

NIRB Application for Screening #125338

MS FRAM The Northwest Passage - In the Wake of Great Explorers Westbound 29 August - 10 September 2018 Voyage CENFRNWP1801 and Eastbound 10 - 22 September 2018 Voyage CENFRNWP1802

Application Type: New
Project Type: Tourism
Application Date: 4/25/2018 12:57:03 PM
Period of operation: from 0001-01-01 to 0001-01-01
Proposed Authorization: from 0001-01-01 to 0001-01-01
Project Proponent: Jorn Henriksen
Hurtigruten AS
Postboks 6144
Tromso Tromso N-9291
Norway
Phone Number:: 47 970 54 002, Fax Number:: N/A

DETAILS

Non-technical project proposal description

English: Non-technical Project Proposal Summary MS FRAM The Northwest Passage - In the Wake of Great Explorers Westbound 29 August - 10 September 2018 Voyage CENFRNWP1801 and Eastbound 10 - 22 September 2018 Voyage CENFRNWP1802 MS FRAM is a passenger ship owned and operated by Hurtigruten AS of Tromsø, Norway. The vessel will be employed to operate two cruises to the Qikiqtaaluk and Kitikmeot regions of Nunavut. Project duration is for 17 days, from 02 – 18 September. The vessel will clear immigration and customs in Pond Inlet (arriving from Greenland) on 03 September and clear out (also in Pond Inlet) en route back to Greenland on 17 September. Community visits are planned for Pond Inlet, Gjøa Haven and Cambridge Bay. There will be up to 240 passengers and 80 crew members (including 15 members of the expedition team) on board per voyage. The Company plans to include the hiring of an Inuit Beneficiary to serve as a Cultural Interpreter. Local services and guides will be employed when visiting communities. Method of Transportation: MS FRAM – passenger ship Proposed use: Vessel providing transportation and accommodations Fuel: 465 m3 litres diesel fuel Storage Methods: Built-in fuel tanks of the vessel Polar circle tender boats Quantity: 7 (5 with 80 hp outboard engines; 2 with 200 Hp engines) Proposed use: Sightseeing tours and to facilitate shore landings Fuel: 348 litres diesel fuel (filled from the ship's main tanks) Kayaks Quantity: 6 doubles (guest use) and 4 singles (for instructors) Activities include sightseeing by ship, Zodiac cruising, kayaking excursions and shore landings for activities such as guided interpretive walks, bird- and nature-watching and hiking. Activities will follow standard operating procedures and will be managed by the Expedition Leader with the assistance of a highly-experienced team of expedition staff members. Landings will be of short duration and in coastal areas. Visits will follow AECO guidelines available at www.aeco.no, as well as Welcoming Visitors to Nunavut guidelines and the Code of Conduct for Operators in Nunavut as provided by Cruise Nunavut. No structures will be erected (permanent/temporary), docks or piers to support the proposed tourism activity. The vessel's tenderboats will be used for making shore landings in wilderness areas. Appropriate arrangements in areas where docks or piers are available for use. Where applicable, permit and license applications will be submitted to the appropriate authorities and permits/licenses carried on board. A detailed operations plan has been compiled to evaluate environmental aspects of the planned activity and to ensure compliance with requirements under Federal and Territorial legislation. Operations have been planned to be fully self-sufficient, with activities managed by experienced personnel and to be within the search and rescue capability of the vessel, including for medical evacuation. An Environmental Impact Statement has been prepared. Alternatives considered were: •Changes to itinerary •Changes to number of guests •Changes to vessel and auxiliary craft used •Changes to activities •Alternative of not proceeding It is anticipated that the environmental impact resulting from the planned activity will be not more than minor or transitory in nature.

