Demande de la CNER faisant l’objet d’un examen préalable #126157

Hanseatic Nature - Arctic Cruise 2025

Type de demande : New

Type de projet: Tourisme

Date de la demande : Monday, March 24, 2025

Period of operation: from 2025-07-31 to 2025-08-22

Promoteur du projet: F.K. Warren Ltd.

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DÉTAILS

Description non technique de la proposition de projet

Anglais: Hapag-Lloyd Cruises small expedition style cruise vessel Hanseatic Nature will be making an Arctic cruise in 2025The purpose of this proposed development is the carriage of passengers and crew members to landing sites in Nunavut. The company Hapag-Lloyd Cruises is a high-class cruise operator that wants to offer to its passenger's unique nature and culture experiences and to make them ambassadors for the Arctic. Hapag-Lloyd Cruises has extensive experience in operating ships in remote areas and polar waters for more than 20 years. The expedition cruise of m/v Hanseatic Nature includes an experienced Bridge Team and Expedition Team including lecturers, such as biologists, geologists, ethnologists and historians, who offering daily lectures to the passengers.Hapag Lloyd vessels have been previously screened, most recently in 2023. No operational changes have occured since this screening.

Français: Le petit navire de croisière de style expédition Hanseatic Nature de Hapag-Lloyd Cruises effectuera une croisière dans l'Arctique en 2025L'objectif de ce projet d'aménagement est le transport de passagers et de membres d'équipage vers des sites d'atterrissage au Nunavut. La compagnie Hapag-Lloyd Cruises est un croisiériste haut de gamme qui souhaite offrir à ses passagers des expériences uniques en matière de nature et de culture et en faire des ambassadeurs de l'Arctique.Hapag-Lloyd Cruises possède une vaste expérience dans l'exploitation de navires dans des zones reculées et des eaux polaires depuis plus de 20 ans. La croisière d'expédition du m/v Hanseatic Nature comprend une équipe de passerelle expérimentée et une équipe d'expédition comprenant des conférenciers, tels que des biologistes, des géologues, des ethnologues et des historiens, qui offrent des conférences quotidiennes aux passagers.Les navires Hapag Lloyd ont déjà fait l'objet d'un contrôle, le plus récemment en 2023. Aucun changement opérationnel n'est intervenu depuis cet examen.

Inuktitut: ᐄᐊᐸᑦ–ᓗᐊᐃᑦ ᐅᒥᐊᖏᐊᑦ ᒥᑭᑐᑐᑦ ᐅᒥᐊᖏᐊᐳᑯᑦ ᓇᑕᓇᑲᑎᑦ ᐅᒥᐊᖏᐊᐳᑯᑦ Hanseatic–ᑯᑦ ᐅᑭᐅᖅᑕᖅᑐᒥ ᐅᒥᐊᖅᑐᓭᖅᑐᑦ 2025–ᒥᐱᓵᖏᑎᔾᔪᑌ ᑕᒪᑐᒪ ᐱᓂᓴᓕᐊᑦᕿᐃᐅᔾᔪᒃ ᐅᓯᒃᖅᑕᖅᑎᑎᔾᐅᓕᓗᑲ ᐃᑭᒪᓂᓕᐊᑦ ᐅᒥᐊᖏᐊᐳᑯᓕᓗ ᒥᐸᓴᓕᐅᔾᔪᖅ. ᑲᒡᓚᓂᐅᔾᔪᖅ ᐄᐊᐸᑦ-ᓗᐊᐃᑦ ᐅᒥᐊᖏᐊᑦ ᖃᑯᑎᑦᑐᒥᑦ ᐅᒥᐊᖏᐊᓂᑦ ᐊᐅᓪᓕᑎᐅᔾᔪᖅ ᑐᓂᓯᔾᔪᖅ ᐃᑭᒪᔾᔪᑦ ᐊᑭᐅᐅᖅᑕᑐᒥᑦ ᓄᓇᒥᑦ ᐊᒡᒪᓗ ᐃᓕᖅᑯᑯᑦ ᐊᑐᖅᔪᒪᔾᔪᓂᖅᑕᖅᑐᒥᑦ.ᐄᐊᐸᑦ-ᓗᐊᐃᑦ ᐅᒥᐊᖏᐊᑦ ᐱᓕᓀᔪᒪᖏᐊᖅᑐᑦ ᐊᐅᓪᓕᑎᓂᕐᒥᔪᑎᑦ ᐅᒥᐊᖏᐊᓂᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ ᐃᒪᓐᓕᓄᑦ ᐅᓪᓚᑦᑕᓄᑦ ᐊᐅᓪᓕᑎᓂᕐᒥᔪᑎᑦ ᐅᒥᐊᖏᐊᓂᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ. ᓄᑦᑕᖅᑎᑦ ᐅᒥᐊᖏᐊᑦᑯᑦ m/v Hanseatic–ᑯᑦ ᐃᓕᖅᖅᓴᑦ ᐱᓕᓀᓕᒪᔾᔪᓂᑦ ᐃᐅᖏᓴᖅᑎᑎᒋᑦ ᐊᑭᒪ ᓄᑦᑕᖅᑎᓂᑦ ᐃᓕᑭᐅᐅᓕᔾᔪᑎᑦ ᐅᖅᓕᓕᑦᑎᑦ, ᓄᓇᓕᓀᓴᓕᑦ, ᐃᑦᑕᖏᓴᓕᓀᓴᓕᑦ ᐊᑭᒪ ᐃᑦᑕᖏᓴᓕᓀᓴᓕᑦ, ᖃᐅᓕᒻᒥᑦ ᐅᖅᓕᓕᒥᐊᖅᑐᖅᑎᑎᓯᑦ ᐃᑭᒪᔾᔪᑎᑦ.ᐄᐊᐸᑦ ᓗᐃᑦ ᐅᒥᐊᖏᐊᑦ ᖃᐅᔨᔪᖅᑕᐅᓴᓕᐅᖅᑐᑦ, ᖃᖏᑦᑎᐊᓴᖓᔪᓂᖅ 2023–ᒥᑦ. ᐊᐅᓕᓵᔪᑎᓄᑦ ᐊᓯᔨᔪᖅᑐᖃᓕᐅᖅᓯᒪᖕᖏᑦᑐᖅ ᑕᐃᒪᖕᖏᑦ ᖃᐅᔨᔪᖅᑕᐅᓕᐅᖅᑎᑦᓗᒍ.

