



Demande de la CNER faisant l'objet d'un examen préalable #125832 NG Explorer - North West Passage 2023

Type de demande : New

Type de projet: Tourisme

Date de la demande : 6/11/2023 2:00:35 PM

Period of operation: from 0001-01-01 to 0001-01-01

Autorisations proposées: from 0001-01-01 to 0001-01-01

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DÉTAILS

Description non technique de la proposition de projet

Anglais: Lindblad Expeditions (LEX) owned and operated Bahamas Flagged MV National Geographic Explorer, and have a tourism-based cruise planned in August 2023, which includes five days in Nunavut. The stops include a community visit and CBSA clearance at Pangnirtung, and then visits to Kekerton Island, Butterfly Bay, Monumental Island and Lower Savage Islands, before departing for Button Islands. The vessel carries 126 passengers, with a total maximum certified capacity including all staff and crew of 260 persons onboard. The vessel is Polar Code PC5, making it one of the strongest ice class passenger vessels. It will not be joined by any additional icebreaking support. The Captain has extensive experience in ice and how to Navigate in the area. The purpose of the project is to carry passengers through the Canadian Arctic for tourism purposes. The Captain and expedition leaders for these itineraries have been selected based on their polar experience and understanding of wildlife and sensitive remote regions such as the Arctic. This is a tourist expedition where the goal is to experience the Arctic and visit various sites along the way with minimal disturbance to landings and wildlife. For the visits to these areas, all passengers will be accompanied by members of Lindblad Expedition staff including the expedition leader, and several naturalists. The activities undertaken during these visits may include walking/hiking, photography, kayaking, Zodiac cruising. The cruise is educational in nature and Lindblad Expedition shore staff will provide interpretation of the sites and ensure that all passengers adhere to a strict look but do not touch and leave no trace policies. Their staff have years of experience traveling in protected areas around the world and will abide by all guidelines any governing agencies, HTO and communities have for visits to these sites if feasible. Site visits are planned to be between a half day and a full day in length and may be shortened or cancelled due to bad weather or environmental conditions. Risk assessments will be completed before every activity. The ship operations and the landings and activities of passengers at the sites listed are expected to have no more than minor or transitory impacts on the environment. We are a Member of the Association of Arctic Expedition Cruise Operators (AECO, www.aeco.no) and will follow the association's operational and wildlife guidelines. We will also follow Government of Nunavut's Code of Conduct for Operators in Nunavut and the government's recommendations for operating around polar bears as provided by Cruise Nunavut. In addition, we have our own operational procedures for Zodiac and kayak operations as well as a Polar Bear and Bear Safety Plan.

Français: indblad Expeditions (LEX) possédait et exploitait le MV National Geographic Explorer sous pavillon des Bahamas, et une croisière touristique est prévue en août 2023, qui comprend cinq jours au Nunavut. Les arrêts comprennent une visite de la communauté et le dédouanement de l'ASFC à Pangnirtung, puis des visites à l'île Kekerton, à la baie Butterfly, à l'île Monumental et aux îles Lower Savage, avant de partir pour les îles Button. Le navire transporte 126 passagers, avec une capacité totale maximale certifiée, y compris tout le personnel et l'équipage de 260 personnes à bord. Le navire porte le code polaire PC5, ce qui en fait l'un des navires à passagers les plus solides de la classe glace. Il ne sera rejoint par aucun support supplémentaire de déglacage. Le capitaine possède une vaste expérience de la glace et de la navigation dans la région. Le but du projet est de transporter des passagers à travers l'Arctique canadien à des fins touristiques. Le capitaine et les chefs d'expédition pour ces itinéraires ont été sélectionnés en fonction de leur expérience polaire et de leur compréhension de la faune et des régions éloignées sensibles telles que l'Arctique. Il s'agit d'une expédition touristique dont le but est de découvrir l'Arctique et de visiter divers sites en cours de route avec un minimum de perturbations pour les débarquements et la faune. Pour les visites de ces zones, tous les passagers seront accompagnés par des membres du personnel de Lindblad Expedition, y compris le chef d'expédition, et plusieurs naturalistes. Les activités entreprises lors de ces visites peuvent inclure la marche/ronnée, la photographie, le kayak, la croisière en zodiac. La croisière est de nature éducative et le personnel à terre de Lindblad Expedition fournira une interprétation des sites et veillera à ce que tous les passagers adhèrent à un regard strict mais ne touchent pas et ne laissent aucune trace. Leur personnel a des années d'expérience dans les voyages dans les zones protégées du monde entier et respectera toutes les directives des agences gouvernementales, HTO et des communautés concernant les visites de ces sites, si possible. Les visites du site sont prévues pour durer entre une demi-journée et une journée complète et peuvent être écourtées ou annulées en raison de mauvaises conditions météorologiques ou environnementales. Des évaluations des risques seront effectuées avant chaque activité. Les opérations des navires ainsi que les débarquements et les activités des passagers sur les sites répertoriés ne devraient avoir que des impacts mineurs ou transitoires sur l'environnement. Nous sommes membre de l'Association of Arctic Expedition Cruise Operators (AECO, www.aeco.no) et suivrons les directives opérationnelles et fauniques de l'association. Nous suivrons également le code de conduite du gouvernement du Nunavut pour les opérateurs au Nunavut et les recommandations du gouvernement concernant les opérations autour des ours polaires, telles que fournies par Cruise Nunavut. De plus, nous avons nos propres procédures opérationnelles pour les opérations de zodiac et de kayak ainsi qu'un plan de sécurité pour les ours polaires et les ours.