French: Résumé de la proposition de projet non technique MS FRAM Le passage du Nord-Ouest - Dans le sillage des grands explorateurs Vers l'ouest 29 août - 10 septembre 2018 Voyage CENFRNWP1801 et Vers l'est 10 - 22 septembre 2018 Voyage CENFRNWP1802 MS FRAM est un navire à passagers détenu et exploité par Hurtigruten AS de Tromsø, en Norvège. Le navire sera utilisé pour effectuer deux croisières dans les régions de Qikiqtaaluk et de Kitikmeot au Nunavut. La durée du projet est de 17 jours, du 02 au 18 Septembre. Le navire nettoiera l'immigration et les douanes à Pond Inlet (en provenance du Groenland) le 3 Septembre et évacuera les eaux (également à Pond Inlet) en retournant au Groenland le 17 Septembre. Des visites communautaires sont prévues à Pond Inlet, Gjøa Haven et Cambridge Bay. Il y aura jusqu'à 240 passagers et 80 membres d'équipage (dont 15 membres de l'équipe d'expédition) à bord par voyage. La Société prévoit inclure l'embauche d'un bénéficiaire inuit pour servir d'interprète culturel. Des services locaux et des guides seront employés lors de la visite des communautés. Méthode de transport: MS FRAM - navire à passagers Emploi projeté: Navire assurant le transport et l'hébergement Carburant: 465 m3 litres de carburant diesel Méthodes de stockage: réservoirs de carburant intégrés du navire Polar circle tender boats Quantity: 7 (5 with 80 hp outboard engines; 2 with 200 Hp engines) Proposed use: Sightseeing tours and to facilitate shore landings Fuel: 348 litres diesel fuel (filled from the

pulaqviuyumayut Mitimatalik, Uqhuqtuq, Iqaluktuutiaqlu. 240 guniaqtut uhitiktut 80-lu umiaqmi havaktunik (ukualu 15 ilaaut aulaqtuni ikayuqtiriit) umiaqmi atuni aulaqniqmi. Havakviuyuq upalugaiqhimayut ilaqariagani havaktilugit Inuit Nunataqatauhimayut kivgaqturiagani Iltquhiqnik uqaqtiliqtuiyukhanik. Nunani ikayuutit munaqtikhalu havaktitauniaqtut pulaaliraagata nunagiyaayunik. Qanurinigat Aularutit: MS FRAM – inuknik akyaqtuq umiaq Qanuq atuqnikhaagut: Umiaq aularutauniaqtuq hiniktaqviulunilu Uuqhukhaq: 465 m3 litres-nuk uukhuqyuamik Tuutqumavikhat Atuqtauyukhat: Uuqhuqyuuaqqaqviit umiaqmi Polarcircle-nik qayaqtuutikhat Amigainigit: 7 (talimat 80-huaspauwat igniqutiqaqniqtut; malruuk 200- huaspauwak igniqutiqaqniqtuuk) Qanuq atuqnikhainik: Ihivriuhiyaagani takuyakhanik nunalijutigiyaganilu Uukhukhaq: 348 litres-nik uukhuqyuamik (uuqhiqhiniqtut umijap uukhuqqaqviinit) Qainat Amigainigit: 6 malruuknik inuqalaaqtunik (aulaaqtut atuqtakhait) hitamat atautip qayaqtuutikhait (ayuiqtuiyunit) Hulijutit ilaaqtut takuyaqtuiyaagani umiakut, Zodiac-kut, qayaqtuqlutiklu aularutunik nunalitpaklutiklu hulilutik munaqtiinit uqaujuqtaulutik pihuuyaqtulugit, qapanuanik nunamiutaniklu qungiaqlutik pihuuyaqlutiklu. Hulijutit maliruarutauniaqtut atuqpaktunik aulanikut pigiarutunik munariyaqlutiklu Takuyaqtuiyunik Hivuliqhuqti ikayuutainiklu qauyimanigiatuqtut ikayuqtiriit takuyaqtuiyunik havaktini ilaayut. Nunalinigit hiviginiqtut taqyulu qatiguani nunani. Pulaaqnigit malikniaqtut AECO-mi maliruagakhanik qahaktunik www.eaco.no –mi, uvanilu 'Tuyuqmipkatiaqlutik Pulaaqtut Nunavuumut' maliruakhat unalu 'Inutiagujutainik Aulapkaiyut Nunavumi' pipkagaayunik Umiaqtuqvigilutu Nunavut-mi. Hanayakhat napaktiqtaulaitut (aulalimagitut atuqtaulaklutuniit), tulaktaqviit tunmiqaluniit ikayuriagani pulaqtuliqijutaayumayut hulijutit. Umijap qayanuagit atuqtauniqtut nunalijutigivagiagani maniqami nunani. Ihuaqhainiaqtut tulaktaqviit tunmiqaluniit atuqtaulaaqniqata. Atulaaqniqata, piyunautinik laisniklu tuukhiutit tuniyauvakniaqtut ataniqtuiluaqtunut piyunautilu laisiyuluniit nakhaqtauvakniaqtut umiaqmi. Uqatiaqhimayut aulanikut upalugaiyaut atautimuktiqhimaliqtuq nalunairiagani avataayumik pijutaayunik upalugaiqtauyuni hulijutimi maliruatiariagani aturiaaqtuq Kanatami Ukiuqtaqtumilu maligayut. Aulanigit upalugaiqtauyut tamaini inmiknik pivakniaqtut, hulijutit munariyaqlutik qauyimayunit havaktunit qanituaniilunilu qiniqhiakpata anaujiniqatalu ayuginigata umijap, aaniaqtuqaqalu inuiyariaqaqniqanik. Avataayumik Aktunigagut Uqauhiq ihuaqhaqhimaliqtuq. Ahiagurutikhat ihumagiyaahimayut ukuaguyut: •Aalaguqniqtut aulaaqvikhait •Aalaguqniqtut amigainigit pulaaqtut •Aalaguqniqtut umijap ilagiarutailu qainat atuqtauyut •Aalaguqniqtut hulijutit •Ahiagurutit umiaqtugitpata Naahuriyaayut avataayumik aktuniga upalugaiyaqhimayumit hulijutimit agitqiyaulimagitut mikiyunit hiamayagiluniluniit maniqamut.

