



## **Demande de la CNER faisant l'objet d'un examen préalable #126152**

### **Roald Amundsen - Arctic Cruise 2025**

**Type de demande :** New

**Type de projet:** Tourisme

**Date de la demande :** 3/3/2025 8:43:24 AM

**Period of operation:** from 2025-08-14 to 2025-09-10

**Promoteur du projet:** F.K. Warren Ltd.  
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## DÉTAILS

## Description non technique de la proposition de projet

Anglais: The vessel, MS ROALD AMUNDSEN (Norwegian-flagged), passenger cruise ship, will sail the Northwest passage from West to East for the purpose of educational tourism. The vessel is owned and operated by Hurtigruten Expeditions in Tromsø, Norway. Hurtigruten Expeditions is one of the world's leading operators in exploration travel in polar waters. There will be one cruise in duration on the vessel MS AMUNDSEN, beginning in Nome, Alaska, and sailing east through the Northwest passage, finishing in Halifax, Nova Scotia, Canada. There will be up to 500 passengers and 150 crew members onboard, including approximately 20 Expedition Team members. Hurtigruten is a member of AECO (Arctic Expedition Cruise Operators Association) and participates in the Nalunaiqsijit: Inuit Cruise Training Program offered through the Government of Nunavut, by taking on interns and guides from the program. The captain and crew are experienced in polar waters and understand the importance of protecting the wildlife and habitat. They will comply all guidelines issued. Activities will primarily be onboard with the goal being to provide a well-rounded educational experience. Activities include educational presentations, passenger viewing from the ship decks. Activities will follow standard operating procedures and be managed by the Expedition Leader with the assistance of a highly experienced team of expedition staff. If we are to take zodiacs out, we will follow in a single track line going at a slow speed. Trained staff will be with firearms and passengers and staff will be fully educated on safe wildlife viewing. We will follow all guidelines set in place by AECO for wildlife viewing. We will comply with the Guidelines for Seabird Colony Viewing for Cruise Ships set out by Environment Canada, the Canadian Wildlife Service Guidelines for Visiting Seabird Colonies. We will follow federal and local guidelines set out for whale watching set out for whale watching. We will also follow any recommendations set forth from all communities, and the Hunters and Trappers Organizations.

Français: Le navire, MS ROALD AMUNDSEN (battant pavillon norvégien), un navire de croisière pour passagers, empruntera le passage du Nord-Ouest d'Ouest en Est dans le cadre d'un tourisme éducatif. Le navire appartient et est exploité par Hurtigruten Expeditions, basé à Tromsø, en Norvège. Hurtigruten Expeditions est l'un des principaux opérateurs mondiaux de voyages d'exploration en eaux polaires. Une croisière sera effectuée à bord du MS AMUNDSEN, débutant à Nome, en Alaska, naviguant vers l'Est à travers le passage du Nord-Ouest, et se terminant à Halifax, en Nouvelle-Écosse, Canada. Le navire accueillera jusqu'à 500 passagers et 150 membres d'équipage, dont environ 20 membres de l'équipe d'expédition. Hurtigruten est membre de l'AECO (Association des opérateurs de croisières d'expédition en Arctique) et participe au programme Nalunaiqsijit: Inuit Cruise Training Program, offert par le gouvernement du Nunavut, en accueillant des stagiaires et des guides issus du programme. Le capitaine et l'équipage ont une grande expérience de la navigation en eaux polaires et comprennent l'importance de la protection de la faune et de l'environnement. Ils respecteront toutes les directives émises. Les activités se dérouleront principalement à bord, dans le but d'offrir une expérience éducative complète. Elles comprendront des présentations pédagogiques et des observations depuis les ponts du navire. Toutes les activités suivront des procédures opérationnelles standard et seront gérées par le chef d'expédition, assisté d'une équipe d'expédition hautement qualifiée. Si des sorties en zodiacs sont organisées, elles se feront en ligne unique et à vitesse réduite. Le personnel formé sera équipé d'armes à feu, et les passagers ainsi que l'équipage recevront une formation complète sur l'observation sécurisée de la faune. Nous respecterons toutes les directives de l'AECO en matière d'observation de la faune. Nous nous conformerons également aux Lignes directrices pour l'observation des colonies d'oiseaux marins par les navires de croisière, établies par Environnement Canada et par le Service canadien de la faune. Nous respecterons les directives fédérales et locales en matière d'observation des baleines. Enfin, nous suivrons toutes les recommandations formulées par les communautés locales ainsi que par les Organisations des chasseurs et trappeurs.

