NIRB Application for Screening #126440
MY Maverick Northwest Passage Transit 2026

Application Type: New

Project Type: Tourism

Application Date: Friday, April 24, 2026

Period of operation: from 2026-08-12 to 2026-08-28

Project Proponent:
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DETAILS

Non-technical project proposal description

English: Private expedition yacht Lt. Pete Maverick Mitchell (MY Maverick), carrying a maximum of 12 guests, and 13 crew members, is planning a voyage through the Northwest Passage, including 17 days in Nunavut. The ship is managed by Maverick Explorer Yachting Ltd. The company emphasizes environmental stewardship, regulatory compliance, conservative navigation practices, and small-group, low-impact expedition travel. The vessel operates under full international maritime safety and environmental regulations, including MARPOL and Polar Code compliance.The Captain and crew, including a qualified ice pilot, have extensive experience operating in polar waters and are well-versed in the associated safety considerations. They are also fully aware of the environmental sensitivities of the region and are committed to minimizing impacts on wildlife and habitats. All operations will be conducted in a cautious and responsible manner, with due regard for ice conditions, wildlife presence, and applicable regulations and best practices for operating in Arctic environments.The ship plans to make several stops in Greenland before arriving in Canada, in the region of Pond Inlet on August 23. The ship plans to make several stops in Nunavut before proceeding on to the Northwest Territories, Yukon, and on to Alaska. Community visits are planned in the following locations:•Pond Inlet – August 23, 2026•Gjoa Haven – September 3 – 4, 2026•Cambridge Bay – September 6 – 7, 2026 •Ulukhaktok – September 9 – 10, 2026•Sachs Harbour - September 12, 2026•Tuktoyaktuk – September 14, 2026A full itinerary has been included separately in the documents section.Community VisitsMY Maverick recognizes the sensitivity of the Arctic environment and is committed to operating in a respectful and responsible manner. Passengers will not disembark in any Arctic community without prior permission, and the vessel intends to work collaboratively with local communities, including engaging local guides where appropriate to facilitate visits.Off-ship activities will be limited in scope and conducted in small, supervised groups. Activities may include guided shore landings, Zodiac cruising, and, where appropriate, kayaking and personal watercraft use. All operations will be weather-dependent and carried out in accordance with applicable permits, local regulations, and environmental protection requirements. Activities will be led by experienced expedition staff and designed to minimize disturbance to wildlife, cultural sites, and local communities.All activities will comply with local, federal and AECO guidelines, as well as any recommendations from communities and Hunters and Trappers Organizations.

French: Le yacht d'expédition privé Lt. Pete Maverick Mitchell (MY Maverick), transportant un maximum de 12 passagers et 13 membres d'équipage, prévoit un voyage à travers le passage du Nord-Ouest, incluant 17 jours au Nunavut. Le navire est exploité par Maverick Explorer Yachting Ltd. L'entreprise met l'accent sur la protection de l'environnement, le respect de la réglementation, des pratiques de navigation prudentes et des expéditions à faible impact en petits groupes. Le navire est exploité conformément à l'ensemble des réglementations maritimes internationales en matière de sécurité et d'environnement, y compris la conformité à MARPOL et au Code polaire.Le capitaine et l'équipage, y compris un pilote des glaces qualifié, possèdent une vaste expérience de la navigation en eaux polaires et maîtrisent bien les considérations de sécurité associées. Ils sont également pleinement conscients de la sensibilité environnementale de la région et s'engagent à minimiser les impacts sur la faune et les habitats. Toutes les opérations seront menées de manière prudente et responsable, en tenant compte des conditions de glace, de la présence de la faune et des réglementations applicables ainsi que des meilleures pratiques pour les opérations en milieu arctique.Le navire prévoit effectuer plusieurs escales au Groenland avant d'arriver au Canada, dans la région de Pond Inlet, le 23 août. Il effectuera ensuite plusieurs escales au Nunavut avant de poursuivre vers les Territoires du Nord-Ouest, le Yukon et l'Alaska.Des visites communautaires sont prévues aux endroits suivants :•Pond Inlet – 23 août 2026 •Gjoa Haven – 3 et 4 septembre 2026 •Cambridge Bay – 6 et 7 septembre 2026 •Ulukhaktok – 9 et 10 septembre 2026 •Sachs Harbour – 12 septembre 2026 •Tuktoyaktuk – 14 septembre 2026 Un itinéraire détaillé est fourni séparément dans la section des documents.Visites communautairesMY Maverick reconnaît la sensibilité de l'environnement arctique et s'engage à mener ses activités de manière respectueuse et responsable. Les passagers ne débarqueront dans aucune communauté arctique sans autorisation préalable, et le navire entend collaborer avec les communautés locales, notamment en faisant appel à des guides locaux lorsque cela est approprié afin de faciliter les visites.Les activités à terre seront limitées et réalisées en petits groupes supervisés. Elles pourront inclure des débarquements guidés, des excursions en

Zodiac et, lorsque cela est approprié, du kayak et l'utilisation d'embarcations nautiques personnelles. Toutes les opérations dépendront des conditions météorologiques et seront menées conformément aux permis applicables, aux réglementations locales et aux exigences en matière de protection de l'environnement. Les activités seront encadrées par du personnel d'expédition expérimenté et conçues de manière à minimiser les perturbations pour la faune, les sites culturels et les communautés locales.Toutes les activités seront conformes aux réglementations locales et fédérales, aux lignes directrices de l'AECO, ainsi qu'à toute recommandation émise par les communautés et les organisations de chasseurs et de trappeurs.