Personnel

Personnel on site: 320

Days on site: 17

Total Person days: 5440

Operations Phase: from 2018-08-27 to 2018-09-21

Activities

Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
Ilulissat to Sam Ford Fjord	Marine Based Activities	Marine	N/A	N/A	Nearest to Pond Inlet
Sam Ford Fjord to Pond Inlet	Marine Based Activities	Marine	N/A	N/A	Nearest community is Pond Inlet
Pond Inlet to Dundas Harbour	Tourism Activities	Inuit Owned Surface Lands	Dundas Harbour/Morin Point	RCMP Post and Thule Site	Unknown. Between communities of Pond Inlet and Grise Fjord.
Dundas Harbour to Crocker Bay	Marine Based Activities	Marine	N/A	N/A	Ship cruising of glacier area. Unknown - between Pond Inlet and Grise Fjord.
Crocker Bay to Radstock Bay	Tourism Activities	Inuit Owned Surface Lands	Caswall Tower	Thule site	Unknown. Between Pond Inlet and Grise Fjord.
Radstock Bay to Beechey Island	Tourism Activities	Inuit Owned Surface Lands	Beechey Island - site linked to the history of exploration of the Northwest Passage, including the British expedition led by Sir John Franklin.	Graves/Northumberland House. British historic site related to the search for the Franklin expedition.	Resolute
Beechey Island to Fort Ross	Tourism Activities	Inuit Owned Surface Lands	Fort Ross - historic site, a trading post established by the Hudson's Bay Company in 1937.	Two small huts that are maintained by the Canadian Coast Guard, occasionally used by the local Inuit for shelter during hunting trips.	Resolute we believe
Fort Ross to Conningham Bay	Marine Based Activities	Marine	N/A	N/A	Resolute we believe
Conningham Bay to Gjoa Haven	Marine Based Activities	Marine	N/A	N/A	Gjoa Haven
Gjoa Haven to Cambridge Bay	Tourism Activities	Crown	Community Visits	N/A	Community Visits at both sites. Cambridge Bay is the site of the guest turnaround between cruises.
Sam Ford Fjord	Marine Based Activities	Marine	N/A	N/A	Nearest community is Pond Inlet
Pond Inlet	Tourism Activities	Crown	Settlement	N/A	Settlement / Community Visit
Dundas Harbour	Tourism Activities	Inuit Owned Surface Lands	Dundas Harbor/Morin Point	RCMP Post and Thule Site	Unknown. Between communities of Pond Inlet and Grise Fjord.
Crocker Bay	Tourism Activities	Marine	N/A	N/A	Tender boat / ship cruise of glacier. Believe closest community is Pond Inlet or Grise Fjord.
Radstock Bay	Tourism Activities	Inuit Owned Surface Lands	Caswall Tower	Thule site	Unknown. Between Pond Inlet and Grise Fjord.