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Inuinnaqtun: Lindblad Expeditions (LEX) nanminiriyait aulapkaqtitaillu Bahamas Takuyaq Titqauyarmik MV National Geographic Explorer, aquihiyayullu-tunnganiyaqtuq umiaryuakkut upalungaiyaqtauhimayut Niqiliqivik 2023mi, ilaqaqtuq tallimanik ublunuk Nunavunmi. Nutqaqtut ilauyut nunallaanun pulaaqtaqtut uvalu CBSAkut angigutait uvani Pangnirtuumi, pulaaqhugit Kekerton Islandmi, Butterfly Baymi, Monumental Islandmi uvalu Mikiyut Savage Islandsmi, aulagtinagit Tuutauiyut.Umidjap tigumiaqtait 126 uhitigtut, atautimut anginiqhait naunaitkutigaqtut amigaitilaangit ilauyut tamaita havaktit havaktillu 260 inuit umiarmi. Umiag Polar Code PC5, piliuqhugu hakugitqiaq hikumi iliaqtut uhitigtut. Ilaulimaittuq aallanik hikumi-aanniarutini ikajuutikhanik. Kaptiga akhut atuqhiyayut hikumi uvalu qanuq Navigatemun nayugaani.Tamna pidjutikhaq havaaqhangit tigumiagianganik tingmiyunik talvuuna Kanaitian Ukiuktaqtuni pulaaqtuliyunuk pidjutikharnik. Kaptiga aulapkaqtitauiyullu hivuliqtit hapkununga tingmidjutikhanun tikuaqtauhimayut pihimablugit inmi nannungnik atuqhiyayait uvalu kangiqhimablugit hugadjaat uvalu qayangnaqtut ungahiktunun aviktungniit imaaTun Ukiuktaqtumi. Una pulaaqtunik aulahimaanginaqtuq humi hivunikhaq atugianganik Ukiuktaqtuni pulaagianganiklu allatqiinik nayugainik taima mikinirmik ayungnautigaqtunik nunamun uumayuniklu.Pulaaqtarumaguvit hapkununga, tamaita tingminahuat ilauniaqtut ilauiyuni lindblad Umiat havaktiit ilauiyut umiakkuuqtut hivuliqtit, uvalu ikitut idjuhiliqiyit. Hulidjutit havaktauiyut atuqtilugu hapkua pulaaqtaqtut ilauiyut pihukhutik/pihiniq, piksaliuqniq, qayaqtungniq, Zodiac cruising.Tamna umiaryuakkut iliairutikharnik aulaliqtun unalu Lindblad Expedition hinaani havaktiit tuniniaqtun numiktirutikharnik nayugainik naunaiyayaangatlu tamaita tingmiyukhat malikhautikharnik atuqtakharnik kihimi kahagungaigianganik havaguikhihmalangniaqtuniklu. Havaktiit piqaqtun ukiunganik havagiikhimayukhaq tingmidjutikharnik hapummiutigaqtunik hanigainik talvuuna nunagyuaptingni malikhautiniaqtunlu tamainik malikhautikharnik kituliqaak

