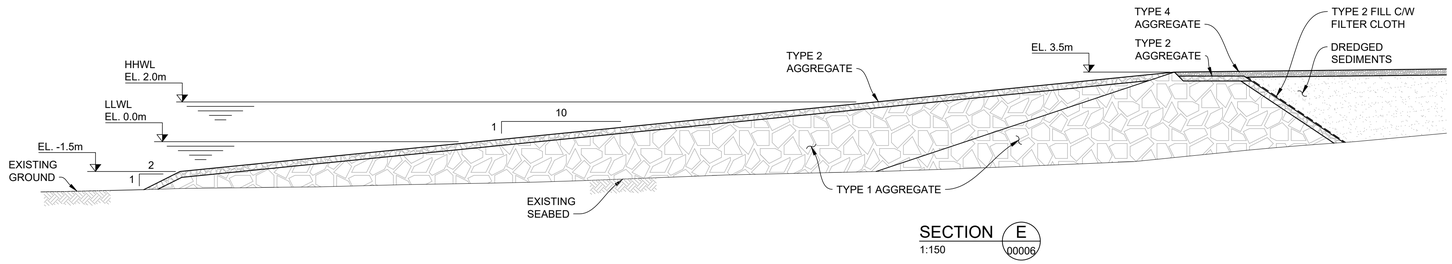
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SECTION C
1:150
00006



SECTION D
1:150
00006



SECTION E
1:150
00006

m 0 1 2 3 4 5 10 m

1:150

NOTES:

1. FOR DESIGN CRITERIA AND GENERAL NOTES, SEE DWG. 317086-54175-02-MA-DGA-00002.
2. ALL ELEVATIONS ARE REFERENCED TO HYDROGRAPHIC TIDE AND CHART DATUM.

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D SHEET | SCALE | SHOWN

WORLEY PROJECT No
317086-54175

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
Last Saved: Apr. 14/26 11:32am

CUSTOMER

Nunavut
Building Nunavut Together
Nunavut Iliuqatigiingniq
Bâtir le Nunavut ensemble

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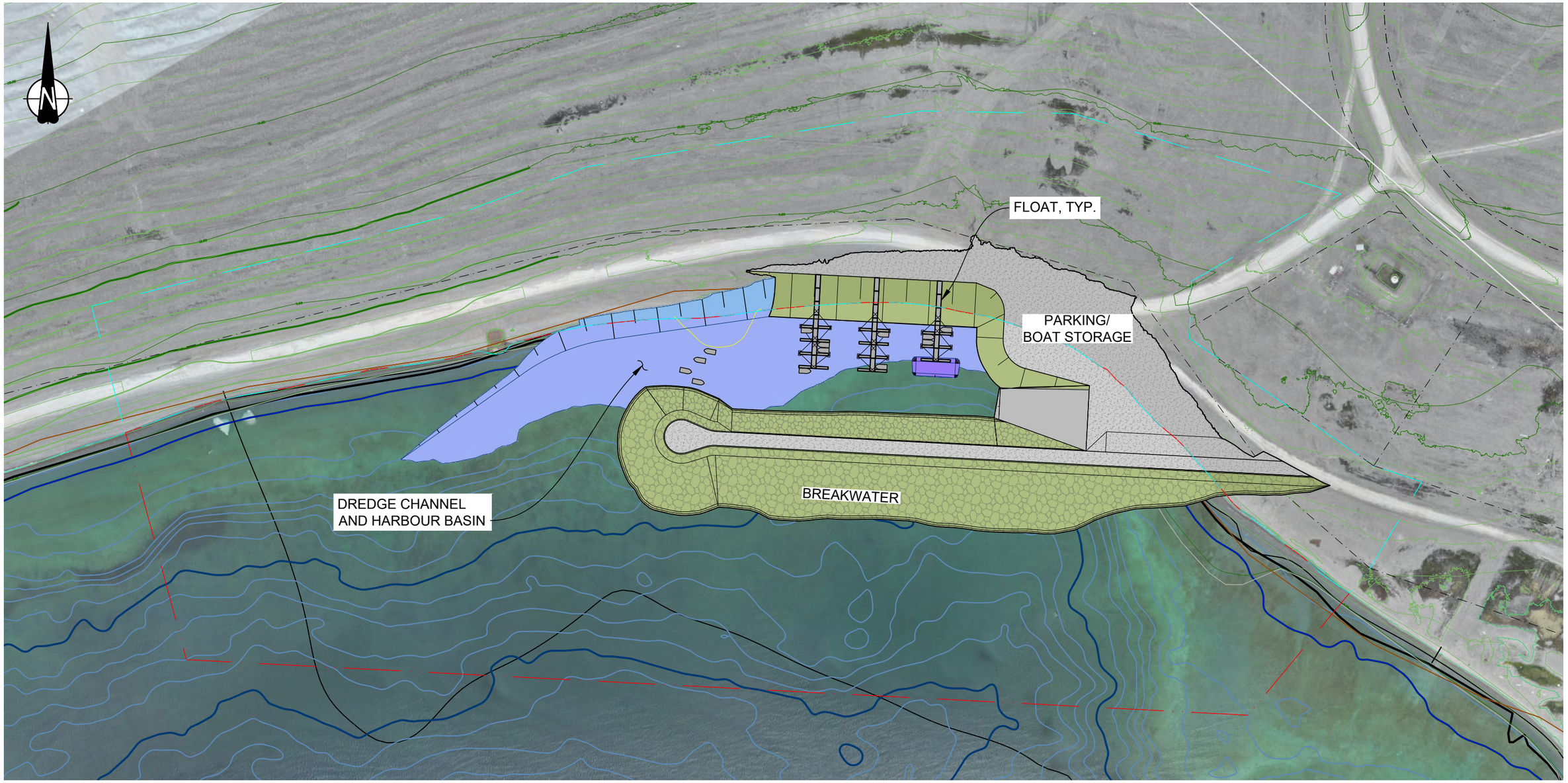
worley consulting