[illegible]

[illegible]

Inuinnaqtun: Uqsungituaq, MS ROALD AMUNDSEN (Nukappiani-utauq), toqtu Iqaluktut, nipilangit igluqaqtu Ukqiniq tuqitaq nunarjuaqtuq Uqausiq. Uqsungituaq Hurtiqkeysuk Iqaluktut Tromso, Nunavik. Hurtiqkeysuk Iqaluktut nunap uqigtutut pualigtuq uvaqaqtigavik. Igalak Kimoquk Nunavut Nomerup, Altaqtuq, maanga Uqausiq tuqitaq aulima tuniujuk, aingitijjaginnat Halifax, Nova Scotia, Kanata. Umik 500 nipilangit ilakimait 150 kuuqigtuq, ikkumit 20 Iqaluktut Uqsungituaq. Hurtiqkeysuk AECO-p nutaraqtuq (Arctic Expedition Cruise Operators Association) ublut Nalunaiqsijit: Inuit Cruise Training Program Nunavut uqaqqaartuq interninik akaliqtuq urviujugich. Uqsungituaq kuuqigtuq aulaltuq uqakachujq ughuk tusuliqtuq qipigaluk. Uigaqtuq, uruqtuq aulalikhausiluk. Uqsungituaq Qangaliujuq hulqiititik, nipilangit uhangituk aulautuq. Hulqiit aulatiqtuq uqsungituaqtuq ublut ajuk, aqluqtuk aularluqti. Igguqtuq aviangit zodiac-it, atuqtaqluq ilauhuq ilangit naluk. Ublut uquutiqtuq ililuk uighuqtipa uryuuk, nipilangit ilauqtiq umiuk, uqarhuqtuq atungiq. Uigaqtuq atuliqtigavik AECO-p akaliqtuq. Qauqtuq kalik aingitjalit, Auliaqnuk Candaangit Kuraqtuq nipilangit qingaga так. Uigaqtuq asiq налуи, alliqi guquuqtuq qingaga qaujimavik katanirijit, aamma Ukiuqtaqtumi Nuvuklulik aulavik.

## Personnel

Personnel on site: 650

Days on site: 28

Total Person days: 18200

Operations Phase: from 2025-08-14 to 2025-09-10

## 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
Cambridge Bay/69.12076097884967, -105.05994933454316	Tourism Activities	Municipal	The location of the Canadian High Arctic Research Station (CHARS)[49] campus. This multidisciplinary station is operated by Polar Knowledge Canada, a federal agency, and will operate year-round. Cambridge Bay is the centre of government for Kitikmeot, the administrative and transportation hub for this region of Nunavut. It is the largest stop for passenger and research vessels traversing the Northwest Passage. In Inuktitut 'Ikalutuutiaq', means 'good fishing place', has been a gathering place.	European contact began in 1839 and grew steadily. as the quest for the passage heated up. Norwegian explorer, Roald Amundsen's ship, the 'Maud' sank into the harbour in Cambridge Bay and its exposed hull has been has been a local landmark for eight decade.- Archaeological sites reveal ancient Inuit campsites and signs of the first European explorers. There are the tent rings and caches of an ancient dwelling area along the Cycle of the Seasons Trail.	Cambridge Bay
Jenny Lind Island/68.71732889561032, -101.935134414204	Tourism Activities	Crown	Qikiqtaryuaq, formerly Jenny Lind Island, [2] for the Swedish born opera singer, Jenny Lind, is a small island 420 km <sup>2</sup> (160 sq mi) in the Kitikmeot Region of Nunavut, Canada. The island is located	The landscape offers tales of post-glacial rebound in the early Fall, evidence of an apparently healthy population of muskox on the island, geese flying overhead about to head south,	Cambridge Bay

			in the Queen Maud Gulf, about 120 km (75 mi) southeast of Cambridge Bay. The island is uninhabited but still has an active North Warning System. Originally part of the Distant Early Warning Line, the site is known as CAM-1.	mushrooms by the dozen, and the brilliant colours of the lichens, from mustard yellow to burnt orange.	
Gjoa Haven/68.64481684790846, -95.89609795721897	Tourism Activities	Crown	Gjoa Haven is an Inuit hamlet in Nunavut, above the Arctic Circle, located in the Kitikmeot Region, 1,056 km northeast of Yellowknife, Northwest Territories. It is the only settlement on King William Island. Gjoa Haven Inuit had oral traditions that helped explain the mystery of the lost Franklin expedition. The remains of his two ships were discovered nearby as a result, 170 years after the Inuit had first reported seeing them	Working in close partnership with the Nattilik Heritage Society's Inuit Guardians from Gjoa Haven, Parks Canada's underwater archaeologists were able to return to the Wrecks of HMS Erebus and HMS Terror National Historic Site to conduct important archaeological work. This work included navigating a remotely operated vehicle (ROV) under the ice at the site of HMS Erebus in April and May and diving at the site in September.	Gjoa Haven
Coningham Bay/71.750000, -96.750000	Tourism Activities	Crown	Bay located in the Kitikmeot region of Nunavut offering serene and untouched rugged tundra landscapes and pristine wilderness.	Although, there isn't much information about the archeological value of Coningham Bay, the landscape offers, magnificent glaciers, stunning icy fjords and wildlife.	Clyde River