kavamaliqidjutikharnik havagviingit, HTotkut nunalaangitlu pulaagiaqaqtun ukuninga nayugakhaanun pigiaqagumik. Nayugainun pulaarutit upalungaiyaqtauhimayut qitqani napaani ublup uvalu ubluq tamaat hivitunia uvalu naittumik taimaaqtitauniaqtuq hilatigut uvaluuniin avatikkut qanuginiit. Hivuranarniq naunaiyaqnit iniqtauniat hivuani tamaita huliniit. Umat auladjutait uvalu tulakviit uvalu hulidjutit tingmiyunun nayugaini titiraqhimayut niriuktauyut amigaitqiyaungilutik uvaluuniin nuutiqlugit hulaqutit avatipitingnun. Ilaujugut Katimajiujunut Ukiuqtaqtumi Umiarjuakkut Aquiqattaqpaktunut Aulapkaikit (AECO, www.aeco.no) imaalu malikniaqtait katimajiit auladjutikhangit uumajuliqinirmullu maliktakhat. Malingniaqtavullu Nunavut Kavamanga Maligutainni Qanuriliurnikkut Aulapkaijinun Nunavunmi uvanilu kavamatkut pitquidjutainnik aulapkainikkut haniani nanuinni tunijauhimajun Umiarjuakkut Nunavunmi. Unaluttauq, uvagut nanminiq auladjutikhangit atuqtakhat Zodiac-mut qajanullu aulapkaidjutikhangit ukuallu Nanuit Aannuraallu Qajangnaitkutikhat Upalungaijautikhat.

Personnel

Personnel on site: 267

Days on site: 5

Total Person days: 1335

Operations Phase: from 2023-08-19 to 2023-08-23

Activités

Emplacement	Type d'activité	Statut des terres	Historique du site	Site à valeur archéologique ou paléontologique	Proximité des collectivités les plus proches et de toute zone protégée
Pangnirtung / 66.20969650201118, -63.81861577851659	Tourism Activities	Crown	Pangnirtung is a small community located on Baffin Island in the Canadian territory of Nunavut. The region surrounding Pangnirtung has a rich archaeological history that spans thousands of years	Archaeological excavations in the area have revealed evidence of ancient Inuit occupation, including the remains of tent rings, stone tool fragments, and hunting implements. These findings provide valuable insights into the indigenous cultures that inhabited the region and their subsistence strategies.	Pangnirtung
Kekerten Island / 65.70218394993098, -65.70428574709575	Tourism Activities	Crown	Kekerten Island is an uninhabited island located in the Canadian Arctic Archipelago. Archaeological research on Kekerten Island has revealed evidence of prehistoric Thule culture.	Thule people, ancestors of the modern Inuit, occupied the island around 1,000 years ago. Excavations have uncovered stone houses, tent rings, and tools such as harpoon heads, knives, and scrapers. The artifacts found on Kekerten Island contribute to our understanding of early Inuit culture and their adaptation to the Arctic environment.	Pangnirtung
Monumental Island / 62.770584670621005, -63.44842256239589	Tourism Activities	Crown	Situated in the Beaufort Sea, Monumental Island is known for its intriguing archaeological sites. The island is home to ancient Inuit hunting camps, with remnants such as tent rings, stone tools, and cache pits	These archaeological discoveries shed light on the subsistence strategies, social organization, and cultural practices of the indigenous people who relied on the marine resources of the area.	Iqaluit
Lower Savage Islands / 61.80953923772006, -64.99695497441807	Tourism Activities	Crown	: Lower Savage Island, also known as Nuvuk or Akvitaq in	Archaeological investigations on Lower Savage Island have uncovered	Iqaluit

			Inuktitut, is an uninhabited island located off the northern coast of Hudson Bay. It is part of the Qikiqtaaluk Region and lies to the northwest of Marble Island. Lower Savage Island is known for its archaeological significance, particularly in relation to the Thule culture	evidence of ancient Thule dwellings, tent rings, and hunting structures. These remnants provide valuable insights into the lifestyle, subsistence strategies, and cultural practices of the Thule people. Artifacts such as stone tools, harpoon heads, bone implements, and pottery shards have been discovered on the island	
Butterfly Bay / 62.98378°, -64.79746°	Tourism Activities	Crown	Bay located on Baffin Island. Named by mapmaker, Charles Francis Hall, the original name was Tukeliketa Bay. In Inuktitut, the name should properly be spelled Tarralikitaq. It means butterfly.	.	Iqaluit

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Pangnirtung	Pang_sao@qiniq.com, Pangedo@qiniq.com	Hamlet Office	2023-05-28

Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Transboundary
South Baffin

Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Gouvernement du Nunavut, ministère du Développement économique et des Transports	Outfitter's License	Not Yet Applied		
Gouvernement du Nunavut, ministère de l'Environnement	Wildlife Observation License	Not Yet Applied		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Water	Cruise Vessel - National Geographic Explorer	

Project accomodation types

Autre,

Utilisation de matériel

Équipement à utiliser (y compris les perceuses, les pompes, les aéronefs, les véhicules, etc.)