RESOLUTE BAY
COMMUNITY HARBOUR
LAYDOWN, SHORELINE AND LAUNCH RAMP
SECTIONS

DRG No
Drawing A-3

REV
A

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PLAN
1:2000

LEGEND:

- BATHYMETRIC CONTOUR (1m INTERVALS)
- BATHYMETRIC CONTOUR (0.5m INTERVALS)
- TOPO CONTOUR (1m INTERVALS)
- TOPO CONTOUR (0.5m INTERVAL)
- CGS LOT BOUNDARIES
- CIRNAC LAND TRANSFER BOUNDARY
- GN-CGS LAND TRANSFER BOUNDARY
- DREDGE -1.5m
- DREDGE -2.5m

BOUNDARIES TO BE CONFIRMED ONCE TOPOGRAPHIC AND BATHYMETRIC SURVEY HAS BEEN FINALIZED

m 0 50 100 m

1:2000

GOVERNMENT OF NUNAVUT
RESOLUTE BAY COMMUNITY
HARBOUR DEVELOPMENT

LAND TENURE AREAS
PLAN

Date:	Drawn by:	Edited by:	App'd by:
04-FEB-26	JLC	JLC	CM

Worley Project No. 317086-54175

FIG No **Drawing A-4** REV **B**

"This drawing is prepared for the use of our customer as specified in the accompanying report. Worley Canada Services Ltd. assumes no liability to any other party for any representations contained in this drawing."

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USER NAME: jennifer.copperdale
ISSUING OFFICE: VANCOUVER, B.C.

Appendix B: Consultation Log

Dynamic Ocean Consulting Ltd.