Fort Ross/72.009400, -94.235600	Tourism Activities	Crown	an abandoned former trading post on Somerset Island. Founded in 1937, it was the last trading post to be established by the Hudson's Bay Company. It was operational for only eleven years, being abandoned in 1948, as severe ice conditions in the surrounding waters made the site hard to reach and economically unviable. Only two of the four buildings remain: the post manager's house and the store. The store building was recently[when?] refurbished and strengthened, and is still used as a shelter by	Fort Ross has significant archeological value due to its historical connection to early European exploration, established in the early 19th century as a trading post for the fur trade, specifically to hunt sea otters and establish trade.	Clyde River
Prince Leopold Island/74.04137926018969, -90.01179867182081	Tourism Activities	Crown	Ornithological field research began on the island in the 1950s, and an Environment Canada research station was established on the island in 1975. Research has been conducted on the island almost every year since then, for varying lengths of time during summer. Home to the Prince Leopold Island Migratory Bird Sanctuary The island is significant as a summer habitat and breeding	-Evidence of Inuit habitation in the form of house pits and bones from bowhead whales and other marine mammals is present on the north and southeast spits of the island.	Pond Inlet

			ground for large populations of several arctic bird species		
Beechey Island/74.7116469037098, -91.84428725931377	Tourism Activities	Crown	Beechey Island is best known for containing three graves of Franklin expedition members, which were first discovered in 1850 by searchers for the lost Franklin expedition	-five archaeological sites on Beechey Island and nearby Devon Island (the Franklin wintering camp of 1845–46, Northumberland House, the Devon Island site at Cape Riley, two message cairns, and the HMS Breadalbane National Historic Site) were designated as the Beechey Island Sites National Historic Site of Canada.[6]	Resolute
Croker Bay/ 74.70932712417796, -83.23879845869571	Tourism Activities	Crown	Croker Bay was the first charted by explorers during the 19th century, a period of intense exploration in the Arctic as explorers sought a northwest passage through the Arctic Archipelago. The Bay was named after Sir John Croker, a British admiral and secretary to the Admiralty during the time of Arctic exploration.	Home to the Croker Bay Glacier. An actively caving glacier often litters Croker Bay with numerous icebergs	Grise Fjord
Dundas Harbour/74.56427322273325, -82.40252239139554	Tourism Activities	Crown	An outpost was established at the Harbour in August 1924 as part of a government presence intended to curb foreign whaling and other activity. The Hudson's Bay	-Only the ruins of a few buildings remain, along with one of the northernmost cemeteries in Canada.[7] houses made of sod and whale ribs, qajaq (kayak) stands, even ingenious polar	Grise Fjord

			Company leased the outpost in 1933. returned to the mainland 13 years later. Dundas Harbour was populated again in the late 1940s to maintain a patrol presence, but it was closed again in 1951 due to ice difficulties.	bear traps fashioned out of stone.	
Pond Inlet/72.74253985811761, -78.02027916195748	Tourism Activities	Municipal	Named in Inuktitut after an unknown ancient person presumed to be buried here is the largest community in Northern Baffin Island with mountains visible from all sides, is called the Jewel of the North. conveniently close to both Tamaarvik Territorial Park and Sirmilik National Park. 'Mittimatalik' is also home to the renowned Tununiq Arsarniit Theatre Group.	The entire region around Pond Inlet is scattered with archaeological sites of ancient Dorset and Thule peoples (the ancestors of modern Inuit people) from over 1,000 years ago.	Pond Inlet
Qikiqtarjuaq/67.57496340820819, -63.93845551514222	Tourism Activities	Municipal	Qikiqtarjuaq received the name Broughton Island in 1818 by Royal Navy explorer John Ross. Ross opened up the west shore of Baffin Island to European whalers who had already been hunting the nearby Greenland area.	Seasonal visits by whalers to the Qikiqtarjuaq area began in July 1824 and continued for a century. Northern access point for Auyuittuq National Park	Qikiqtarjuaq
Isabella Bay/69.67993682687366, -67.6545191797306	Tourism Activities	Crown	Ninginganiq National	-Isabella Bay has evidence of	Pangnirtung