Inuktitut: Naunaitumik Uqauhirnik Naitumik – QablunaatunNanminiqaqtuq umiaqtuqtut qajaqtuqtut yacht Lt. Pete Maverick Mitchell (MY Maverick), uhijuq amigainiqhanik 12 inungnik, uvalu 13 havaktiinut ilaujut, upalungaijaliqtuq umiaqturlutik haffumuuna Northwest Passage, ilaujut 17 ubluni Nunavunmi. Umiaq munarijaujuq Maverick Explorer Yachting Ltd. Havagvik akhuurutigivaktait avatiliqinikkut munaqhidjutikhat, maliruagakhat maliqajakhat, ihuaqtumik umiakkuurutikhanut atuqtakhat, ikittullu katimajut, mikijumik aktuutauvaktut umiaqtuqtut aullarvikhat. Umiaq aulajuq ataani tamaat nunaqjuami tariumi qajangnautikkut uvalu avatiliqinikkut pitqujaujut, ilaujut MARPOL unalu Polar Code maliqajakhat.Kaptingat havaktingillu, ilaujut ajuiqhattiaqhimajuq hikukkut aquti, hivitujumik ajuittiaqhimajut aulapkainirmik ukiuqtaqtumi imaitigut imaalu qaujimattiaqtut pidjutiqaqtunik qajangnaitkutikhanik ihumagijakhainnik. Ilihimajut avatiliqinikkut qajangnaqtut avikturniini uvalu akhuuqtut mikhijuumirlugit hulaqutait nirjutinut uvalu najugait. Tamaita auladjutikhangit aulatitiniaqtun qajagilutik munagidjutikhaniklu atuqtakhanik, ihumagilugit hikut qanuritmangaangit, uumajut talvaniitun, unalu aulajukhanik malikhautikhanik ihuaqtuniklu atuqtakhanik auladjutikhanik Ukiuktaqtuniitunik avatingni.Umiaq nutqaqattarumajuq Kalaaliitmi tikitinnagu Kanadamut, avikturviani Mittimatalik Niqiliqivik 23. Umiaq nutqaqattarumajuq qaffiiqtuqhuni Nunavunmi aullaqtinnagu Nunatsiamut, Yukon-mut, Alaska-mutlu. Nunallaanun pulaaqtaqvikhat upalungaijaqtauhimajut hapkunani najugaini:•Mittimatalik – Niqiliqivik 23, 2026•Uqhuqtuuq – Apitilirvia 3 – 4, 2026•Iqaluktuuttiaq – Apitilirvia 6 – 7, 2026 •Ulukhaktok – Apitilirvia 9 – 10, 2026•Ikaahuk – Apitilirvia 12, 2026•Tuktoyaktuk – Apitilirvia 14, 2026Tamatkiumajuq tingmidjutikhat ilaliutihimajuq ilikkut titiqqani ilangani.Nunallaanun PulaaqtaqtutMY Maverick ilitarijait qajangnaqtut Ukiuqtaqtumi avatingit akhuuqtut aulapkaigiami pimmariktumik piluni munarittiaqtumiklu piluni. Uhitiqtut atqaqtilimaittut nallianut Ukiuqtaqtumi nunanut angiqtaulraaqtinnatik, imaalu umiaq havaqatiginiaqtait nunamingni nunallaat, ilaujullu ilaupkailutik nunamingni munaqhijukhanik ihuaqqata munaqhilutik aquijunut.Umidjaup hilataani hulidjutit kikliqangniaqtut anginiit havaktaulutiklu ikituni, munaqtiqarlutik katimajut. Hulidjutit ilaujut ikajuqtiqaqhutik hinaanun tulaklutik, Qajaqtuqtut umiaqtuqtut, uvalu, humi ihuaqqat, qajaqtuqtut uvalu inmi qajaqtuqtut aturlugit. Tamaita auladjutikhangit aulaniaqtun hilarlugaikpat qanuringit aturlugit aulaniaqtun aulapkailutiklu maliqajakhanik atuqtakhanik laisikhanik, nunalaani maliruagakhainik, avatiliqinikkutlu munagidjutikhanik atuqtakhanik. Hulidjutit hivuliqhuqtauniaqtut ajuittiaqhimajunin aulaaqtitinikkut havaktinin uvalu havaktauhimajut mikhijuumiriangani hulaqutit nirjutinut, pitquhikkut najugait, uvalu nunamingni nunallaat.Tamaita hulidjutit malingniaqtait nunallaani, kavamatuqatkut ukualu AECO maligakhait, imaalu qujaginaq pitquidjutit nunallaanin Anguniaqtit Katimajiininlu.