Resolute Bay Community Harbour Project - Consultation Log

Group	Method and Date	Topic	Feedback/Questions/Concerns	Project Response and Mitigations
Hamlet Council	Meeting 2024-08-07	Design	What's the point of the laydown?	We need space to store the floats during the winter and it provides a good surface for boat trailer and vehicle parking and storage. We need an area to put the sediments that will be dredged to make the harbour deeper.
			Be prepared to deal with muddy "soup like" dredge	Noted.
			Has the design taken in to consideration the strong winds and spring storms we experience here?	Yes, the harbour has been designed with consideration to winds and storms.
			Will the harbour affect any bigger ships that anchor in the bay?	No, the harbour will be too shallow for large ships to use.
			Option 2 is preferred, as indicated during the previous consultations. Option 1 is located too close to the sewage outfall, and with a new water treatment plant expected soon, pursuing Option 1 could present challenges	Noted.
		Expectations / Requests	Why does it take so long to get this harbour built? Why is there so much time between years to complete it?	Construction is only feasible during the summer months. We need open water to build the harbour so that's why there's a lot of idle time. If it was down south we could have it built in 1.5 years.
			Request to have the little fuel tank near the harbour reopened. It could be a very convenient gas station for boaters.	This would need to go through GN-PPD. The Project can support the Hamlet in discussions with the GN-PPD to inquire if this would be possible.
		Operations and Maintenance	Will the ramp require a lot of grading? Who will be responsible for the maintenance of the Harbour?	The ramp will require annual maintenance. The GN-EDT will be responsible for maintenance and will look to coordinate with the Hamlet about how to maintain the facility. Funding for maintenance is included in the funding agreement.
		Employment and Training	Will locals be hired?	Yes. The Project aims to maximize participation of Inuit labour, training, and Inuit owned businesses on the Project. The contractor will work with the Hamlet and the community to understand how best to advertise for positions well ahead of time.
		Dust	The Hamlet no longer uses CACL. Hardly ever needs to control for dust because there is more rain in recent years. Hamlet has a water truck for dust control.	Noted.
		Quarry and Haul Road	Improving and widening the road so it can be used as a haul road will be a benefit to the community.	Noted.
			What happens if blasting ends up producing rocks that are not big enough?	The engineering team would need to modify the design to flatten angles and buffer with materials. It will work but it would likely mean the harbour would require more frequent maintenance.
			Will the Project not proceed if the rock is too small?	No. The Project would proceed but we would need to provide a stockpile of rocks and material to be used for repair and maintenance if the breakwater becomes damaged from waves and/or ice.
			There's good rock past Prospect Point about 40-50kms away.	Thank you. Unfortunately, that is too far to be feasible as a quarry.
		Construction	Will construction be 24 hours per day, every day of the week?	That's up to the community and what residents are willing to tolerate. If they are able to work longer hours they should be able to finish earlier. The contractor will need approval from the community on hours.
		Access to water and ice	There are many alternate locations for boaters to launch their boats. Access to the water during construction will not be an issue.	Noted.

Resolute Bay Community Harbour Project - Consultation Log

Group	Method and Date	Topic	Feedback/Questions/Concerns	Project Response and Mitigations
		Fuel	Fuel capacity in the community is good, we do not experience shortages except for jet fuel every now and then. Fuel resupply is in Aug/Sept.	Noted.
Resolute Bay HTA Guardians	Design Workshop 2024-08-08	Design	There should've another harbour option provided out at Prospect Point. That area doesn't have all the problems with ice and snow coming in to the bay.	Noted.
			The idea of a harbour out at Prospect Point should have been brought up before now. We've had so many years and meetings to tell them where to locate this harbour. That location is too far for most boaters anyway.	Noted.
			Option 2 remains the preferred option by the HTA	Noted.
			What will the ramp be made of? Concrete? Gravel is very hard to deal with.	Concrete is very expensive and hard to manage because of the ice. The ramp will be compacted but will still need to be maintained.
			Will large vessel carriers have an ability to unload at the breakwater?	No. The harbour is designed for local boats not large ships. Sealift operations will remain on the West side of the bay.
			That's good that the large vessel operations will be separate from local boating.	Noted.
			Will a vehicle be able to drive down floats?	The floats can accommodate an ATV but not a side by side, they start getting too wide.
			Please consider looking in to a float that could accommodate a side by side to help provision boats moored on the float.	Noted. A side by side may start getting too wide for a float in the harbour but the Project will look in to this.
			It would be good to add a maintenance building on the laydown. It looks like there is room for a tackle shop maybe or sheds?	Buildings are not included in the current Project scope but that is something the community could look at getting funding to do. It's a great idea.
			Will AFA and small yachts be accommodated?	The harbour is only designed for local boat sizes. Bigger boats like the AFA vessels would need to work with the tides to come in to the harbour. During high tide, bigger boats will be able to come in and go.
			It will be very nice to have the ability for two boats to launch at the same time. That's a benefit for hunters.	Noted.
			Boats are getting bigger and heavier now. The biggest is a 28ft Silver Dolphin.	Noted.
			There would be a few people that might need to pull their boats on shore still.	Noted.
			The community can also look in to how best to use the floats for off loading harvests. An electrical wench could be installed maybe to help offload large animals.	Noted.
		Operations and Maintenance	Who will be responsible for taking the floats out every winter?	That will be up to the GN-EDT and the Hamlet. In Pangnirtung and in Pond Inlet the Hamlet has been contracted to manage the floats. Floats take about a day or two to put in and take out.
		Quarry and Haul Road	There are many archaeological sites to be aware of near the Prospect Point quarry.	Noted.
			The area is also a recreational area and there are many terns that nest along the shoreline and outcrop there.	Noted.
		Dust	There is lots of dust on the haul road	Noted. The contractor will be responsible for dust control. They may use a dust suppressant or water.
		Local Site Conditions	Winds are much stronger in recent years and we get much more rain now.	Noted.