Type d'équipement	Quantité	Taille – Dimensions	Utilisation proposée
Cruise Vessel - NG Explorer	1	112 m long; 6471 gross registered tonnes	Transportation and accommodations for passengers and crew.
Zodiacs	11	19' long	Transport passengers from vessel to provide scenic cruising along shoreline.
Sea Kayak	20	16ft long	Transport passengers from vessel to provide scenic cruising along shoreline. One safety Zodiac is assigned to be remain within close proximity to the kayaking operation at all times.

Décrivez l'utilisation du carburant et des marchandises dangereuses

Décrivez l'utilisation de carburant :	Type de carburant	Nombre de conteneurs	Capacité du conteneur	Quantité totale	Unités	Utilisation proposée
Gasoline	fuel	30	25	750	Liters	Gasoline for Zodiacs.

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0		N/A

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Tourism Activities	Déchets combustibles	TBA	Normally separated and incinerated by an IMO type approved incinerator (or removed for recycling or disposal ashore in certified ports); however there is NO incineration while in the NWA. Held until suitable/certified area to offload waste	.
Tourism Activities	Eaux grises	TBA	The vessel is equipped with gray water holding tanks and an IMO certified sewage treatment plant and follows all MARPOL requirements.	See attached for Gray Water details. The tank has the ability to hold 120 hours of gray water. No untreated gray water will be discharged. If it must be discharged it will be in accordance with Marpol Annex 5 and an equipment certificate can be provided to IRC if requested post voyage. Solid parts are removed by the system and can be retained on board for the duration of the NWP.
Tourism Activities	Dangereux	TBA	Held onboard until suitable and certified waste disposal company can attend for offload	.
Tourism Activities	Déchets non combustibles	TBA	No discharges while in the NWA; elsewhere food passed through a macerator (<25mm) and disposed to sea as per MARPOL V and Polar Code at min 12 nm from nearest land or from areas of ice concentrations exceeding 1/10	.
Tourism Activities	Eaux usées (matières de vidange)	TBA	Each vessel is required to comply with the MARPOL requirement for sewage treatment. All sewage, gray water and kitchen sink water is stored in tanks until	Sludge is fully retained on board and discharged ashore.

		<p>it can be processed. The treatment plant chlorinates and flocculates sewage, separating solids and liquids. If possible, all waste will be held in tanks and disposed of only if necessary. If tank is full, then untreated sewage will be discharged at a moderate rate en route at a speed of no less than 4 knots when the ship is more than 12 nautical miles from land. MARPOL permits discharges of treated sewage beyond the 3-nautical mile range.</p>	
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Répercussions environnementales :

Please see attached document.

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

Description de l'environnement existant : Environnement physique

The Canadian Arctic Archipelago covers an area of around 1 500 000 sq km and consists of 94 major islands and more than 36 000 minor ones. The archipelago is bound by the Beaufort Sea to the west and by Hudson Bay and the Canadian mainland to the south. The various islands of the Canadian Arctic Archipelago are separated by a series of waterways collectively known as the Northwest Passage. In the past, the Northwest Passage has been impassable owing to its thick, year-round sea ice. Ice patterns are changing due to climate change. Mountain regions exist amongst Tundra landscapes.