Inuinnaqtun: ᒪᐃ ᒫᕗᕆᒃ ᑕᓪᓗᕈᑎᐅᑉ ᐃᒪᒃᑰᖅᑐᖅ – 2026ᑐᑭᓯᓐᓇᖅᑐᒃᑯᑦ ᐅᖃᐅᓯᒃᑯᑦ ᓇᐃᓈᖅᓯᒪᔪᖅ – ᖃᑉᓗᓈᑎᑑᖅᑐᖅᓇᖕᒥᓂᕆᔭᐅᔪᖅ ᐃᖏᕐᕋᔭᖕᓂᕐᒧᑦ ᐅᒥᐊᕐᔪᐊᖅ ᐲᑦ ᒫᕗᕆᒃ ᒥᑦᓯᓪ (Pete Maverick Mitchell) (MY Maverick), ᐅᓯᖃᑦᑕᖅᑐᖅ ᐊᒥᓲᓛᒃᑯᑦ 12-ᓂᑦ ᐃᑭᒪᔪᓂᑦ, ᐊᒻᒪᓗ 13-ᓂᑦ ᐱᓕᕆᔨᒋᔭᐅᔪᓂᑦ, ᐃᖏᕐᕋᔭᖕᓂᐊᖅᑐᑦ ᑕᓪᓗᕈᑎᐅᑉ ᐃᒪᖓᒎᕐᓗᑎᒃ, ᐃᓚᐅᑉᓗᓂ 17 ᐅᑉᓗᓂᑦ ᓄᓇᕗᒻᒦᓐᓂᐊᕐᓗᑎᒃ. ᐅᒥᐊᕐᔪᐊᖅ ᐊᐅᓚᑕᐅᔪᖅ Maverick Explorer Yachting Ltd.-ᑯᓐᓄᑦ. ᑲᒻᐸᓂᒃᑯᑦ ᐃᓱᒪᒋᑦᑎᐊᖅᑕᖏᑦ ᐊᕙᑎᒥᒃ ᑲᒪᔭᖃᕐᓂᖅ, ᒪᓕᒐᐃᑦ ᒪᓕᒃᑕᐅᓗᑎᒃ, ᐊᑐᖅᑕᐅᕙᒃᑐᓂᒃ ᐃᖏᕐᕋᔭᖕᓂᕐᒧᑦ ᐊᑐᖃᑦᑕᕐᓗᑎᒃ, ᐊᒻᒪᓗ ᐊᒥᓲᖖᒋᑦᑑᓗᑎᒃ, ᒥᑭᔪᒥᒃ ᐊᒃᑐᖅᓯᓂᖃᖅᑐᒥᒃ ᐃᖏᕐᕋᔭᒍᔾᔨᓗᑎᒃ. ᐅᒥᐊᕐᔪᐊᖅ ᐊᐅᓛᖃᑦᑕᖅᑐᖅ ᐃᓗᐃᑦᑑᔪᒃᑯᑦ ᓄᓇᕐᔪᐊᒥᑦ ᑕᕆᐅᒃᑯᑦ ᐊᑦᑕᕐᓇᖅᑐᖃᖖᒋᑎᑦᑎᓂᕐᒧᑦ ᐊᒻᒪᓗ ᐊᕙᑎᒧᑦ ᒪᓕᒐᕋᓛᓂᑦ, ᐃᓚᐅᑉᓗᑎᒃ MARPOL ᐊᒻᒪᓗ ᐅᑭᐅᑕᖅᑐᒧᑦ ᓇᓗᓇᐃᒃᑯᑕᕐᒥᑦ ᒪᓕᒃᓗᑎᒃ.ᐃᓱᒪᑕᖅ ᐊᒻᒪᓗ ᐱᓕᕆᔨᐅᔪᑦ, ᐃᓚᐅᑉᓗᑎᒃ ᐊᔪᖖᒋᓐᓂᖃᖅᑐᑦ ᓯᑯᒃᑯᑦ ᐃᖏᕐᕋᔭᒃᑎ, ᐊᖏᔪᒥᒃ ᐱᓕᕆᓐᓂᑯᖃᖅᓯᒪᔪᑦ ᐊᐅᓛᖅᑎᑦᑎᓂᒥᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ ᐃᒪᖏᓐᓂᑦ ᐊᒻᒪᓗ ᖃᐅᔨᒪᑎᑕᐅᑦᑎᐊᖅᑐᑦ ᐃᓚᒋᔭᐅᔪᓂᒃ ᐊᑦᑕᕐᓇᖅᑐᖃᖖᒋᑎᑦᑎᓂᕐᒧᑦ ᐃᓱᒪᒋᔭᖃᕐᓂᐅᔪᓄᑦ. ᖃᐅᔨᒪᑦᑎᐊᖅᑐᑦ ᐊᕙᑎᒥᒃ ᐃᒃᐱᒍᓱᒃᓴᖃᐃᓐᓂᐅᔪᓂᑦ ᐃᓂᐅᔪᒥᑦ ᐊᒻᒪᓗ ᒥᑭᓛᒃᑰᖅᑎᓐᓂᐊᖅᑕᖏᑦ ᐊᒃᑐᖅᓯᓂᐅᔪᑦ ᓂᕐᔪᑎᓄᑦ ᐊᒻᒪᓗ ᓂᕐᔪᑎᓄᑦ ᐃᓂᒋᔭᐅᔪᓂᑦ. ᑕᒪᕐᒥᓗᒃᑖᖅ ᐊᐅᓛᖅᑎᑦᑎᓃᑦ ᐱᓕᕆᐊᖑᓂᐊᖅᑐᑦ ᐅᔾᔨᖅᑐᕐᓂᒃᑯᑦ ᐊᒻᒪᓗ ᐱᔭᒃᓴᐅᑎᖅᓯᓂᒃᑯᑦ, ᐃᓱᒪᒋᑦᑎᐊᕐᓗᒋᑦ ᓯᑯᐃᑦ ᖃᓄᐃᓐᓂᑎᔭᖏᑦ, ᓂᕐᔪᑏᑦ ᑕᐃᒪᐅᔪᓂᑦ, ᐊᒻᒪᓗ ᐊᑐᖅᑐᓂᒃ ᒪᓕᒐᕋᓛᓂᑦ ᐊᒻᒪᓗ ᐱᐅᓛᒃᑯᑦ ᐊᑐᖅᑕᐅᖃᑦᑕᖅᑐᓂᑦ ᐊᐅᓛᖅᑎᑦᑎᓂᐊᕐᓗᓂ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ ᐊᕙᑎᖓᓂᑦ.ᐅᒥᐊᕐᔪᐊᖅ ᖃᑉᓰᖅᑕᕐᓗᓂ ᓄᖅᑲᖃᑦᑕᕐᓂᐊᖅᑐᖅ ᐊᑯᑭᑦᑐᕐᒥᑦ ᑎᑭᖅᑳᖅᑎᓐᓇᒍ ᑲᓇᑕᒧᑦ, ᐃᓂᖔᓄᑦ ᒥᑦᑎᒪᑕᓕᒃ ᐊᑯᓪᓕᕈᕐᕕᒃ 23-ᒥᑦ. ᐅᒥᐊᕐᔪᐊᖅ ᖃᑉᓰᖅᑕᕐᓗᓂ ᓄᖅᑲᖃᑦᑕᕐᓂᐊᖅᑐᖅ ᓄᓇᕗᒻᒥᑦ ᑲᔦᓯᓚᐅᖏᓐᓂᖓᓂᑦ