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			If the winds are greater than 30kms/hr boating stops	Noted.
			Wave action from stronger storms recent years is causing the gravel to be pushed up to shore creating those shoreline ridges or cuts you might've seen.	Noted.
			The strongest storms are in August.	Noted.
			There is a lot of sediment that comes down the Mecham River and fills in the old harbour area.	Noted.
Cabin Owners	Brief introductory engagement with Randy Nungaq Aug 8, 2024	Quarry and Haul Road	Randy Nungaq is an outfitter and has been engaged with the Project since the Feasibility Study. Randy confirmed he, along with his partner Daisy, are the owners of one of two cabins along the proposed haul route. Brief introductions were made with follow up by email and phone calls.	Chris Meisl met Randy by chance on the beach while conducting field work. Introduced himself and briefly discussed the plans for the harbour.
Hamlet Resolute Bay HTA	Email to SAO and HTA manager September 11, 2024	New Proposed (Northern) Quarry - Borehole Drilling	Hamlet Council and the Resolute Bay HTA approved the drilling of investigative boreholes in the newly proposed quarry area but stated that further consultations during the December consultation trip would be required to confirm if the community would be accepting of this quarry location.	A new potential quarry location was identified by the Project's geologist during the summer field program. This new "Northern" quarry area is being considered because it has a large area of exposed bedrock, it's closer to the harbour location then the Southern quarry area at prospect point and there are no archaeological sites compared to a few that would need mitigating at the Southern quarry. Diane Pinto sent an email to the SAO and the HTA manager asking for approval to explore the area further by allowing boreholes to be drilled during the September drilling program.
Cabin Owners	Phone Call with Randy Nungaq (Owner of the cabin closest to the newly proposed "Northern" quarry area) September 12, 2024	New Proposed Quarry and Haul Road	No concerns about the haul road	Noted.
			Inquiry about whether the quarry would be filled after construction to match the natural surroundings.	It would be a more of a hole that we would not fill at the end. The depth would be around 5-10m, depending on what rock we find and extent of quarry required. At the end the quarry would have fencing around it. It would look like the quarry in Pond inlet, but smaller and less deep. Photos sent. It could be transferred to the Hamlet after the Project for community use.
			Inquiry about blasting noise and flying rock.	There will be noise during blasting, but very infrequent and the community will be told before hand. The contractor will be responsible for minimizing and managing flying rock and for protecting the trailer. The quarry would also include adjacent stockpiles, and have crushers and other equipment that would be noisy.
			Not too concerned about noise	Noted.
			No concerns about proposed borehole drilling (was sent a map showing locations of boreholes)	Noted.
			Prefers that the vegetation around his cabin remains in place (this is ~120ft buffer or so from the cabin).	Noted.
			Suggested another potential quarry / outcrop location between the 2 rivers and inquired if the area had been studied.	Noted and will check with the geologists.
Hamlet Council	Meeting 2024-12-03	Construction	What is the construction season?	About June to October or as soon as the sea ice comes in, they will have to stop.
			How many people will be coming in for construction?	About 20-30 workers.
			Will the road be closed off to residents during construction?	No. The road will stay open to the community. The road will need to be closed for blasting through but that would be limited to 10-30 min every other day or so.

