



Demande de la CNER faisant l'objet d'un examen préalable #126159

VIKING OCTANTIS - Canadian Arctic 2025

Type de demande : New

Type de projet: Tourisme

Date de la demande : Thursday, March 20, 2025

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

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DÉTAILS

Description non technique de la proposition de projet

Anglais: The Viking Octantis was delivered for service in December 2021 and started her first Antarctic voyages in January 2022. The Viking Polaris was delivered for service in October 2022, and was in operation in the Antarctic in November 2022. Between late April and October, both Viking Polaris and Viking Octantis have been operating expedition cruises across all 5 of the Great Lakes. Both vessels are identical with an overall length of 205 m, with a gross tonnage of 30,200 tonnes, they are both fully Polar Code compliant at Polar Class 6; and have a cruising speed of 16.5 knots. During all voyages Viking Polaris Class vessels have a crew complement of 262 persons. Each voyage, if at full capacity, will include a maximum of 378 passengers. For the 2025 boreal summer season, Viking Octantis will plan to leave the Great Lakes in mid-July and work her way to West Greenland before conducting four voyages starting and ending in Nuuk, with a visit into Nunavut. All voyages have identical itineraries and are 12 nights in length. Voyage Plan: Starting and ending in Nuuk, Greenland
Day 1: Nuuk – passenger embarkation
Day 2: Nuuk
Day 3: Itilleq Fjord
Day 4: Ilulissat
Day 5: Uummannaq
Day 6: At sea crossing Baffin Bay
Day 7: Pond Inlet
Day 8: Dundas Harbour, Devon Island
Day 9: Beechey Island
Day 10: Cape Hay / Bylot Island
Day 11: At sea crossing Baffin Bay
Day 12: Sisimiut
Day 13: Nuuk – passenger disembarkation
Voyage 1: July 29 – August 10, 2025
Voyage 2: August 10 – 22, 2025
Voyage 3: August 22 – September 3, 2025
Voyage 4: September 3 – 15, 2025
CBSA Clearance into Canada is planned for Pond Inlet on the following dates: August 4, August 16, August 28, September 9
Community visits to Pond Inlet have been arranged for the same day.

Français: Le Viking Octantis a été livré en service en décembre 2021 et a commencé ses premiers voyages en Antarctique en janvier 2022. Le Viking Polaris a été livré en service en octobre 2022 et a été mis en service en Antarctique en novembre 2022. Entre la fin avril et octobre, le Viking Polaris et le Viking Octantis ont effectué des croisières d'expédition dans les 5 Grands Lacs. Les deux navires sont identiques, d'une longueur hors tout de 205 m, d'une jauge brute de 30 200 tonnes, ils sont tous deux entièrement conformes au Code polaire pour la classe polaire 6; et ont une vitesse de croisière de 16,5 nœuds. Au cours de tous les voyages, les navires de la classe Viking Polaris ont un équipage de 262 personnes. Chaque voyage, s'il est à pleine capacité, comprendra un maximum de 378 passagers. Pour la saison estivale boréale 2025, le Viking Octantis prévoit quitter les Grands Lacs à la mi-juillet et se rendre dans l'ouest du Groenland avant d'effectuer quatre voyages commençant et se terminant à Nuuk, avec une visite au Nunavut. Tous les voyages ont un itinéraire et durent 12 nuits. Plan de voyage :
Départ et arrivée à Nuuk, Groenland
Jour 1 : Nuuk – embarquement des passagers
Jour 2 : Nuuk
Jour 3 : Fjord Itilleq
Jour 4 : Ilulissat
Jour 5 : Uummannaq
Jour 6 : Traversée de la baie de Baffin en mer
Jour 7 : Bras de mer
Jour 8 : Dundas Harbour, île Devon
Jour 9 : Île Beechey
Jour 10 : Cape Hay / Île Bylot
Jour 11 : Traversée de la baie de Baffin en mer
Jour 12 : Sisimiut
Jour 13 : Nuuk – débarquement des passagers
Voyage 1 : 29 juillet – 10 août 2025
Voyage 2 : du 10 au 22 août 2025
Voyage 3 : du 22 août au 3 septembre 2025
Voyage 4 : du 3 au 15 septembre 2025
Le dédouanement de l'ASFC au Canada est prévu pour Pond Inlet aux dates suivantes : 4 août, 16 août, 28 août, 9 septembre
Des visites communautaires à Pond Inlet ont été organisées pour le même jour.