Beechey Island	Tourism Activities	Inuit Owned Surface Lands	Beechey Island - site linked to the history of exploration of the Northwest Passage, including the British expedition led by Sir John Franklin.	Graves/Northumberland House. British historic site related to the search for the Franklin expedition.	Resolute
Fort Ross	Tourism Activities	Inuit Owned Surface Lands	Fort Ross - historic site, a trading post established by the Hudson's Bay Company in 1937.	Two small huts that are maintained by the Canadian Coast Guard, occasionally used by the local Inuit for shelter during hunting trips.	Resolute we believe
Conningham Bay	Marine Based Activities	Marine	N/A	N/A	Resolute we believe
Gjoa Haven	Tourism Activities	Crown	Settlement	N/A	Settlement / Community Visit
Cambridge Bay	Tourism Activities	Crown	Settlement	N/A	Settlement / Community visit

Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Pond Inlet	Enookie Killiktee	EDO Pond Inlet	2018-01-26
Gjoa Haven	Bob Cheetham	EDO, Gjoa Haven	2018-02-14
Cambridge Bay	Cathryn Epp	Cruise Ship Coordinator	2018-02-21

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	Tourist Outfitter's License (2018.OL.111.018)	Active	2018-05-24	2018-12-31
Government of Nunavut, Department of Culture, Language, Elders, and Youth	Class 1 Archaeology Permit	Applied, Decision Pending		
Environment Canada	Wildlife Observation License	Not Yet Applied		
Qikiqtani Inuit Association	Land Use License	Not Yet Applied		
Kitikmeot Inuit Association	Land Use License	Not Yet Applied		
Transport Canada	Equivalency License	Applied, Decision Pending		

Project transportation types

Transportation Type	Quantity	Proposed Use	Length of Use
Water	0	MS FRAM, vessel providing accommodations and transport	

Project accommodation types

Other,

Material Use

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

Equipment Type	Quantity	Size - Dimensions	Proposed Use
MS FRAM	1	113.86M, Breadth moulded 20.19M, Draft 5.1M, GRT 11 647	Vessel providing accommodations and transport
Polarcircle-brand auxiliary tender boats (with 4-stroke 80hp Yamaha outboard engines)	5	Length overall 5.8M. Capacity 8 persons inc. the driver	Transport between ship and shore and for small group guided sightseeing
Polarcircle-brand auxiliary tenderboats (with 4-stroke 200hp Yamaha outboard engines)	2	Length overall 6.6M. Capacity 12 persons inc. the driver	Transport between ship and shore and for small group guided sightseeing
Kayaks (double)	6	Length overall 5.18M	Guided sightseeing tours
Kayaks (single)	4	Length overall 5.08M	Instructor kayaks (to accompany kayakers on sightseeing tours)
Norsafe-brand Fast Rigid Rescue Boats	2	Length overall 6.5M	Emergency Use Only (rescue situations)

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	465000	465000	Liters	Fuel for the vessel
Diesel	fuel	3	116	348	Liters	Fuel for the Polarcircle tender boats

Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
65	Production on board (reverse osmosis)	Produced in engine space

Waste

Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Marine Based Activities	Combustible wastes	TBD	Separated	Removed for disposal at a certified reception port or in the case of paper incinerated as per Canadian legislation
Marine Based Activities	Combustible wastes	TBD	Separated	Removed for disposal at a certified reception port, or, in the case of paper, incinerated as per Canadian legislation
Marine Based Activities	Greywater	TBD	Treated on board	Disposal as per Canadian legislation
Marine Based Activities	Hazardous waste	TBD	Collected; some are also separated and/or frozen (e.g. medical & sanitary wastes)	Removed for disposal at a certified reception port. (Some may also be recycled.)
Marine Based Activities	Non-Combustible wastes	TBD	Depends upon the type. All but food wastes are	Again this depends upon the type of waste. All are

			separated. Food waste is segregated and refrigerated or grained and disposed of according to MARPOL standards.	handled as per Canadian legislation. Some may be removed for recycling; at a minimum these are removed for disposal at a certified reception port.
Marine Based Activities	Sewage (human waste)	TBD	Treated on board	Disposal as per Canadian legislation