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			Will the equipment be shipped in?	Yes. The idea would be that the equipment would come in on the fist sealift in 2026.
			The construction window is short and in the summer there is 24 hrs of daylight here. Would they be running 24 hrs per day or will there be down time?	We have had projects run 24 hours before but ultimately it's up to the Hamlet if they approve it and if the contractor is willing to. At times they may want to just for a couple of weeks to work the tides.
			If they do 16-18 hour days that would be overtime, so wouldn't that increase cost?	There are pros and cons. The con would be that there would be construction all the time but it might cut down the amount of time overall needed to build the harbour. When we go out to tender for the construction contractor that would need to be put into the documents so they could price it out. With each year the Project is in construction there is inflation, so cutting it down by a season and putting that money into the harbour would be a benefit.
			Will people still be able to drive along the beach road during construction?	Yes, the road will be available to the community. At times there may be a flag person needing to control traffic to allow for public safety with the large haul trucks.
			There are dogs kept in that harbour area during the winter	Noted. The Project will engage with the dog owners Devon Manik and David Idlout.
		Quarry	No concerns about the newly proposed Quarry area (Northern quarry) or the large hole that will be left behind.	The idea would be that the quarry would be left to the Hamlet afterward so they could use it if needed.
			Regarding blasting, is there any idea how far the blasting will be felt? Where I grew up in a mining town you could feel it and sometimes it would break things in the house.	Residents will be able to hear it but I don't know if you will feel it. There were no reports of blasting damage in Pond Inlet or Iqaluit. In Pond Inlet you were able to feel a bit of vibration in the ground but certainly nothing broke. Also, these will be smaller blasts compared to Pond and Iqaluit. The Project can also install recording devices to monitor the blasts and confirm they are within allowable limits.
		Navigation and Lighting	Although the lights will be very bright we would rather the lights than a boat accident.	Noted.
			No concerns about navigation or navigation lighting.	Noted.
		Fish and Fish Habitat	No concerns about Fish and Fish Habitat	Noted.
		Operations and Maintenance	Will the community manage the harbour?	The harbour will be initially owned by the GN. The GN will work with the QIA and the Hamlet to determine how it will be operated.
			What is involved in harbour maintenance?	During operations it will be taking the floats in and out every season, grading, and general repairs and maintenance.
Resolute Bay HTA Guardians	Design Workshop 2024-12-09	Quarry and Haul Road	The new northern site looks a little easier based on the slopes and with the archaeological sites at the southern site, the northern site is better.	Noted.
			No concerns with the proposed stockpile or contractor laydown areas shown. The area is not used for trails of any kind or harvesting. People travel further inland or along the existing road.	Noted.
			What happens if the cabin owners object to blasting or the stockpile locations?	We have been engaged with closest cabin owner so far and are trying to engage with the other cabin owner. The closest cabin owner is ok with it but we will continue to engage with them as the Project moves forward.

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			If you want large rock, suggest you go to the end of the island about 40 kms away.	We are not sure we are going to be able to get the size we need here so we will be providing a stockpile of rock for repairs and maintenance. 40kms is unfortunately just too far to go for rock, it's just too expensive.
			Instead of a large hole could you carve it out and make it flat?	The rock we need is around 6m below the ground. We would love to make it flat but the rock on top is quite cracked so we need to go deep.
			The quarry might be a problem in the short term but in the long term it might make good habitat for birds.	Thank you, that is a good point.
			What is the distance limit during blasting?	Believe it is between 200-500m but it depends on what the blast size is, so that would be up to the contractor.
			People might want to take pictures of the blasts	Yes, they can do that from a safe distance away.
			We have a lot of problems with the culverts and river crossings along the haul road. A temporary bridge would be too costly but could you do culverts and a bridge?	We could put money in to building a bridge but that would take away from what we could build at the harbour. We want to put as much money as possible in to the harbour.
			In June/July for the first week or so you can not pass the river, it's very heavy, there is still ice in the harbour then though.	Noted.
		Design	There are roughly 20 boats but some are not used all the time. Estimate about 15-16 boats are regularly used.	Noted.
			If the harbour is built, it is likely that people will buy more and bigger boats because their investments would be much better protected.	Noted.
			The floats have to be removed every winter and put in every summer, is that correct?	Yes. There will be large concrete blocks that will stay in the water and then chains which will run to the shore, and then when you install the floats you hook them up to the chain.
		Employment and Training	Will there be opportunities for local employment?	Yes, the contractor is required to have Inuit employment and the contractor will do training in the community so there will be opportunities. We have a slide that will speak to this a little later on.
		Local Site Conditions	There is currently no Smart Ice program in town. HTA will look in to getting it started again.	Noted.
			By March/April there should be about 2m of ice in the harbour area but we will check.	Noted.
			There is some melt around the outfall to consider.	Noted.
		Access to water and ice	There is no issue about launching boats out of the construction area as we can launch other locations.	Noted.
			Ice access is easy along the shoreline at several areas. No concerns with ice access due to construction.	Noted.
		Wildlife	What happens if whales come around while you're building the harbour?	The Project will hire a local wildlife monitor to look out for marine mammals. There will be an exclusion zone so if whales come in, all work will stop until the whales clear out. With increased noise in general due to construction there might be less marine mammals coming in during construction.