Inuinnaqtun: Hapag-Lloyd Umiaryuakkut mikiyut umiaryuakkut umiat Hanseatic Nature-kut umiaryuakkut 2025-miPijutauniga uuma atulirumayauyuup pivalianiga akhaluutauyut uhitiqtut havaktulu ilauyut nunanik nunat Nunavumi. Tamna havakvinga Hapag-Lloyd Cruises quulitqiamik-iliharvingmi umiaryuakkut aulapkaiyia tunihiyumayut tingmiyunun aalangayumik idjuhianik uvalu pitquhikkut atuqhimayamingnik uvalu kivgaqtuqlugit Ukiuqtaqtumi.Hapag-Lloyd Cruises-kut havakpakhimajuq aulapkainikkut umiani ungahiktuni nunani nanulu imarni avatquhimajunik 20nik ukiunik. Tamna auladjutikhangit umiaryuanganik m/v Hanseatic Manituremi ilauyut ayuittiagiikhimayut Ikaakvikharnik Iligiiktunik Auladjutikharnik Iligiiktunik ilauyut uqaqtiuyunik, taimaitunik baisiliqiyiingit, nunaliqiyit, nunaliqiyit, nunaliqiyit, nunaliqiyitlu, taima aituihimaanginaqtun ubluq tamaat uqaqtiuyukharnik tingmiyunun.Hapag Lloyd umiat hivuagut ihivriuqtauhimajut, qanikkut 2023-mi. Aulangitun allanguqtirutikharnik aulangitun talvanga ihivriudjutikharnik.