ᓄᓇᕆᐊᖅᓯᖅ, ᐋᒃᓴᓯᖅ, ᐊᓪᓚᓗ ᐊᓯᔪᒃᓗᖅ. ᓄᓇᓕᖓᖅ ᑕᑯᖏᖅᑐᐃᓂᒋᖅ ᐸᖏᓇᐅᑕᐅᔾᔨᖅ ᐅᑯᓇᓂ ᐃᓂᐅᔾᔨᓂᖅ: •ᒥᖅᑎᒪᑕᓕᒃ – ᐊᑯᔪᓕᑭᖏᕐᐳ 23, 2026•ᐅᖏᓯᖏᑐᖅ – ᐊᒥᕆᐃᒃᖏᕐᐳ 3 – 4, 2026•ᐃᖃᓗᒃᑐᖅᑎᐊᖏ – ᐊᒥᕆᐃᒃᖏᕐᐳ 6 – 7, 2026 •ᐅᓗᑦᕼᐊᖏᑐᖅ – ᐊᒥᕆᐃᒃᖏᕐᐳ 9 – 10, 2026•ᐊᔪᔪ ᕼᐊᐳ – ᐊᒥᕆᐃᒃᖏᕐᐳ 12, 2026•ᑐᑦᑐᒃᖏᑐᖅ – ᐊᒥᕆᐃᒃᖏᕐᐳ 14, 2026ᐃᓗᐃᓪᑐᖅ ᐃᖅᑭᕆᖃᖅᓯᒪᔨᖅ ᑲᓪᓚᕐᓂᖅ ᐃᓕᑭᑎᑕᐅᔾᔨᖅ ᐊᓯᐊᒍᑦ ᑎᑎᖏᖅᖢᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ.ᓄᓇᓕᖓᑦ ᑕᑯᖏᖅᑐᐃᓂᑦMY Maverick ᐃᓕᑕᖅᓯᔨᖅ ᐃᖏᐱᑎᕆᐃᓐᓂᖅᓯᒪᓂᑦ ᐅᑭᐅᑕᖅᑐᒃᓴᑦ ᐊᐸᑎᓪᓚ ᐊᐅᓀᓕᖅᑐᓂᑦ ᐃᖏᐱᔪᓯᕐᓗᖅᓯᖏᑦ ᐊᓪᓚᓗ ᐱᓕᒪᔨᑦ ᐅᒥᐊᖅᓴᐊᖅᑎᒋᑦ ᓄᓇᓕᓴᒃᓴᖅᑕᑐᑦ ᓇᓂᑐᐃᓐᓇᖅ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ ᓄᓇᓕᖓᑦ ᐱᔨᓐᓇᖅᑐᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ, ᐊᓪᓚᓗ ᐅᒥᐊᖅᓴᐊᖅ ᐱᓕᓀᖅᑎᖅᓯᐊᖅᑐᖅ ᓄᓇᓕᖓᒥᐅᓂᖅ, ᐃᓕᑭᑦᔪᐊᖅᑐᑦ ᐱᓕᓀᖅᑎᖅᓯᐊᖅᑐᖅ ᐃᓐᓇᖅᑐᖅᑐᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ ᐃᓐᓇᖅᑐᖅᑐᓂᖅ. ᐃᓐᓇᖅᑐᖅᑐᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ ᑲᑎᕆᔨᖅᑐᑦ ᐃᓐᓇᖅᑐᖅᑐᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ ᑲᑎᕆᔨᖅᑐᑦ ᐃᓐᓇᖅᑐᖅᑐᓂᖅ ᐃᓕᑭᑎᐅᔾᔨᓂᖅ

Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
Itinerary Route in Nunavut	Tourism Activities	Marine	The marine route lies within waters traditionally used by Inuit for travel, hunting, and fishing	Archaeological resources are primarily concentrated along shorelines. Marine areas may also contain submerged cultural material and historic shipwrecks.	The vessel route generally remains offshore, with most transit areas located tens to hundreds of km from nearby communities. Closest approaches occur near designated landing sites or communities where visits are planned.

Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Pond Inlet	Steve Freamo	Hamlet of Pond Inlet	2026-02-12
Gjoa Haven	Janet King	Hamlet of Gjoa Haven	2026-02-12
Cambridge Bay	Jim MacEachern	Hamlet of Cambridge Bay	2026-02-12
Arctic Bay	SAO	Hamlet of Arctic Bay	2026-02-12
Resolute Bay	Ian Dudla	Hamlet of Resolute Bay	2026-04-18
Kugluktuk	SAO	Hamlet of Kugluktuk	2026-04-18

Authorizations

Indicate the areas in which the project is located:

Transboundary
Kitikmeot
North Baffin

Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Canadian Wildlife Service	Migratory Bird Sanctuary Permit Application	Applied, Decision Pending		
Other	WSCC- To be completed	Not Yet Applied		
Parks Canada	Sirmilik National Park Permit	Not Yet Applied		
Government of Nunavut, Community and Government Services	Archaeological permit	Applied, Decision Pending		
Kitikmeot Inuit Association	Land Use Permit	Not Yet Applied		
Qikiqtani Inuit Association	Land Use Permit	Not Yet Applied		
Hamlets and Municipalities	Permission for community visit	Applied, Decision Pending		
Hunters and Trappers Associations/Organizations	Notification of travel and request for input	Applied, Decision Pending		

Project transportation types

Transportation Type	Proposed Use	Length of Use
Water	Transportation will be onboard the vessel, MY Maverick	

Project accomodation types

Other,

Material Use

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

Equipment Type	Quantity	Size - Dimensions	Proposed Use
MY Maverick	1	44.3m	Transport passengers along planned Arctic itinerary
Zodiac MK 3GR	2	4.7m	For ship to shore transportation and scenic cruising
Seadoo Pro Explorer	2	3.73m	For scenic cruising
Stellar ST17 Double Kayaks	2	5.18m	For scenic cruising
Tender	1	8.79m	For ship to shore transportation, in select locations, and scenic cruising

Detail Fuel and Hazardous Material Use

Detail fuel material use:	Fuel Type	Number of containers	Container Capacity	Total Amount	Units	Proposed Use
Diesel	fuel	1	64.74	64.74	Metric Tons	Fuel for MY Maverick
Gasoline	fuel	10	25	250	Liters	Zodiacs

Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
4	Fresh water is produced onboard via reverse osmosis, drawing seawater from offshore areas. This eliminates the need for local water sources and minimizes environmental impact.	Seawater will be drawn from offshore locations along the vessel's route, away from shorelines and sensitive habitats, to produce fresh water onboard.

Waste

Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Tourism Activities	Greywater	.82 meters cubed per day	Discharged in accordance with MARPOL regulations	Holding capacity is 10 days
Tourism Activities	Other, All solid waste generated	N/A	All solid waste generated during the voyage will be securely stored onboard the vessel for the duration of the trip. No garbage will be disposed of in the marine or terrestrial environment.	Waste will be segregated as appropriate (e.g., recyclables, general waste, hazardous materials) and contained in designated storage areas in accordance with applicable regulations and best environmental practices. Upon completion of the voyage, all waste will be offloaded and disposed of at approved waste management facilities.
Tourism Activities	Sewage (human waste)	No untreated waste	Treated using onboard sewage treatment plant.	Holding capacity approximately 175 hours

Environmental Impacts:

Potential environmental impacts associated with the proposed marine activities are expected to be low and primarily limited to temporary disturbance of wildlife, including marine mammals and seabirds, as well as minor risks related to vessel operations. There is also potential for localized disturbance at landing sites, including trampling of vegetation and interaction with sensitive coastal habitats. Mitigation measures will be implemented to minimize these effects. The vessel will comply with all applicable regulations and best practices for Arctic operations, including maintaining safe distances from wildlife, reducing speed in sensitive areas, and avoiding critical habitats where feasible. All waste will be stored onboard and disposed of at approved facilities, with no discharge of garbage into the environment. Fuel handling procedures will follow strict protocols to prevent spills, and emergency response plans will be in place. Shore landings will be carefully managed to avoid sensitive areas and minimize disturbance. With these measures in place, residual environmental impacts are expected to be negligible to minor and short-term in duration. A full description of potential impacts and detailed mitigation measures is provided in the Project Description document.

