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: Adventure Canada 2026 Expeditions – Ocean Nova
Proponent: Adventure Canada
Location: Qikiqtani (South Baffin) Region
Comments Due By: November 11, 2025 **NIRB #:** 25TN072

Indicate your concerns about the project proposal below:

ϒ no concerns	ϒ traditional uses of land
ϒ water quality	ϒ Inuit harvesting activities
ϒ terrain	ϒ community involvement and consultation
ϒ air quality	ϒ local development in the area
ϒ wildlife and their habitat	ϒ tourism in the area
ϒ marine mammals and their habitat	ϒ human health issues
ϒ birds and their habitat	**X** other:___Regulatory compliance_____
ϒ fish and their habitat	_____
ϒ 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

Canadian modifications designed to provide clarity on discharge requirements for the prevention of pollution by oil, by sewage, and by garbage from vessels, as well as the control of pollution by noxious liquid substances in bulk. Note that the AWPPA places a complete prohibition (zero discharge) of pollution from ships/vessels in "arctic waters," as defined in the AWPPA, except where regulations authorize.

- 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).

The above Acts and Regulations combine to provide Canada's operational and regulatory regime governing marine safety and environmental protection matters. Transport Canada administers these Acts and Regulations and is responsible for monitoring compliance and enforcing its requirements. Vessels in the Canadian Arctic are required to comply with the above acts and regulations as applicable. The vessel must also meet all the regulations of its flag state concerning vessel safety, registration, inspection, and competency requirements for the crew.

Additional Information and Links

NOTE: The information below is for the 2025 cruise season. The proponent is advised to review for updates before undertaking cruises in 2026.

- 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://e-navigation.canada.ca/topics/traffic/cvms/nordreg-en. For any further questions about these regulations, please email NORDREG at IqaNordreg@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 2025

- 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 the two established Marine Protected Areas (the Tarium Niryutait Marine Protected Area and the Anguniaqvia niqiqyuam Marine Protected Area) in Canada's Western Arctic within the Inuvialuit Settlement Region. Vessels transiting in marine protected areas should consider following the voluntary measures to the extent possible and are reminded of the mandatory requirements in the Polar Code, Chapter 11 – Voyage Planning, to consider measures and current information for marine mammals' densities and respect national designated protected areas along their route.

- For the 2026 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 2025 - Ship Safety Bulletin No.10/2025. Now in force: Discharge requirements for cruise ships – https://tc.canada.ca/en/marine-transportation/marine-safety/ship-safety-bulletins/now-force-discharge-requirements-cruise-ships-ssb-no-10-2025. 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

Indigenous Relations

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.

Do you support the project proposal? Yes ϒ No ϒ Any additional comments?

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

Name of person commenting: Scott Kidd **of** Winnipeg, MB
Position: Regional Env. Advisor **Organization:** Transport Canada
Signature: **Scott Kidd** (by email) **Date:** November 6, 2025