Personnel

Personnel on site: 400

Days on site: 16

Total Person days: 6400

Operations Phase: from 2025-07-31 to 2025-08-22

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
Iqaluit, 63,749440, -68,521670	Tourism Activities	Crown	Before European contact, Iqaluit was inhabited by the Inuit for thousands of years and the region was a vital part their territory providing resources such as hunting, fishing, and gathering.	Iqaluit is archeologically significant due to such a long history of Indigenous occupation. Arctic cultures, and ancient human migration patterns.	Iqaluit
Lower Savage Islands, 61,819168, -65,710335	Tourism Activities	Crown	The Savage Islands are significant to the Inuit people. The Islands' history, before European exploration, is mainly tied to the Inuit who visited this area for thousands of years.	Archeological evidence from nearby areas suggest that the islands could have been used as a stopover or base for hunting expeditions.	Iqaluit
Diana Island, 60,983299, -69,966698	Tourism Activities	Crown	Like many Islands in the Canadian Arctic, Diana Island has a history primarily related to the Inuit people.	The archaeological significance of Diana Island lies in its potential to provide insights into the lifeways, subsistence strategies, and interactions of these Arctic cultures. Ongoing and future research in this area may further illuminate the historical narratives of human habitation in the eastern North American Arctic.	Iqaluit
Cape Wolstenholme, 62,580555, -77,509720	Tourism Activities	Crown	Cape Wolstenholme, known in Inuktitut as Anaulirvik, is the northernmost point of Quebec, Canada, situated on the Hudson Strait approximately 28 kilometers northeast of	The archaeological findings at Cape Wolstenholme offer valuable insights into the migratory patterns, subsistence strategies, and cultural practices of the Inuit populations who once inhabited the region. However, comprehensive	Ivujivik

			Ivujivik. In 1610, during his quest for the Northwest Passage, English explorer Henry Hudson named the cape Wolstenholme to honor Sir John Wolstenholme, a financier of the expedition.	archaeological excavations have yet to be conducted, leaving aspects of the site's historical context and significance underexplored.	
Mansel Island, 62,000000, -79,833336	Tourism Activities	Crown	Mansel Island, known in Inuktitut as Pujjunaq, is an uninhabited island located in Hudson Bay, off Quebec's Ungava Peninsula. Covering an area of approximately 3,180 square kilometers, it ranks as Canada's 28th largest island. In 1613, English explorer Sir Thomas Button named the island after Vice-Admiral Sir Robert Mansell.	Archaeological evidence indicates that Mansel Island was inhabited by the Dorset culture, a Paleo-Eskimo population that preceded the Inuit. In the early 1930s, the Hudson's Bay Company established a trading post at Swaffield Harbour on the island's northern coast. However, this post was short-lived, operating from 1930 to 1932.	Ivujivik
Walrus Island, 61.970000, -92.480000	Tourism Activities	Crown	Located within the Arctic Archipelago in the Kitikmeot Region, this uninhabited island lies in Kiluhiqtuq, formerly known as Bathurst Inlet. While specific historical records about this island are limited, its name suggests a historical presence of walruses in the area. WIKIPEDIA	Archaeological evidence indicates that the Sadlermiut people were once active on the island, suggesting it played a role in their subsistence and culture	Coral Harbour
Chesterfield Inlet, 63,340800, -90,706100	Tourism Activities	Crown	Chesterfield Inlet, known as Igluligaarjuk in Inuktitut meaning place with few houses, is the oldest permanent settlement in Nunavut, Canada. For thousands of years, the area has been	Chesterfield Inlet is rich in archaeological significance, offering insights into the region's ancient Inuit cultures.	Arviat

			inhabited by Inuit groups, including the Aivilingmiut and Qaernermiut. Chesterfield Inlet served as a significant gathering place for Inuit seal hunters during the late spring and early summer months.		
Marble Island, 62,674206, -91,111916	Tourism Activities	Crown	Marble Island, located in western Hudson Bay within Nunavut's Kivalliq Region, holds a rich and multifaceted history that intertwines Inuit culture, European exploration, and whaling endeavors.	Marble Island, located in western Hudson Bay within Nunavut's Kivalliq Region, holds significant archaeological importance, reflecting centuries of Inuit habitation and interaction with European explorers.	Rankin Inlet
Rankin Inlet, 62,811390, -92,115840	Tourism Activities	Crown	Rankin Inlet, known as Kangiqtiniq in Inuktitut, meaning deep bay, is a significant Inuit community. It serves as the regional center for the Kivalliq Region and is the second-largest settlement in Nunavut after Iqaluit.	Archaeological evidence indicates that the area was inhabited around 1200 CE by the Thule people, renowned bowhead whale hunters. By the late 18th century, the Kivallirmiut (Caribou Inuit) had settled in the region, engaging in caribou hunting and fishing Arctic char along the coast, including the Meliadine and Diana rivers.	Rankin Inlet

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Chesterfield Inlet	Chesterfield Inlet Economic Development Officer	Hamlet of Chesterfield Inlet	2025-02-19
Rankin Inlet	Kathryn Misheralak, Economic Development Officer	Hamlet of Rankin Inlet	2025-02-13