		Wildlife Area was designated in 2010 and is the largest NWA in Canada measuring over 336,000 hectares. The Inuktitut word 'Ninginganiq' translates roughly as 'the place where fog sits'. It provides an important marine habitat, creating ideal conditions for bowhead whales. Up to 100 bowheads have been recorded at one time in Isabella Bay, making this the single largest known concentration for this species anywhere in Canada.	prehistoric Inuit habitation, particularly from the Thule culture which thrived in the Arctic around 1000CE to 1600CE. The area provides important insights into subsistence practices, tools, and living conditions of these early Arctic peoples.	
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#### Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Cambridge Bay	Angela Gerbrandt	CEDO Hamlet	2025-01-15
Gjoa Haven	Janet King	Hamlet Office	2025-02-06
Qikiqtarjuaq	Art and Daisy	Hamlet	2025-01-22
Pond Inlet	Dylan Mablick	Hamlet Office	2025-02-05

# Autorisations

Indiquez les zones dans lesquelles le projet est situé:

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	Outfitters License	Not Yet Applied		
Qikiqtani Inuit Association	Exemption Certificate	Not Yet Applied		
Service canadien de la faune	Migratory Bird Sanctuary Permit	Applied, Decision Pending		
Gouvernement du Nunavut, ministère de l'Environnement	Wildlife Observation License	Applied, Decision Pending		

## Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Water	Roald Amundsen - Cruise Vessel - 98.4m long	

## 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, Roald Amundsen	1	140 m Length, 24 m Width and 20890 GRT	Carrying passengers and crew, as well as provide accommodation and dining
Zodiacs	10-12	TBA	Transport passengers and expedition leaders for sightseeing

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	20	30	600	Liters	Using for the 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	.	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	.
Tourism Activities	Eaux grises	TBA	No discharges while in the NWA; elsewhere discharged at sea when more than 4nm from nearest land and min speed of 6 knots/ or to shore approved facilities as available// Integrated treatment via biological and chemicals processes type approved by IMO (Canada is party to it)	.
Tourism Activities	Dangereux	TBA	Separated and removed for recycling or disposal at certified reception port	.
Tourism Activities	Déchets non combustibles	TBA	Food will be segregated and refrigerated for disposal at certified reception port or grained and disposed according to MARPOL regulations	.
Tourism Activities	Eaux usées (matières de vidange)	TBA	The ship will not will not discharge any treated or untreated waste water while in the NWA	.

## Répercussions environnementales :

During the expedition through Nunavut, the Northwest Territories, and Yukon, there are various endangered

species in both marine and land environments that the vessel could potentially encounter. The Species at Risk Act (SARA) aims to protect species from extinction and has identified several species in Northern Canada as endangered. During the transit of the Northwest Passage, passengers aboard the ship will have the chance to participate in a variety of activities both on and off the vessel. The proposed off-ship activities for the expedition include cultural performances, community visits, hiking, excursions on Zodiac boats, and opportunities for viewing and photographing nature and wildlife. These stops are anticipated to last from 5 to 8 hours. To ensure the safety of all individuals, briefings on proper conduct for shore excursions will be given to guests before departing the ship, taking into account Arctic weather conditions and respectful behavior when observing wildlife. The onboard Excursion Team will follow the advice of local communities, applicable permit conditions, guidelines and regulations, including those established by AECO for visits to remote communities, and historical and cultural sites. During all wildlife viewings and encounters, the team will follow the guidelines established by AECO and Canadian Wildlife. Minimization and mitigation measures include following established standard operating procedures and education, which are viewed as being the key factors toward ensuring that crew, expedition staff and guests are educated and briefed appropriately. Staff and Guest Briefings will include pre-landing briefings on wildlife sensitivities and potential hazards, proper wildlife viewing techniques and safety and operational practices. Roald Amundsen will take necessary measures to limit their impact on all species within the surrounding environment, extra precautions will be taken for the species listed above.

