



COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

| | |
|--------------------------------|--|
| Project Proposal Title: | Roald Amundsen Arctic Cruise 2025 |
| Proponent: | F.K Warren |
| Location: | Kitikmeot and Qikiqtani (North Baffin Region) |
| Comments Due By: | April 21, 2025 |
| NIRB #: | 25TN010 |

Indicate your concerns about the project proposal below:

| | |
|---|---|
| <input type="checkbox"/> no concerns | <input type="checkbox"/> traditional uses of land |
| <input type="checkbox"/> water quality | <input type="checkbox"/> Inuit harvesting activities |
| <input type="checkbox"/> terrain | <input type="checkbox"/> community involvement and consultation |
| <input type="checkbox"/> air quality | <input type="checkbox"/> local development in the area |
| <input type="checkbox"/> wildlife and their habitat | <input type="checkbox"/> tourism in the area |
| <input type="checkbox"/> marine mammals and their habitat | <input type="checkbox"/> human health issues |
| <input type="checkbox"/> birds and their habitat | X other: _____ |
| <input type="checkbox"/> fish and their habitat | _____ |
| <input type="checkbox"/> heritage resources in area | _____ |

Please describe the concerns indicated above:

Information from Transport Canada's Marine Safety and Security group and Indigenous Relations Unit is provided in the next section.

Do you have any suggestions or recommendations for this application?

Marine Safety and Security

In the Arctic, the *Canada Shipping Act 2001*, the *Marine Liability Act*, the *Arctic Waters Pollution Prevention Act*, the Arctic Shipping Safety and Pollution Prevention Regulations and the *Marine Transportation Security Act* combine to provide Canada's operational regulatory regime governing marine safety, security, and environmental protection matters, as detailed below:

- The *Canada Shipping Act, 2001* (CSA) provides an overall regime to protect the safety and the environment for vessels operating in waters under Canadian jurisdiction. Its regulations include requirements for a vessel's construction, management of ballast water, pollution control, arrangements for emergency response, and crew qualifications. Pollution response and prevention measures apply with respect to vessels in Canadian waters or waters in the exclusive economic zone of Canada.
- The *Arctic Waters Pollution Prevention Act* (AWPPA) provides enhanced environmental protection with respect to vessels operating in waters under Canadian jurisdiction north of 60° North latitude. Canada has developed regulations, the Arctic Shipping Safety and Pollution Prevention Regulations (ASSPPR), that incorporate the Polar Code, with the addition of specific

- Arctic Shipping Safety and Pollution Prevention Regulations (ASSPPR) should be adhered to when transiting in the Canadian Arctic.
- The *Marine Liability Act* sets out a regime that requires vessels operating in waters under Canadian jurisdiction to carry insurance to pay for damages from oil spills.
- The *Marine Transportation Security Act* sets out a regime to protect and preserve the efficiency of Canada's marine transportation system against unlawful interference. The Department helps the industry achieve compliance with marine security legislation and regulations through awareness, certification, inspection, and enforcement and helps ports, marine facilities, and vessels implement the International Ship and Port Facility Security (ISPS) Code through the Marine Transportation Security Regulations (MTSRs).

Additional Information and Links

- Vessels need to comply with Northern Canada Vessel Traffic Services Zone Regulations <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2010-127/page-1.html> ; <https://enavigation.canada.ca/topics/traffic/cvms/nordreg-en>. For any further questions about these regulations, please email NORDREG at lgaNordreg@innav.gc.ca .
- Transport Canada has committed to improving awareness of cruise ship operators and has developed cruise ship guidelines that are intended to provide information on the requirements of Federal and Territorial government agencies during the planning phase of cruises and the subsequent Arctic voyages. Information provided by several non-governmental organizations has also been included. <https://tc.canada.ca/sites/default/files/migrated/tp13670e.pdf> .
- Mariners are advised that the Polar Code, incorporated in the Arctic Shipping Safety and Pollution Prevention Regulations (ASSPPR) (<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2017-286/index.html>) contains specific requirements for protecting the marine environment and ecologically sensitive areas, particularly Chapter 11 of the Polar Code. Transport Canada has developed an Annual Notice to Mariners, Section 7A, titled "Voyage Planning for Vessels Intending to Navigate in Canada's Northern Waters," which highlights these requirements. It is strongly recommended that vessels comply with the measures outlined in specifically Section 7A of the notice [Notices to Mariners 1 to 46 - Annual Edition 2024](#)
- Mariners are also advised that voluntary measures are in place to minimize risks of vessel collisions and potential impacts of underwater noise on beluga whales and bowhead whales in

- Mariners are also advised that there is an agreement in place between the Mittimatalik/Pond Inlet Hunter and Trapper Organization and the Association of Arctic Expedition Cruise Operators (AECO) regarding the voluntary compliance for the interim protection of Narwhal in Eclipse Sound. As per this agreement, AECO vessels will not be transiting through Eclipse Sound but navigate to and from Pond Inlet through the Pond Inlet strait. Vessels transiting through the above area should be mindful and respectful of this agreement and avoid the area to the extent possible, subject to safe navigation.
- For the 2025 cruise ship season, cruise ships will also be subject to discharge requirements that will be outlined in an upcoming Ship Safety Bulletin (expected to be similar to what was issued in 2024 - Ship Safety Bulletin No.15/2024. [Now in force: Discharge requirements for cruise ships - SSB No.: 15/2024 \(canada.ca\)](#)). Please review the latest SSB before transiting at TC website [Ship Safety Bulletins](#).
- It is recommended the vessel obtain necessary permits from the relevant federal/territorial authorities, ex. Parks Canada, if intending to navigate in ecological sensitive areas.
- It is recommended the vessel contact the communities in advance of their intended community stops.
- Vessel operators should be aware that the Inuvialuit Regional Corporation has released the ISR Cruise Ship Management Plan to ensure the industry operates with respect to Inuvialuit culture and land. [ISR Cruise Ship Management.pdf](#)

The Canadian Arctic is governed under a 'joint-management model' whereby a variety of federal, provincial, and territorial government departments and agencies, along with Indigenous and local communities and regulatory boards play separate and important roles. Vessels navigating waterways in the Canadian Arctic are subject to comprehensive Land Claims Agreements and the operator must seek the proper permissions prior from all relevant authorities. Transport Canada recommends operators contact Territorial Land Claim Administrators to ensure the proper procedures are followed prior to arrival. Most Canadian Arctic communities welcome visitors, provided they are contacted well-in-advance and have a chance to prepare for visitors. Community members enjoy the opportunity to share their hospitality, culture and knowledge of the Arctic. Many Arctic communities still practice traditional activities; hunting, fishing and eating "country foods". It is therefore important that visitors be respectful and culturally sensitive to these activities.

Transport Canada has no position on the merits of the project.

Position: Regional Env. Advisor **Organization:** Transport Canada

Signature: SCOTT KIDD (by email) **Date:** April 9, 2025