Description de l'environnement existant : Environnement biologique

Lindblad Expeditions is experienced in travelling in sensitive ecosystems and the vessel has been designed to reduce impact on flora and fauna. Operations in Antarctica and Svalbard are similar in nature, and the NGEX vessel was designed to mitigate environmental impact specifically for sensitive regions as these. The vessel has an X-Bow design as it creates less resistance in the sea and thus reduces fuel consumption and vessel noise. Two separate engine rooms and a double propulsion system is a part of the required enhanced safety. In addition, the two rotating propulsion units improve manoeuvrability, which is particularly important in ice infested waters. With state-of-the-art engines, bow thrusters and stabilizers, the vessel is quiet in operation, thus making minimal impact to wildlife affected by engines noise. Emissions to air and water are limited by the strictest marine regulations and the engines are therefore running on low sulphur Marine Gas Oil. No fuel tanks are arranged directly towards the shell, this reduces the risk of oil spill into the sea in case of an accident. The vessel has a treatment system for the ballast water to avoid the spread of biological organisms from one area to another, and she is designed to minimize the impact on marine life by causing low underwater noise levels. To minimize the power consumption, all lighting is based on LED technology and the waste heat from engine cooling water and from the exhaust gas is recovered and used for heating purposes and freshwater production. When in operation the vessel will ensure in wildlife concentrated areas ships speed will be reduced. The vessel is sailing between 8-13 knots in the IRS and the full capacity of the ship is 22 knots. Therefore, speed is of utmost consideration when sailing in wildlife rich areas. In addition, the ship design and operation, when onshore wildlife monitors will establish a perimeter at all land stops to ensure dangerous wildlife is spotted as far in advance as possible. No food will be brought ashore to avoid attracting wildlife. Scout boats will search the area before any zodiac cruise. Polar bear denning areas, caribou calving, walrus haul outs and migratory groundswell be avoided. We will follow all guidelines and regulations for wildlife, and we will also follow any recommendations set forth from the communities, and the Hunters and Trappers Organizations. The vessel will be transiting through wildlife habitats and passengers and crew will be landing ashore in areas where wildlife may be present. Passengers and crew will also be visiting areas where delicate tundra flora and vegetation are found. This activity could be indirectly disruptive to certain animal and plant species. The Species at Risk found within proposed project area; American Black Bear American Coot; Baikal Sedge; Bald Eagle; Bank Swallow; Barn Swallow; Bering Cisco; Boreal Owl; Buff-breasted Sandpiper Bull Trout; Canada Lynx; Canada Warbler; Caribou; Collared Pika; Columbia Spotted Frog Common Loon; Common Nighthawk Dolly Varden; Double-crested Cormorant Dune Tachinid Fly; Eskimo Curlew; Golden Eagle; Great Grey Owl ; Grizzly Bear; Gypsy Cuckoo Bumble Bee; Gyrfalcon; Horned Grebe; Little Brown Myotis; Merlin; Narrow-leaved Wallflower; Northern Goshawk atricapillus subspecies Northern Grey Wolf; Northern Harrier; Northern Hawk Owl; Northern Mock Goldenweed; Northern Myotis; Olive-sided; Flycatcher; Peregrine Falcon anatum/tundrius; Peregrine Falcon tundrius subspecies; Polar Bear; Red Knot roselaari type; Rednecked Grebe; Red-tailed Hawk; Rough-legged Hawk; Rust;

Blackbird; Sharp-shinned Hawk; Short-eared Owl; Snowy Owl; Spiked Saxifrage; Spoonhead; Sculpin; Squanga Whitefish; Trumpeter Swan; Western Bumble Bee mckayi subspecies; Western Toad; Wolverine; Wood Biso; Wood's Sagebrush; Woodland caribou; Yellow-billed Loon; Yukon Aster; Yukon Draba Wolverine.

Description de l'environnement existant : Environnement socio-économique

A community visit is planned for Pangnirtung. The intention is for the vessel to clear into Canada via CBSA and also visit the community. The intention is to work with the community to develop a program that allows the passengers to learn about the culture in a respectful and engaging manner. Passenger landing fees are paid to the Hamlet to ensure there is a fiscal benefit to the community. While the federal covid regulations have been dropped, we will adhere to any/all covid protocols requested by the communities. Appropriate archaeological permits have been applied for, and the onboard archaeologist will ensure all procedures are respected.

Miscellaneous Project Information

Identification des répercussions et mesures d'atténuation proposées

Please see attached document.

Répercussions cumulatives

Cumulative impact is the impact of combined past, present and reasonably foreseeable activities and these activities occur over time and space. It is understood that cumulative impact may be the result of the repetitive occurrence of a single activity, the combined effect of multiple activities by some or several agents and that cumulative impact may be additive, interactive, synergistic, and antagonistic or a result of biomagnification. Tour operators who regularly travel to remote areas for example have refined their operating procedures to consider the assumption that cumulative impacts could occur and consequently