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 proposed activities will take place within the Canadian Arctic Archipelago, a vast region comprising numerous islands and surrounding marine waters across Nunavut, the Northwest Territories and Yukon. This region includes much of northern Canada and is interconnected by a network of waterways commonly referred to as the Northwest Passage. The area represents one of the largest high Arctic environments in the world.The terrestrial landscape is predominantly tundra, characterized by low-growing vegetation, permafrost soils, and limited tree cover. Mountainous regions support glaciers and icefields, which account for a significant portion of Canada's glacial ice. Much of the land area is uninhabited, with small, widely dispersed communities located along coastal regions.The marine environment consists of seasonally ice-covered waters, dynamic sea ice conditions, and highly productive coastal and nearshore ecosystems during the open-water season. Climatic conditions are characterized by long, cold winters and short, cool summers. Summer temperatures typically range from approximately 5°C to 15°C in coastal areas, while winter temperatures frequently fall below -20°C.

Description of Existing Environment: Biological Environment

Vegetation is composed primarily of Arctic-adapted species, including mosses, lichens, grasses, sedges, and low shrubs. The region supports a range of terrestrial and marine wildlife, including polar bear, Arctic fox, caribou, seals, walrus, whales, seabirds, migratory birds, and diverse marine invertebrates and fish species. Ecosystems are sensitive to disturbance and recover slowly due to short growing seasons and extreme climatic conditions.The environmental context is defined by ecological sensitivity, seasonal variability, and limited infrastructure, necessitating careful planning and precautionary operational practices.

Description of Existing Environment: Socio-economic Environment

The project area is located in remote regions of the Canadian Arctic, with limited proximity to permanent communities. Nearby communities are generally situated at considerable distances from the vessel route, and interactions will be limited to pre-arranged community visits.The itinerary includes planned visits to archaeological sites, including Dundas Harbour / RCMP Post (QdHh-41), Beechey Island (Franklin Graves QeJl-2 and Northumberland House QeJl-3), Radstock Bay (Caswall Tower Thule Site QeJj-2), Fury Beach (PeJl-1), and Johansen Bay (Edinburgh 1 Site NcNu-1). These sites are of high cultural and historical value.Land and resource use in the broader region includes subsistence harvesting, tourism, and guiding activities, although interactions are expected to be minimal due to the remote nature of the project area. Potential effects on human health are expected to be negligible, as activities are short-term, remote, and conducted in accordance with established safety and environmental protocols.

