



NIRB Application for Screening #126159

VIKING OCTANTIS - Canadian Arctic 2025

Application Type: New

Project Type: Tourism

Application Date: Thursday, March 20, 2025

Period of operation: from 2025-08-04 to 2025-09-12

Project Proponent: F.K. Warren Ltd.
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Canada
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Non-technical project proposal description

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Personnel

Personnel on site: 634

Days on site: 40

Total Person days: 25360

Operations Phase: from 2025-08-04 to 2025-09-12

Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
Pond Inlet, 73.516655, -78.831604	Tourism Activities	Crown	Mittimarakalik (Pond Inlet) – 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
Dundas Harbour, 74.529051, -82.397214	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 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.	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 bear traps fashioned out of stone.	Pond Inlet
Beechey	Tourism	Crown	Beechey Island is	Five archaeological	Resolute

Island, 74.717003, -91.849998	Activities		best known for containing three graves of Franklin expedition members, which were first discovered in 1850 by searchers for the lost Franklin expedition	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.	
Bylot Island, 73.862679, -86.158783	Tourism Activities	Crown	Almost all of the island is located within Sirmilik National Park, harbouring large populations of thick-billed murres, black-legged kittiwakes and greater snow geese. The eastern area of the island is federally designated as the Bylot Island Migratory Bird Sanctuary.[6] The Bylot Island Research Station is owned and run by the Centre d'études Nordiques (CEN: Centre for Northern Studies) and in collaboration with Parks Canada	Home to some of the best-preserved prehistoric artifacts in Canada's Far North. While remains of Paleoeskimo (Pre-Dorset and Dorset) cultures represent the earliest human occupations in within the park region, they represent only a small portion of the documented archaeological sites and Thule / Inuit sites make up the majority of documented archaeological sites within the park	Pond Inlet

Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Pond Inlet	Dylan Mablick	Hamlet Office	2025-02-05

Authorizations

Indicate the areas in which the project is located:

Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Government of Nunavut, Department of Economic Development & Transportation	Outfitters License	Not Yet Applied		
Qikiqtani Inuit Association	Land Use License	Not Yet Applied		
Canadian Wildlife Service	Migratory Bird Sanctuary Permit under the Migratory Bird Sanctuary Regulations	Applied, Decision Pending		
Government of Nunavut, Department of Environment	Wildlife Observation License	Applied, Decision Pending		

Project transportation types

Transportation Type	Proposed Use	Length of Use
Water	Viking Octantis - Cruise Vessel	

Project accomodation types

Other,

Material Use

Equipment to be used (including drills, pumps, aircraft, vehicles, etc)

Equipment Type	Quantity	Size - Dimensions	Proposed Use
inflatable MilPro Zodiac Mk5	17	Length 19'2 Beam 8'2	small boating and sightseeing purposes
Special Operations Boats	2	length 25m, width 5.25m, height 5.25m	for special operations if necessary
Uboat Worx Cruise Sub 7 Submersibles	2	up to 11 passengers	special guest experiences if permitted
Single/double kayaks	9	length 12' width 34	guest sightseeing tours
Cruise vessel	1	length 205m beam 23.5ft draught 6m	Carrying passengers and crew as well as providing accommodation and dining.

Detail Fuel and Hazardous Material Use

Detail fuel material use:	Fuel Type	Number of containers	Container Capacity	Total Amount	Units	Proposed Use
Gasoline	fuel	40	30	1200	Liters	using for zodiacs, special operations boats, and aluminum dive support boat

Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
0		

Waste

Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Marine Based Activities	Combustible wastes	tbd	will not be discharged	Treated on board with state of the art system
Marine Based Activities	Greywater	.681 cbm	All hazardous wastes, including waste oil, will receive proper treatment and disposal at an approved facility.	No oil waste or greywater will be disposed of in the area
Marine Based Activities	Hazardous	tbd	All hazardous wastes, including waste oil, will receive proper treatment and disposal at an approved facility.	Treated on board with state of the art system
Marine Based Activities	Hazardous waste	tbd	All hazardous waste, will be retained onboard until a port with suitable discharge facilities is available	Treated on board with state of the art system
Marine Based Activities	Non-Combustible wastes	tbd	None will be discharged	Treated on board with state of the art system
Marine Based Activities	Overburden (organic soil, waste material, tailings)	tbd	None will be discharged	Treated on board with state of the art system
Marine Based Activities	Sewage (human waste)	tbd	will not be discharged	Treated on board with state of the art system

Environmental Impacts:

The vessel will be transiting through wildlife habitats and passengers and crew will be landing ashore in areas where wildlife may be present. This activity could be indirectly disruptive to certain species. Oil spill, noise disturbance and emissions could potentially effect wildlife. Emissions to air and water are limited by the strictest marine regulations and the engines are therefore running on low-sulphur Marine Gas Oil. 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. When in operation the vessel will ensure, in wildlife concentrated areas, ship's speed will be reduced. The vessel is sailing between 5-10 knots in the areas where wildlife is present and the full capacity of the ship is 10 knots. Therefore, speed is of utmost consideration when sailing in wildlife rich areas. Measures to Avoid Dangerous Wildlife Encounters: Direct contact and interaction with wildlife will be avoided. All activities the vessel, passengers and crew engage in will be environmentally conscious and intended for the purpose of sightseeing only. No manmade structures or materials will be left behind. Crew members who are trained and certified naturalists will provide safety guidance and information on the environment to the passengers and other crew. The information provided is specific to each location and is made in an effort to afford protection and conservation by minimizing any potential damage or disruption that could occur. The crew on board the cruise vessel are well versed in measures to avoid dangerous wildlife encounters. They keep watch for dangerous animals, and will not approach land if dangerous

wildlife is spotted ashore. No food will be brought ashore. The crew have a system in place to safely and efficiently move passengers back to the vessel.