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C[~]J[~]L[~]Δ[~]q[~] D^c~J^c.

Inuinnaqtun: Tamna Viking Tattiarnaqhilirvia aulatitivakhimayuq ikayuutikharnik Ubluirvia 2021mi aulatitivakhimayuqlu hivulliuyumik Antarctic voyagesnik Ubluqtuhirvia 2022mi. Tamna Viking Polaris aulatitivakhimayuq ikayuutikharnik Tattiarnaqtuq 2022mi, aulatitivakhimayuqlu talvani Antarcticmi Hikutirvia 2022mi. Akungani Qitiqqautijuq tattiarnaqhilirvialu, tamangnik Viking Polaris unalu Viking Tattiarnaqhilirvia aulavaktun umiaryuakkut tamaini 5mi talvani Great Lakes.Both umiat naunairutiquaqtun tamaat 205nik m, taima tamaat 30,200 tonnesnik, tamangnik Polar Codemik ilauliqtun talvani Polar Class 6mi; uvalu kayumiktilaanga 16.5 kilgaviit. Atuqtilugu tamaita voyages Viking Polaris Class umiat havaktiquaqtut 262nik inungnik. Tamarmik voyage, tamaat aktikkulaanga, ilaliutiniaqtuq kiklinganik 378 tingmijukhat. Talvuuna 2025mi auyarmi, Viking Tattiarnaqtuq upalungairutikharnik qimagianganik Great Lakengit qitqani Taaqhivaliaviami havakhimaarlunilu talvunga West Greenlandmi aulatitinanik hitamanik voyagesnik aulaniaqtun nutqarlunilu Nuuk, pulaaqtinani Nunavunmun. Tamaita voyages-guyut ajikiikniqaqtut naunaipkutiquaqtut 12-nik unuagani hivitunigini. Voyage Plan: Aullaqtirlutik nutqarlutiklu Nuuk, GreenlandDay 1: Nuuk – tingmijukhaq aullaqtiqtuq aullaqtiqtuq Ubluani 2: NuukDay 3: Itilleq FjordDay 4: IlulissatDay 5: Uummanaq Ublua 6: tariuq ikaarniq Baffin BayDay 7: Mittimatalingmi Ubluq 8: Dundas Harbour, Devon IslandDay 9: Beechey IslandDay 10: Cape Hay / Bylot IslandDay 11: tariuq ikaaqtuq Qikiqtaalukmi Ublua 12: SisimiutDay 13: Nuuk – tingmijukhaq 1: Taaqhivaliavia 29 – Niqiliqivik 10, 2025Voyage 2: Niqiliqivik 10 – 22, 2025Voyage 3: Niqiliqivik 22 – Apitilirvia 3, 2025Voyage 4: Apitilirvia 3 – 15, 2025CBSA Clearance Kanadamut upalungaijaqtaujuq Mittimatalingmun hapkunani ubluni:Niqiliqivik 4, Niqiliqivik 16, Niqiliqivik 28, Apitilirvia 9 Himiqiji pulaaqtaqtut Mittimatalingmun ihuaqhaqtauhimajut ubluani.

Personnel

Personnel on site: 634

Days on site: 40

Total Person days: 25360

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

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
Pond Inlet, 73.516655, -78.831604	Tourism Activities	Crown	Mittimaralik (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 Island, 74.717003, -91.849998	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.	Resolute
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

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
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	Land Use License	Not Yet Applied		
Service canadien de la faune	Migratory Bird Sanctuary Permit under the Migratory Bird Sanctuary Regulations	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	Viking Octantis - Cruise Vessel	

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
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.

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	40	30	1200	Liters	using for zodiacs, special operations boats, and aluminum dive support boat

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	will not be discharged	Treated on board with state of the art system
Marine Based Activities	Eaux grises	.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	Dangereux	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	Déchet dangereux	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	Déchets non combustibles	tbd	None will be discharged	Treated on board with state of the art system
Marine Based Activities	Mort-terrain (sol organique, déchets, résidus)	tbd	None will be discharged	Treated on board with state of the art system
Marine Based Activities	Eaux usées (matières de vidange)	tbd	will not be discharged	Treated on board with state of the art system

Répercussions environnementales :

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 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, 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 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. 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.

