

Project Dashboard

ms GREG MORTIMER - Arctic Cruises - 2022 (149787)

Proposal Status: Conformity Determination Issued

Project Overview

Type of application: **New**

Proponent name:	Kate Smith
Company:	F.K. Warren Ltd.

Schedule:

Start Date:	2022-08-29
End Date:	2023-09-21
Operation Type:	Annual

Project Description:

AURORA EXPEDITIONS is an Australian-owned expedition cruise company specialising in travel to the world's remote locations, with 30 years of experience within the polar regions of Antarctica and the Arctic. AURORA EXPEDITIONS plans to bring passengers and crew members, aboard its small expedition cruise vessel M/V GREG MORTIMER, to Nunavut in the late summer/early fall of both 2022 and 2023 as part of a set of commercial tourism voyages focusing on the 'north-west' passage between Greenland (Kangerlussuaq) and Cambridge Bay. The four proposed voyages (two each in 2022 and 2023) will transit through, and conduct off-ship excursions or activities within, Canadian Wildlife Service (CWS) protected areas. 2022 NWP001G: Kangerlussuaq to Cambridge Bay from August 25, 2022 to September 08, 2022. NWP002G: Cambridge Bay to Kangerlussuaq from September 08, 2022 to September 22, 2022. 2023 NWP003G: Kangerlussuaq to Cambridge Bay from August 24, 2023 to September 07, 2023. NWP004G: Cambridge Bay to Kangerlussuaq from September 07, 2023 to September 21, 2023. Passenger and crew member involvement at these remote ports of call is meant for the purpose of personal interest and the activity undertaken will be confined to sightseeing only. No flora, fauna, soil, artifacts, remains or other material will be collected for research purposes. No structures will be erected, and no equipment or other debris will be left ashore. The M/V GREG MORTIMER is a cruise vessel providing adventure tourism opportunities to its passengers and is not a research or education vessel. Shore excursions may involve guided walks/hikes, wildlife viewing, visiting historical monuments and/or observing areas of geological interest or striking scenery. Shore excursions generally take place within two kilometers of the landing site. Once passengers are landed ashore, they are split into smaller groups to participate in different activities. Each group is assisted by crew members – engaged as 'expedition team' members – who are trained guides and naturalists. These expedition team members are not only responsible for the safety of the passengers, but also the provision of educational information and interpretation of the natural, historical and/or cultural values specific to each location. The information supplied is specific to each location and is made in an effort to afford appreciation, protection and conservation of the locations visited. Before each landing, passengers and expedition team members are given a short briefing on the vessel by the Expedition Leader or Head Naturalist about the planned activities, specific sensitivities relating to flora and fauna, passenger movement and behavior ashore. These points are reinforced upon arrival at the landing site. Particular attention is paid to geologically fragile features, etiquette at wildlife areas, boundaries of any specific protected areas, and conduct at cultural sites.

Personnel:

Persons:	147
Days:	19

Project Map

List of all project geometries:

ID	Geometry	Location Name
8846	polyline	Greg Mortimer - Voyage Number 1

8847 polyline Greg Mortimer - Voyage #2

Planning Regions:

Qikiqtani

Kivalliq

Affected Areas and Land Types

Inuit Owned Surface Lands

Municipal

Established National or Territorial Park

Settlement Area

North Baffin Planning Region

Project Land Use and Authorizations

Project Land Use

Marine-Based Activities

Marine-Based Activities

Tourism Activities

Licensing Agencies

CWS: [Migratory Bird Sanctuary permit under the Migratory Bird Sanctuary Regulations](#)

QIA: [Land Use Licence II](#)

KitlA: [Exemption Certificate](#)

GN-EDT: 0

Other Licensing Requirements

No data found.

Material Use

Equipment

Type	Quantity	Size	Use
MS GREG MORTIMER	1	Length overall: 1044; Breadth 18.4m; Gross Registered Tonnage: 8035	Vessel providing transport and accommodations
Zodiacs	15	5.85 long	MilPro Mark 5 heavy-duty, commercial grade inflatable tender boats. Each Zodiac can carry a maximum number of 15 persons (ISO6185); however, during operations no more than 10 passengers and

			<p>one driver are carried on board. Usually, a total of 8 to 10 Zodiacs are used at any one time for transporting passengers between the cruise vessel and shore, or for sight-seeing cruises.</p> <p>The vessel is equipped with 14 x double (Point65 Doubloon) and 10 x single (6 x Point65 'Sea Cruiser'; and 4 x 'Whiskey 16 Tour') sea kayaks. The maximum number of passengers that can kayak on each voyage is 20, with a minimum guide to client ratio of 1:10. One safety Zodiac is assigned to be remain within close proximity to the kayaking operation at all times.</p>
Kayaks	24	5.0m	

Fuel Use

Type	Container(s)	Capacity	UOM	Use
No records found.				

Hazardous Material and Chemical Use

Type	Container(s)	Capacity	UOM	Use
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No records found.