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
Qikiqtani Inuit Association	Land Use License	Not Yet Applied		
Kivalliq Inuit Association	Land Use License	Not Yet Applied		
Gouvernement du Nunavut, Services communautaires et gouvernementaux	Workers Comp Exemption	Not Yet Applied		
Gouvernement du Nunavut, ministère du Développement économique et des Transports	Outfitters License	Not Yet Applied		
Service canadien de la faune	Migratory Bird Sanctuary permit under the Migratory Bird Sanctuary Regulations	Applied, Decision Pending		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Water	Hanseatic Nature - Cruise Vessel - 138m 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
Zodiacs	17	15ft	Transport passengers from vessel to provide scenic cruising along shoreline.Vessel carries 17 zodiacs, however they will not all be employed at the same time for this cruise.
Cruise Vessel - Hanseatic Nature	1	139m long, 15651 gross registered tonnes	Transport and accommodations for passengers and crew

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	17	25	425	Liters	Fuel for zodiacs. Maximum one container per zodiac

Consommation d'eau

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

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Marine Based Activities	Déchets combustibles	TBD	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized
Marine Based 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)	.
Marine Based Activities	Dangereux	TBD	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized
Marine Based Activities	Déchet dangereux	tbd	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized
Marine Based Activities	Déchets non combustibles	tbd	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized
Marine Based Activities	Mort-terrain (sol organique, déchets, résidus)	tbd	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized

Marine Based Activities	Eaux usées (matières de vidange)	tbd	Vessel has the most advanced waste water and waste management system. No waste or waste water is discharged at sea	Retained on board until the vessel reaches port where disposal is authorized

Répercussions environnementales :

The plan has been carefully crafted with regard to the local environment and communities, aiming to minimize any adverse effects. The voyage has been designed to be self-sufficient and fully within the vessel's search and rescue capabilities, including medical emergencies and evacuation. Expedition activities will be managed by experienced onboard personnel, strictly following all applicable laws, regulations, company policies, and standard operating procedures. Thorough pre-trip planning and briefings, input from communities, review boards, and the public, along with implementation of mitigation measures, will reduce potential impacts. The captains and bridge teams have previous experience transiting in these areas. All operations will be carried out with respect to the environment, sensitive areas, local communities, harvesting areas, marine mammal aggregation areas, Marine Protected Areas, bird sanctuaries and National Parks. Applications for Federal and/or Territorial permits have been submitted to the appropriate authorities, and copies of permits will be carried onboard by expedition staff as required. The proposed voyage is expected to have a minimal or short-lived environmental impact. Hapag-Lloyd takes pride in its history of responsible operations in ecologically sensitive areas worldwide. We surpass international standards with each voyage we undertake. We invest heavily in state-of-the-art technology and eco-friendly systems to preserve the pristine regions we visit and minimize our impact. Our advanced wastewater treatment system ensures responsible water management. To address the issue of emissions during its operations, HANSEATIC NATURE solely uses low-sulfur diesel, and it is fitted with an exhaust gas purification system that effectively cleanses the exhaust produced by its engines. Moreover, the HANSEATIC SPIRIT adheres to the pollution prevention measures laid out in the Polar Code and complies with all emission regulations.

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																									
Tourism Activities		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	Iqaluit, 63,749440, -68,521670
2	point	Lower Savage Islands, 61,819168, -65,710335
3	point	Diana Island, 60,983299, -69,966698
4	point	Cape Wolstenholme, 62,580555, -77,509720
5	point	Mansel Island, 62,000000, -79,833336
6	point	Walrus Island, 61.970000, -92.480000
7	point	Chesterfield Inlet, 63,340800, -90,706100
8	point	Marble Island, 62,674206, -91,111916
9	point	Rankin Inlet, 62,811390, -92,115840
10	point	Marble Island, 62,674206, -91,111916

11	point	Rankin Inlet, 62,811390, -92,115840
12	point	Chesterfield Inlet, 63,340800, -90,706100
13	point	Walrus Island, 61.970000, -92.480000
14	point	Coats Island, 62.583332, -82.750000
15	point	Mansel Island, 62,000000, -79,833336
16	point	Cape Wolstenholme, 62,580555, -77,509720
17	point	Diana Island, 60,983299, -69,966698
18	point	Lower Savage Islands, 61,819168, -65,710335
19	point	Iqaluit, 63,749440, -68,521670