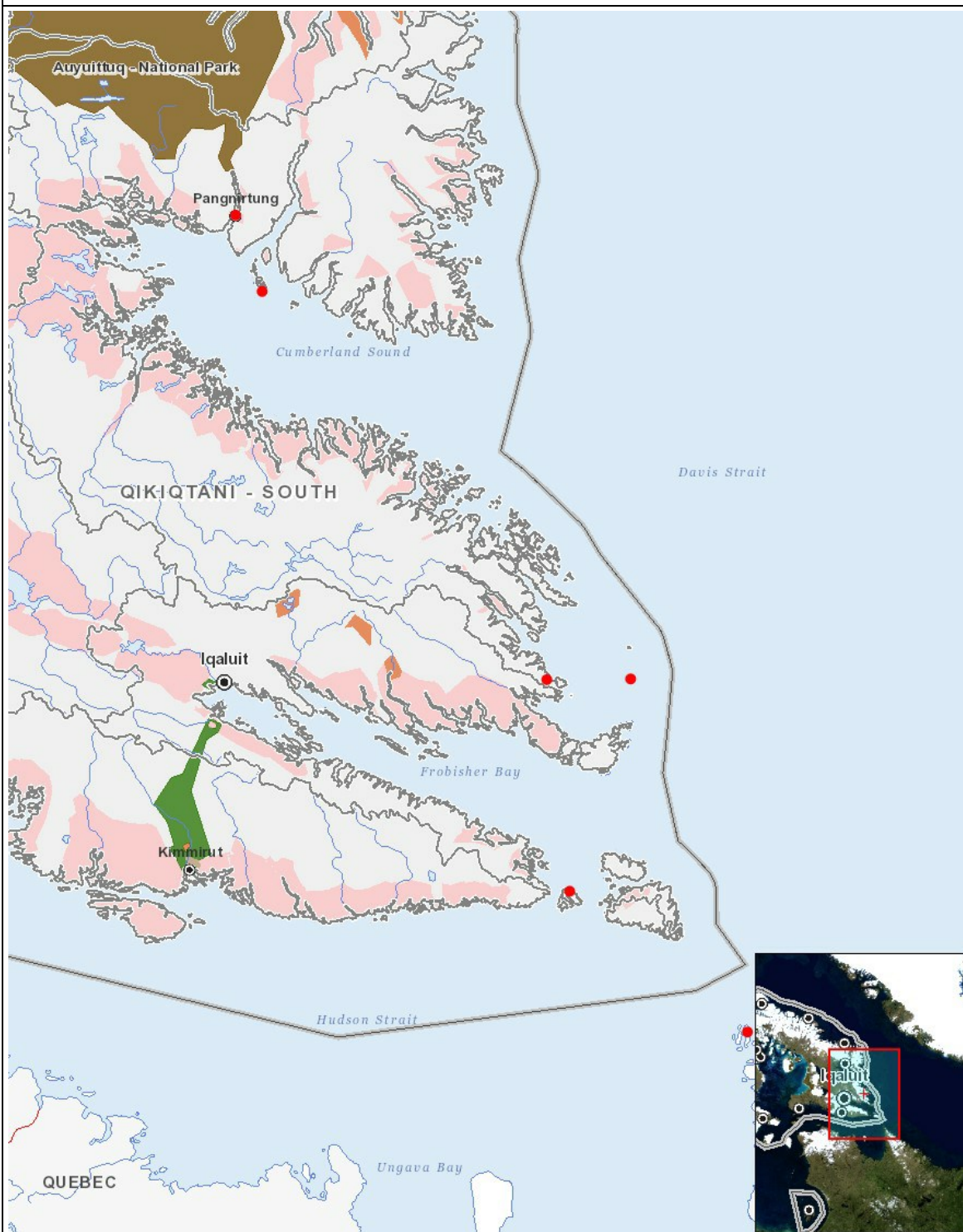
Impacts

Identification des répercussions environnementales

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eschers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exploitation		M	-	-	-	M	-	-	-	-	-	M	M		-	M	M	M	M		P	-	-	-	-
Désaffectation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(P = Positive, N = Négative et non gérable, M = Négative et gérable, U = Inconnue)

Site du projet



Liste des géométries de projet

- | | | |
|---|-------|--|
| 1 | point | Pangnirtung / 66.20969650201118, -63.81861577851659 |
| 2 | point | Kekerton Island / 65.70218394993098, -65.70428574709575 |
| 3 | point | Monumental Island / 62.770584670621005, -63.44842256239589 |
| 4 | point | Lower Savage Islands / 61.80953923772006, -64.99695497441807 |
| 5 | point | Button Islands / 60.61643888115971, -64.17676646574418 |
| 6 | point | Butterfly Bay / 62.98378°, -64.79746° |