Environmental Impacts:

Likely environmental impacts resulting from the proposed activity, along with cumulative environmental impacts, have been assessed through an Environmental Impact Statement (attached). Cumulative impacts of the proposed activity have also been considered as have measures to minimize and mitigate potential impacts of the proposed activity. The possibility of potential impacts will be minimized by strict adherence to applicable laws and regulations, company policies and standard operating policies; careful pre-trip planning and preparation including obtaining advance permits/authorizations (where applicable); briefings; advice received from the communities/ review boards; and the supervision and monitoring of visitor activities in the field by experienced personnel. Direct, indirect and cumulative impacts of the proposed activity have been considered, as have alternatives. Provided that minimization and mitigation measures are adhered to, it is concluded that the proposed activity will have less than a minor or transitory impact and that the activity should be authorized/permited to proceed.

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

Please refer to background document: Project Description / Environmental Impact Statement

SECTION H2: Disposal At Sea

Please refer to background document: Project Description / Environmental Impact Statement

SECTION I1: Municipal Development

Description of Existing Environment: Physical Environment

The Physical Environment has been described in numerous cited articles and publications. The Physical Environment could be impacted by the proposed activities however the activities have been planned so as to have not more than a minor or transitory impact. Please refer to the Project Description / Environmental Impact Statement for information in this regard.

Description of Existing Environment: Biological Environment

The Biological Environment has been described in numerous cited articles and publications. The Biological Environment could be impacted by the proposed activities however the activities have been planned so as to have not more than a minor or transitory impact. Please refer to the Project Description / Environmental Impact Statement for information in this regard.

Description of Existing Environment: Socio-economic Environment

It is recognized that this activity will have both an economic impact and also a social impact on the communities that are being visited. Both are perceived to be positive impacts. As to Socioeconomic impact, 80 crew and expedition staff are employed to work aboard MS FRAM. An Economic Benefits Pre- Report has been filed with the Department of Economic Development and Transportation, Government of Nunavut. Local services have been arranged and guides hired when in the communities. Two Inuit elders from Cambridge Bay have been hired as Cultural Interpreters; one will take the leg from Pond Inlet to Cambridge Bay; the other will do the reverse. We look forward to welcoming them aboard as Guest Lecturers. Additional information can be found in our Project Description / Environmental Impact Statement.

Miscellaneous Project Information

Please refer to background document: Project Description / Environmental Impact Statement

Identification of Impacts and Proposed Mitigation Measures

Likely impacts resulting from the proposed activity have been assessed. Cumulative impacts of the proposed activity have also been considered. Measures to minimize and mitigate potential impacts of the proposed activity have also been considered. The possibility of potential impacts will be minimized by strict adherence to applicable laws and regulations, company policies and standard operating policies; careful pre-trip planning and preparation including obtaining advance permits/authorizations (where applicable); briefings; advice received from the communities/ review boards; and the supervision and monitoring of visitor activities in the field by experienced personnel. Direct, indirect and cumulative impacts of the proposed activity have been considered, as have alternatives. Provided that minimization and mitigation measures are adhered to, it is concluded that the proposed activity will have less than a minor or transitory impact and that the activity should be authorized/permitted to proceed. Further information can be found in the attached Environmental Impact Statement / Project Description.

Cumulative Effects

Cumulative effects of the proposed activity have also been considered. Measures to minimize and mitigate potential impacts of the proposed activity have also been considered. The possibility of potential impacts will be minimized by strict adherence to applicable laws and regulations, company policies and standard operating policies; careful pre-trip planning and preparation including

obtaining advance permits/authorizations (where applicable); briefings; advice received from the communities/ review boards; and the supervision and monitoring of visitor activities in the field by experienced personnel. Direct, indirect and cumulative impacts of the proposed activity have been considered, as have alternatives. Provided that minimization and mitigation measures are adhered to, it is concluded that the proposed activity will have less than a minor or transitory impact and that the activity should be authorized/permited to proceed. Further information can be found in the attached Environmental Impact Statement / Project Description.

Project Map