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 of Existing Environment: Physical Environment

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 of Existing Environment: Biological Environment

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 of Existing Environment: Socio-economic Environment

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, Hapag Discovery Excursions, 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 Discovery 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), and any recommendations from local HTA/HTC will also be taken into consideration. Community visits are planned to Pond Inlet, and Grise Fjord.. 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. 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 of Impacts and Proposed Mitigation Measures

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. While the HANSEATIC NATURE 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, Hapag Lloyd Cruises believes that with proper procedures and attention to detail, any potential impacts caused by the HANSEATIC NATURE 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. Environment and Climate Change Canada's "Environment Assessment Best Practice Guide for Wildlife at Risk in Canada" provides information on what is required when Wildlife at Risk, including Species at Risk, are encountered or affected by the Project.

Cumulative Effects

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. Hapag Lloyd Cruises 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, HANSEATIC NATURE's proposed activities are expected to result in only minimal contributions to the cumulative impact.

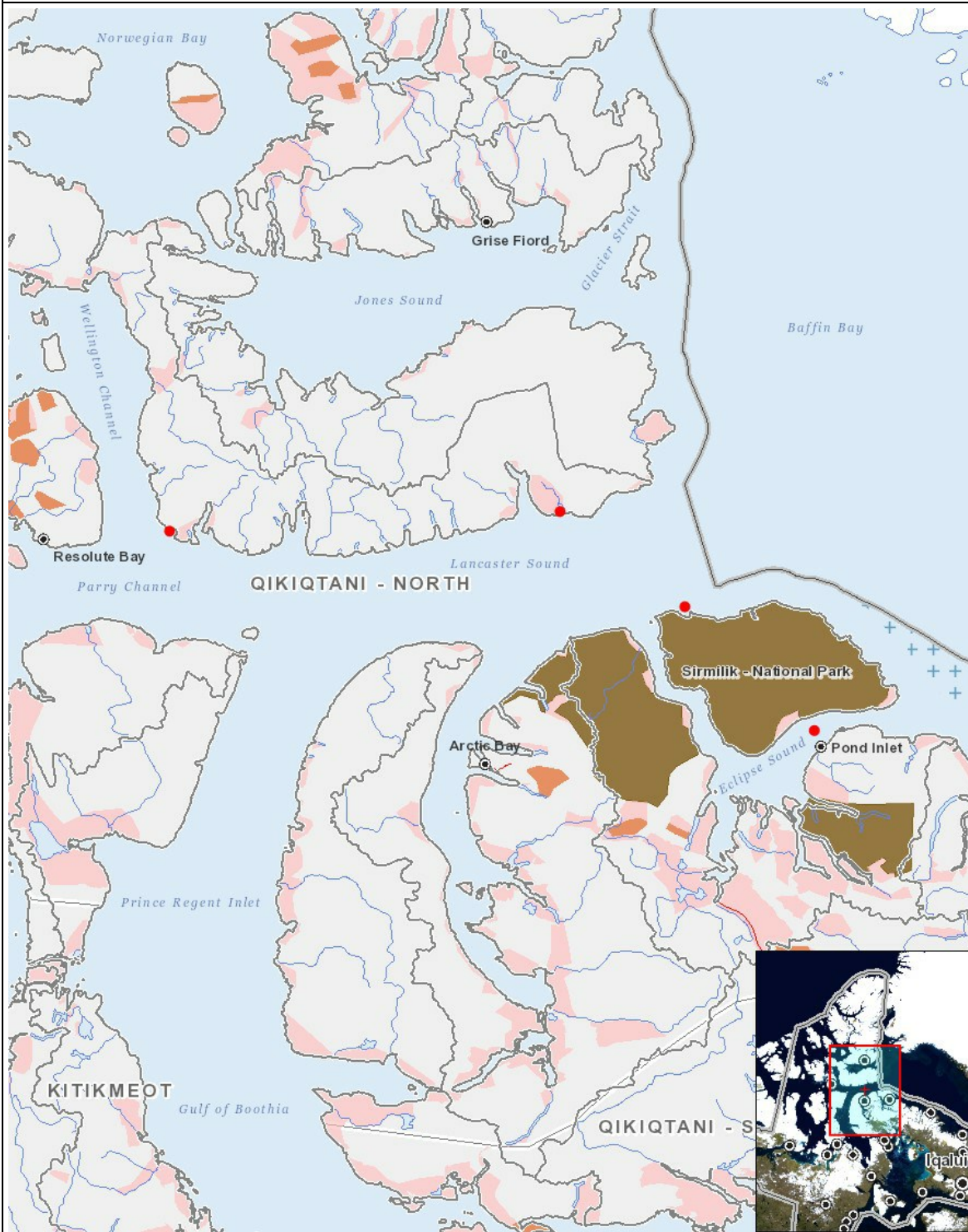
Impacts

Identification of Environmental Impacts

	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operation																									
Tourism Activities		M	-	-	-	M	-	-	-	-	-	-	M		-	M	M	M	M		P	-	-	-	-
Decommissioning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(P = Positive, N = Negative and non-mitigatable, M = Negative and mitigatable, U = Unknown)

Project Location



List of Project Geometries

- | | | |
|---|-------|---------------------------------------|
| 1 | point | Pond Inlet, 73.516655, -78.831604 |
| 2 | point | Dundas Harbour, 74.529051, -82.397214 |
| 3 | point | Beechey Island, 74.717003, -91.849998 |
| 4 | point | Bylot Island, 73.862679, -86.158783 |