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. 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.

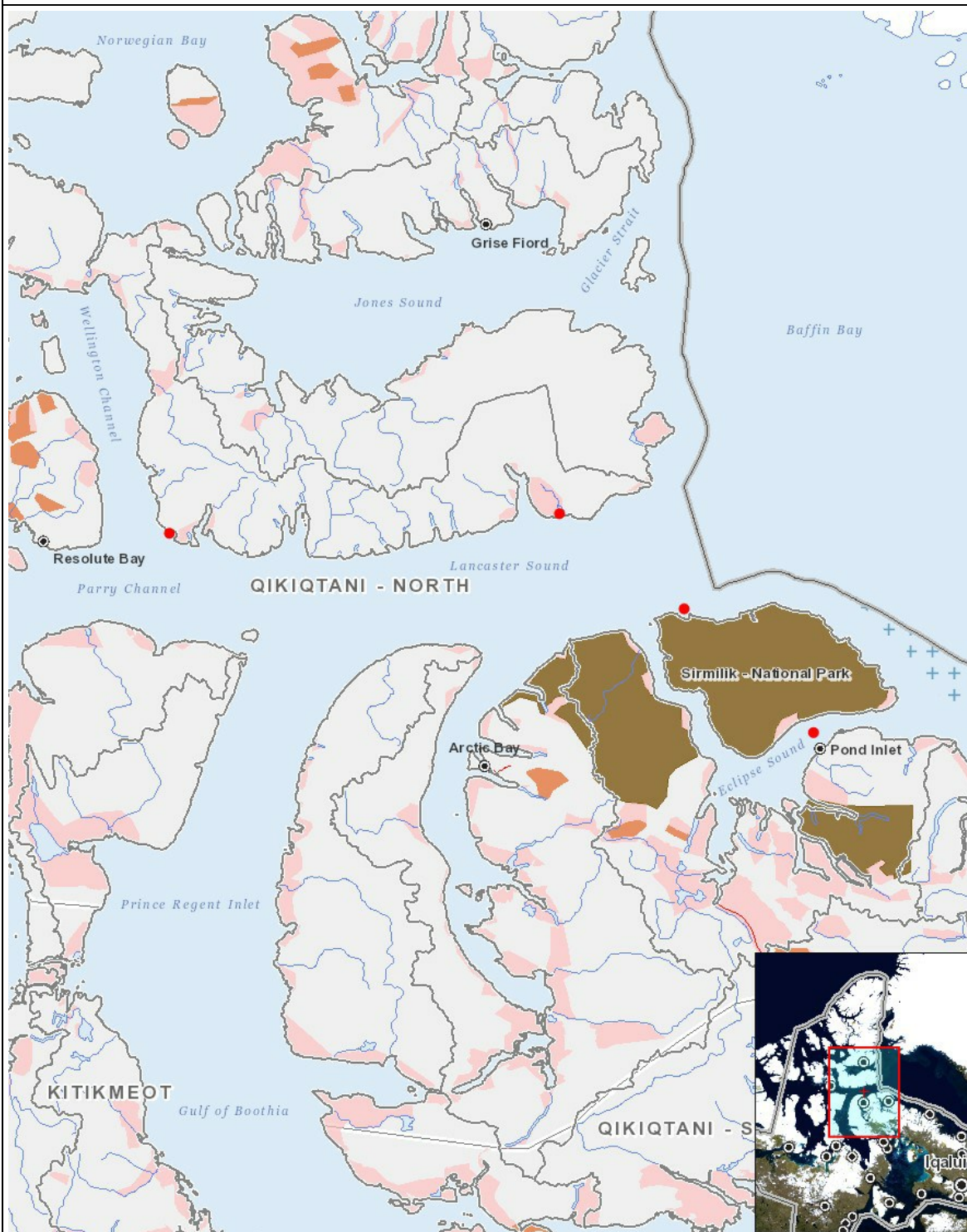
Impacts

Identification 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 | 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 |