Water Consumption

Daily Amount (m ³)	Retrieval Method	Retrieval Location
0	N/A	NA

Waste and Impacts

Environmental Impacts

Ship and small boat operations have the potential to adversely impact wildlife, including through the vessel's presence and noise; and pollution from inadvertent ship discharges and exhaust. In addition, ship operations have the potential to specifically adversely impact marine flora and fauna, as a result of dropping the anchor; increased water turbulence; accidental collision; or where a vessel accidentally runs aground. Human activities ashore have the potential to result in 'harmful interference' with flora, fauna and ecological processes. Breeding birds or hauled-out seals may be disturbed by visual or acoustic effects of human activity. In the case of breeding birds, disturbance of incubating, brooding or guarding parents could predispose eggs or young to environmental stress (e.g., chilling/overheating); increased risk of predation; or injury by neighbors. Sensitive vegetation may be damaged if people are careless and walk over them, rather than around them. Despite these potential impacts, AURORA EXPEDITIONS believes that - based on their normal practices and procedures - their operations will have no more than negligible impact on the environment. In order to undertake 'off ship' excursions or activities, the vessel will stop (or anchor) in areas to ensure minimal disturbance to proximate wildlife (i.e., known seabird colonies, breeding beaches and other aggregations), and minimal damage to sensitive sea floor substrate areas while maximising vessel (and in turn, passenger and crew) safety. In areas not suitable for anchoring, the M/V GREG MORTIMER has the capability of 'virtual anchoring' (process by which the vessel does not drop the anchor in order to retain a fixed position, but does so by using its bow thruster and propellers in conjunction with the on-board GPS system). All of the vessel's windows are equipped with 'black-out' blinds which can be rolled down at dusk. Outside deck lights are also turned off, leaving only the minimum safety-required deck lighting. These measures not only reduce light pollution, but assist in preventing birds being inadvertently attracted to the vessel and the possibility of bird strike. Wildlife watching is one of AURORA EXPEDITIONS' core activities and is a potentially rich and exciting experience but must be conducted safely and sensitively. As AECO members, AURORA EXPEDITIONS aligns with the basic principle of 'no disturbance'; and holds the view that a high level of environmental consideration, taking into account the potential for disturbance by our activities, is the best way to enhance and safeguard the experience of the unique Arctic wilderness for our visitors. AURORA EXPEDITIONS follows AECO's has developed specific wildlife guidelines (<https://www.aeco.no/wildlife-guidelines/>) that apply for a number of species in the Arctic. In the event that local or national regulations, management plans and/or guidelines also exist and differ to those of AECO, the more stringent requirement will always be followed. General wildlife viewing on land or sea is conducted at a safe distance and in a manner that does not interfere with the animal's normal behaviour. Throughout operations, precautionary distance is maintained from wildlife in order not to disrupt their regular behavior, feeding, nesting, or mating activities. Nesting grounds are not approached; and the free passage of wildlife from shore to sea is not interrupted, nor their natural pathways on land obstructed. Noise levels are also kept to a minimum, including voices and radio volume. All Zodiacs go slowly (generally no faster than 5 knots) when near birds or animals; and avoid sudden or repeated changes in direction, speed or changing gears when close to marine mammals or swimming birds. The M/V GREG MORTIMER will follow all mandated approach speeds, angles and distances with respect to marine mammals, as per AECO and/or local or national regulations, management plans or guidelines (e.g., Canadian Marine Mammal Regulations; Ninginganiq NWA Draft Management Plan). For example, within the Isabella Bay Ninginganiq NWA area – known for its bowhead whale aggregations – additional lookouts will be employed, slow speeds maintained, and no vessel or boat will approach closer than 100 metres. Abrupt changes in noise will be avoided, including excessive engine use, gear changes, or maneuvering; and sudden changes in direction will be similarly avoided. The use of the vessel's bow thrusters to maintain position in the proximity of whales will also be avoided, due to their high-pitched noise and intensive cavitation. All of the AURORA EXPEDITIONS' expedition team is briefed to recognise signs of stress in animals. Experienced guides are aware of these signs. Less experienced guides are trained by attending the lectures given by the Head Naturalist, Marine Biologist and/or others, supplemented by discussions with the Head Naturalist, Marine Biologist, or Expedition Leaders, as appropriate.

Waste Management

Waste Type	Quantity Generated	Treatment Method	Disposal Method
Combustible wastes	TBD (Note: we do not	Depends upon the type	All waste, waste

	have a breakdown for the Projected Amount. We will not be landing solid waste in Nunavut.)	of waste. Plastics will be removed for disposal at a certified reception port. Paper will be incinerated as per Canadian legislation	water and waste oil generated will be retained onboard until a port with suitable discharge facilities is available All waste, waste water and waste oil generated will be retained onboard until a port with suitable discharge facilities is available
Greywater	TBD	Chemicals according to Canadian legislation	All waste, waste water and waste oil generated will be retained onboard until a port with suitable discharge facilities is available
Hazardous	TBD (Note: we do not have a breakdown for the Projected Amount. We will not be landing solid waste in Nunavut.)	.	All waste, waste water and waste oil generated will be retained onboard until a port with suitable discharge facilities is available
Non-Combustible wastes	TBD (Note: we do not have a	.	All waste, waste water and

	breakdown for the Projected Amount. We will not be landing solid waste in Nunavut.)		waste oil generated will be retained onboard until a port with suitable discharge facilities is available All waste, waste water and waste oil generated will be retained onboard until a port with suitable discharge facilities is available
Sewage (human waste)	TBD	Chemicals according to Canadian legislatio	