Miscellaneous Project Information

Identification of Impacts and Proposed Mitigation Measures

MY Maverick will transit Arctic marine and coastal environments where species listed under the Species at Risk Act (SARA) may be present. Species potentially encountered include marine mammals such as beluga whale and bowhead whale, polar bear, walrus, and certain listed seabirds and terrestrial mammals depending on region. Encounters are expected to be observational only.During vessel operations and shore excursions, guests and crew may enter areas where wildlife, sensitive vegetation, and culturally significant sites are present. Given the small scale of operations (maximum 12 guests), impacts are expected to be minimal and temporary. Activities are managed conservatively to prevent disturbance.Potential environmental impacts include:•Emissions to air•Emissions to water•Waste generation•Noise disturbance•Physical disturbance•Introduction of invasive speciesEmissions to AirSources•Main vessel propulsion and generators•Zodiac operations (65 HP gasoline outboards)•Sea-Doo Explorer Pro personal watercraftAssessmentAir emissions will result from normal vessel propulsion and auxiliary craft use. It is estimated that the ship will burn 3.5t of fuel and generate 33.7kg of CO_2 per day during normal operations. Compared to large expedition cruise vessels, MY Maverick has substantially lower fuel consumption and operational footprint. Emissions will disperse rapidly in Arctic conditions, and impacts are expected to be minor and transitory in nature.Mitigation•Use of low-sulphur marine diesel fuel•Proper engine maintenance and manufacturer-recommended servicing•Conservative speed and routing in ice-affected waters•Limiting use of personal watercraft to appropriate locations and durationsEmissions to WaterSources•Vessel propulsion•Zodiac fueling and operation•Sea-Doo personal watercraftAssessmentThe risk of minor fuel spills exists during normal marine operations; however, fueling of auxiliary craft is conducted onboard under controlled conditions. The quantity of fuel carried by Zodiacs and personal watercraft is limited. In the unlikely event of a minor spill, the potential volume would be small and localized.The likelihood of a large-scale spill is extremely low given the vessel's size, conservative ice navigation practices, reinforced hull construction, and experienced crew.Mitigation•All fueling conducted onboard in controlled conditions•No fueling of auxiliary vessels conducted ashore•No maintenance of auxiliary engines conducted in the water•Oil spill response equipment carried onboard appropriate to vessel size•Crew trained in spill prevention, containment, and reporting•Conservative navigation practices in ice-affected watersWaste Generated During Normal OperationsSourcesWaste TypeDisposal MethodNon-HazardousPaper, plastics, timberSeparated removed for recycling or disposal at the end of the voyageMetal, glassSeparated and removed for recycling or disposal at the end of the voyageBiodegradableFood WasteFood will separated and stored for removal at the end of the voyage or offloaded outside of 12 nautical miles from land in accordance with Canadian legislationGrey WaterAll grey water is stored in tanks until it can be safely discharged in accordance with applicable legislation. Black WaterBlack water is stored in tanks until it can be processed. Untreated black water is never discharged.Hazardous WasteBatteriesSeparated and removed for recycling or disposal at a certified reception portMedical and sanitary wasteSeparated and removed for disposal at a reception portFuels and OilsStored onboard and removed for disposal at a reception portChemical wasteStored onboard and removed for disposal at a reception portAssessmentWaste generation aboard MY Maverick is limited due to the small guest capacity (maximum 12 guests) and short duration of visits. Solid waste, recyclables, hazardous waste, and other non-liquid waste streams are segregated and stored onboard for disposal at approved port reception facilities.Waste management practices are conducted in accordance with MARPOL requirements and applicable Canadian Arctic legislation, including the Arctic Waters Pollution Prevention Act and associated regulations. No discharge of plastics or solid waste will occur, and no untreated sewage will be discharged. Any discharge of liquid effluent will occur only where permitted under applicable regulations and at appropriate distances from shore.Mitigation•Segregation of recyclable, hazardous, and general waste•All garbage retained onboard for disposal at approved port reception facilities•Hazardous materials stored in designated lockers with proper segregation•No discharge of plastics or solid waste•Food waste managed in accordance with Canadian Arctic discharge regulations•Sewage and grey water managed in compliance with MARPOL Annex IV and Arctic regulations•Zero discharge of untreated sewage•Guests are briefed that all materials taken ashore must be returned to the vessel.•In the unlikely event of a stranding ashore, all waste generated will be contained and returned to the vessel.Noise PollutionSources•Vessel propulsion•Zodiac operations•Sea-Doo personal watercraftAssessmentUnderwater and airborne noise may temporarily affect marine mammals and seabirds. However, MY Maverick's size and limited auxiliary craft operations significantly reduce cumulative noise compared to larger vessels.Mitigation•Reduced vessel speeds in wildlife areas•Slow-speed, controlled Sea-Doo operations to minimize wake and underwater noise•Avoidance of wildlife concentrations and haul-outs•Adherence to recommended wildlife approach distances•Modification or cancellation of activities if wildlife shows signs of disturbancePhysical DisturbanceSources•Vessel passage•Zodiac landings•Kayaking and personal watercraft use•Shore landings and pedestrian trafficAssessmentPotential disturbance may include localized trampling of vegetation, disturbance to wildlife, minor wake effects, and temporary displacement of animals. Given the small group size and short duration of visits, impacts are expected to be minor and transitory.Mitigation•Small supervised groups during shore excursions•Site selection avoiding

sensitive habitats•Use of established landing areas where available•No removal or disturbance of natural or cultural materials•Compliance with wildlife viewing guidelines and recognized industry best practices•Activities modified or cancelled if sensitive wildlife or cultural concerns are identified•Careful anchoring practices will be used to prevent seabed damage.Introduction of Alien SpeciesAssessmentThere is a low risk of introduction or transfer of non-native species through vessel operations and shore landings. Given the limited scale of activities and small group sizes, the likelihood of biological contamination between sites is considered minimal.Mitigation•Cleaning and inspection of boots, clothing, and gear prior to each shore landing•Implementation of site-specific biosecurity checks to remove soil, seeds, and organic matter•No intentional transfer of biological materials between sites•Adherence to the AECO Biosecurity Guidelines (Appendix C.9), which form part of the vessel's standard operating proceduresOverall, given the small size of MY Maverick, limited guest capacity, absence of high-impact auxiliary equipment, conservative navigation practices, and adherence to wildlife protection and biosecurity protocols, potential environmental effects are expected to be minor, localized, and temporary.

Cumulative Effects

MY Maverick's proposed voyage is limited in scale, with a maximum of 12 guests and short-duration visits at selected locations. The vessel does not construct infrastructure, extract resources, or undertake activities that permanently alter the environment. Shore landings are conducted in small, supervised groups and are temporary in nature.While other vessels may visit some of the same locations, MY Maverick's limited passenger capacity and conservative operational practices are expected to contribute minimally to any cumulative pressures. Activities are designed to avoid sensitive habitats, wildlife concentrations, and culturally significant sites, and may be modified or cancelled based on local conditions.Given the small scale of operations, limited duration of visits, and adherence to environmental protection protocols, the incremental contribution of MY Maverick to cumulative environmental effects is expected to be negligible or minor and transitory in nature.