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			There might be some impacts to wildlife but we are more interested in a harbour. We do worry about wildlife a bit but this harbour will benefit our community.	Noted.
			Construction noise and possibly 24 hr activity may be a positive in keeping the polar bears away from the community.	Noted.
			There's really not much harvesting in the area anyway, the whales will come right in the bay, so if anything, maybe once the harbour is built we will be able to catch them right in the harbour.	Noted.
		Fuel	How are they going to refuel? From our gas station or a tank?	Usually the contractor will bring in their own fuel truck and fill up at the gas station and then distribute the fuel as needed.
			Suggest that there be designated times the contractor is able to use the gas station so it doesn't impact residents. The gas station is only open from 4-5pm.	Noted. The community fueling time will not be impacted.
		Dust	It's very dusty here and we use water. For dust mitigation, I would prefer water be used and not chemicals so it doesn't wash in to the ocean.	Noted. The contractor will only use an approved dust suppressant that is environmentally friendly.
			What safe chemicals do they use?	It's a calcium chloride solution. It packs the dust down so you don't have to apply it as frequently. There are also others we can look to use. We can also do a trial and if the community does not like it then we can switch to water.
			Currently we just put down fresh water on the roads when it gets dusty. Where will they get water from? The lake or the river?	Probably from the rivers. Drinking water lakes are not usually used. The contractor will get a permit to get the water and from where they can get it. Then they will report on how much they took and where.
		Permitting	Where is the quarry permit from?	National Resource Canada provides the explosive permits and then the area is managed by NIRB, CIRNAC, and the Hamlet.
		Navigation and Lighting	No concerns about navigation or navigation lighting.	Noted.
			I would rather have it bright than run in to the breakwater.	Noted.
		Fish and Fish Habitat	No concerns about Fish and Fish Habitat. No ideas for offsetting (if required) more interested in getting the harbour built.	Noted.
Cabin Owners	Drop in meeting with Randy Nungaq Dec 9, 2024	Quarry and Haul Road	Inquired whether blasting may break cabin windows.	Blasting shouldn't break windows, but if it does it is the contractors responsibility to fix. During blasting they would not be able to be in their cabin due to proximity.
			Open to renting the cabin if needed for the Project	Noted.
			Concerned about vegetation around his cabin, noting it takes a long time to grow.	Current drawing shows vegetation is outside quarry area. Dust would occur and would need to be managed by the contractor.
			OK with the quarry nearby his cabin. Whatever is required to get that harbour built.	Noted.
	Drop in meeting with Randy Idlout Dec 9, 2024		No concerns or issues with a quarry and stockpile nearby. Stated that the harbour is close to his cabin which he likes.	Noted.

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Community (15 residents)	Open House	General	Many supportive comments toward the Project.	Noted.
			Inquiries on what the quarry will look like	Pictures and videos of the Pond Inlet quarry were shown during the slide show and displayed on posters.
			Inquiries about employment and training opportunities	Noted the types of jobs that will be available and that the contractor will be responsible for training. There will be a local hiring process once a contractor has been selected.
			Concern about what happens if whales come in to the bay	The Project will hire a local wildlife monitor to look out for marine mammals. There will be an exclusion zone so if whales come in, all work will stop until the whales clear out. With increased noise in general due to construction there might be less marine mammals coming in during construction.
			Comment about 24 hr construction would be okay as it would keep the bears away.	Noted.
			Inquiry about whether there would be fees to use the harbour	The harbour is not expected to operate with fees, as none of the other harbours in Nunavut currently do. However, this would ultimately be determined through discussions between the GN and the community once the harbour is completed.
			Comments that there were big storms in the fall this year and it looks like the harbour is designed correctly for the predominate winds.	Noted.
Sealift Carriers	Emails- Feb 2025 to provide Project information and updates and solicit feedback.	General	No comments received to date.	The Project is well removed from sealift operations.
Fuel Carriers	Emails- Feb 2025 to provide Project information and updates and solicit feedback.	General	No comments received to date.	The Project is well removed from any fuel transfer operations associated with the tank farm.
Cruise Ship Operators	Emails- Feb 2025 to provide Project information and updates and solicit feedback.	General	No comments received to date.	