# **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 comprises of 94 major and 36,469 minor islands, covering a vast area of 1.4 million square kilometers in Northern Canada's North Atlantic Ocean. Nunavut and Northwest Territories form the majority of this region, which is separated from the mainland and each other by the Northwest Passage, the largest high Arctic land area worldwide. The terrain is mostly tundra, with the exception of mountainous areas, and Canada's glacial ice is mostly located in the highlands. The archipelago experiences cold winters, averaging between -20°C and -35°C, and mild summers, with temperatures ranging from 10°C to 25°C, with a wide range of plant and animal life, including various land and marine mammals, insects, and birds. The islands also have a range of plant species, such as mosses, liverworts, and lichens.

### **Description de l'environnement existant : Environnement biologique**

During the expedition through Nunavut, the Northwest Territories, and Yukon, there are various endangered species in both marine and land environments that the vessel could potentially encounter. The Species at Risk Act (SARA) aims to protect species from extinction and has identified several species in Northern Canada as endangered, such as Barren-ground Caribou (NWT), Beluga Whale (Nvt), Caribou (Nvt), Eskimo Curlew (NWT, Nvt, YT), Gypsy Cuckoo Bumble Bee (NWT, YT), Ivory Gull (NWT), Little Brown Myotis (NWT, YT), Northern Myotis (NWT, YT), Red Knot (NWT), Ross's Gull (Nvt), and Whooping Crane (NWT).

### **Description de l'environnement existant : Environnement socio-économique**

During the transit of the Northwest Passage, passengers aboard the ship will have the chance to participate in a variety of activities both on and off the vessel. The proposed off-ship activities for the expedition include cultural performances, community visits, hiking, excursions on Zodiac boats, and opportunities for viewing and photographing nature and wildlife. These stops are anticipated to last from 5 to 8 hours. To ensure the safety of all individuals, briefings on proper conduct for shore excursions will be given to guests before departing the ship, taking into account Arctic weather conditions and respectful behavior when observing wildlife. The onboard Excursion Team will consider the advice of local communities, applicable permit conditions, guidelines and regulations, including those established by AECO for visits to remote communities, and historical and cultural sites. During all wildlife viewings and encounters, the team will follow the guidelines established by AECO and Canadian Wildlife Services (CWS). Community visits are planned. We are looking forward to working with the communities 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.

## **Miscellaneous Project Information**

## **Identification des répercussions et mesures d'atténuation proposées**

Please see attached document. Minimization and mitigation measures include following established standard operating procedures and education, which are viewed as being the key factors toward ensuring that crew, expedition staff and guests are educated and briefed appropriately. Staff and Guest Briefings will include pre-landing briefings on wildlife sensitivities and potential hazards, proper wildlife viewing techniques and safety and operational practices. Roald Amundsen will take necessary measures to limit their impact on all species within the surrounding environment, extra precautions will be taken for the species listed above. It is important to note that the proposed activity may cause disturbances to the flora and fauna. However, we believe that with proper procedures and attention to detail, any potential impacts caused by the Roald Amundsen can be minimized. Ship's command and the Expedition Leader are aware of Species at Risk to ensure that activities do not impact these species.

## **Répercussions cumulatives**

The concept of Cumulative Environmental Impacts refers to the combined effects of all activities, past and present, without considering which parties are responsible for each individual impact. M/V Roald Amundsen has implemented all necessary measures to minimize potential negative impacts on the environment. However, achieving a net zero effect is practically unfeasible, and any activities conducted in the Arctic will inevitably have some degree of contribution to the cumulative environmental impact. Nonetheless, Roald Amundsen's proposed activities are expected to result in only minimal contributions to the cumulative impact.



Impacts

Identification des répercussions environnementales

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers 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		N	-	-	-	N	-	-	-	-	-	-	N	-	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	Cambridge Bay/69.12076097884967, -105.05994933454316
2	point	Jenny Lind Island/68.71732889561032, -101.935134414204
3	point	Gjoa Haven/68.64481684790846, -95.89609795721897
4	point	Coningham Bay/71.750000, -96.750000
5	point	Fort Ross/72.009400, -94.235600
6	point	Prince Leopold Island/74.04137926018969, -90.01179867182081
7	point	Beechey Island/74.7116469037098, -91.84428725931377
8	point	Croker Bay/ 74.70932712417796, -83.23879845869571
9	point	Dundas Harbour/74.56427322273325, -82.40252239139554
10	point	Pond Inlet/72.74253985811761, -78.02027916195748

- |    |       |   |
|----|-------|---|
| 11 | point | Qikiqtarjuaq/67.57496340820819, -63.93845551514222  |
| 12 | point | Isabella Bay/69.67993682687366, -67.6545191797306   |
| 13 | point | Coburg Island/75.96443324697123, -79.06761963399951 |