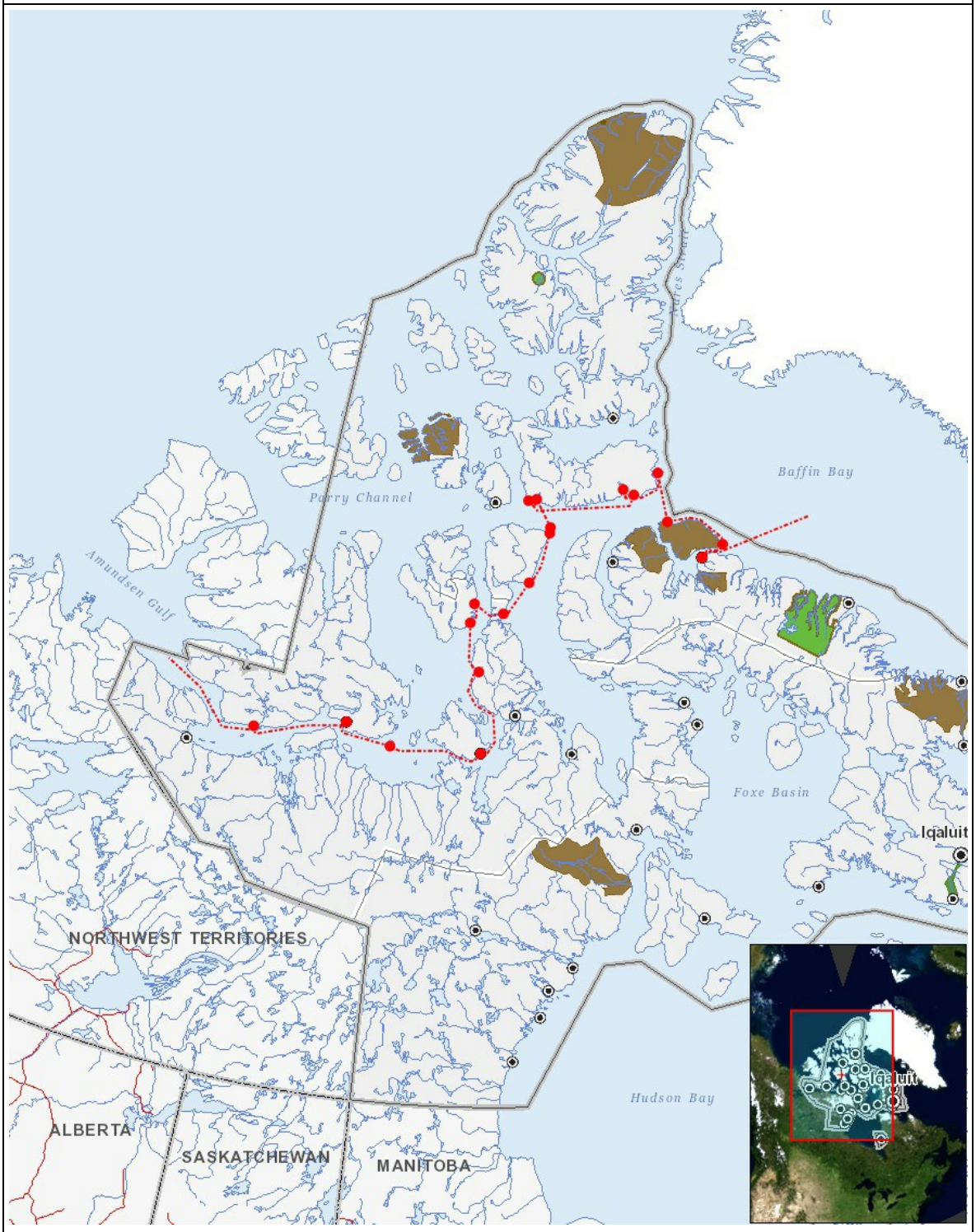
Impacts

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	-		-	-	-	-	-
Decommissioning																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

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

Project Location



List of Project Geometries

1	polyline	Itinerary Route in Nunavut
2	point	Pond Inlet / Mittimatalik
3	point	Bylot Island - Niaqunnguut/Cape Graham Moore
4	point	Cape Hay - Bylot Island
5	point	Philpots Island
6	point	Croker Bay
7	point	Dundas Harbour
8	point	Beechey Island
9	point	Radstock Bay - Caswell Tower - Devon Island
10	point	Prince Leopold Island Migratory Bird Sanctuary

11	point	Cape Clarence
12	point	Fury Beach - Somerset Island
13	point	Fort Ross
14	point	Strezelecki Harbour
15	point	Coningham Bay - Zodiac Cruise
16	point	Pasley Bay
17	point	Gjoa Haven / Uqsuqtuuq
18	point	Jennylind Island
19	point	Cambridge Bay
20	point	Johansen Bay - Edinburgh Island