

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

**Type de demande :** New  
**Type de projet:** Tourisme  
**Date de la demande :** 4/25/2018 12:57:03 PM  
**Period of operation:** from 0001-01-01 to 0001-01-01  
**Autorisations proposées:** from 0001-01-01 to 0001-01-01  
**Promoteur du projet:** Jorn Henriksen  
 Hurtigruten AS  
 Postboks 6144  
 Tromsø Tromsø N-9291  
 Norway  
 Téléphone :: 47 970 54 002, Télécopieur :: N/A

## **DÉTAILS**

### **Description non technique de la proposition de projet**

**Anglais:** 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](http://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.

**Français:** 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

Inuktitut:

Inuinnaqtun:

Kagiqhinaqtuq Havaariya uyumayumik Naitumik Uqauhiq MS FRAM /UmiaqUkiuqtaqtumi Umiaqtuqvik – Kiguani Akliknaqtut Nalvaqhiutit Ualianugauniat August 29-mit September 10-mut 2018-mi Umiaqtuqniq CENFRNWP1801unalu Kivaliqhianugauniat September 10-mit 22-mut 2018-mi Umiaqtuqniq CENFRNWP1802MS FRAM inuknik uhiyuq umiaq nanminigiyauyuq aulapkaqtaalu Hurtigruten AS of Tromsø-kut, Norway-mit. Umiaq uhipkaktitauniaqtuq malruukni umiaqtuutikni Qigiqtaalukmut Qitiqmiunulu nunanut Nunavumi. Havaap hivituniga 17-ni ubluni, September 2-mit 18-mut. Umiaq aniguqhinaqtuq tikihaaqtunik naunaiyaiyt Mitimatalikmi (tikilutik Akugituqmit) September 3-mi aulaglutiklu (takulugulu Mitimatalik) umiaqtuqlutik utimut Akugitumut September 17-mi. Nunagiyauyut

pulaqviuyumayut Mitimatalik, Uqhuqtuq, Iqaluktuutiaqlu. 240 guniaqtut uhitiktut 80-lu umiaqmi havaktunik (ukualu 15 ilauut aulaqtuni ikayuqtiriit) umiaqmi atuni aulaqniqmi. Havakviuyuq upalugaiqhimayut ilaqariagani havaktiugit Inuit Nunataqatauhimayut kivgaqturiagani Iltquhiqnik uqaqtiliqtuiyukhanik. Nunani ikayuutit munaqtikhalu havaktitauniaqtut pulaaliraagata nunagiyaayunik. Qanurinigut Aularutit: MS FRAM – inuknik akyaqtuq umiaq Qanuq atuqnikhaagut: Umiaq aularutauniaqtuq hiniktaqviulunilu Uuqhukhaq: 465 m3 litres-nuk uukhuqyuamik Tuutqumavikhat Atuqtauyukhat: Uuqhuqyuqaqviit umiaqmi Polarcircle-nik qayaqtuutikhat Amigainigit: 7 (talimat 80-huaspauwat igniqutiqaqniaqtut; malruuk 200- huaspauwak igniqutiqaqniaqtuuk) Qanuq atuqnikhainik: Ihivriuqhiyaagani takuyakhanik nunalijutigiyaaganilu Uukhukhaq: 348 litres-nik uukhuqyuamik (uuqhiqhiniiaqtut umijap uukhuqaqviinit) Qainat Amigainigit: 6 malruuknik inuqalaaqtunik (aulaaqtut atuqtakhait) hitamat atautip qayaqtuutikhait (ayuiqtuiyunit) Hulijutit ilaqaqtut takuyaqtuiyaagani umiakut, Zodiac-kut, qayaqtuqlutiklu aularutunik nunalitpaklutiklu hulilutik munaqtiit uqaujuqtaulutik pihuuyaqtulugit, qupanuanik nunamiutaniklu qungiaqlutik pihuuyaqlutiklu. Hulijutit maliruarutauniaqtut atuqpaktunik aulanikut pigiarutunik munariyaqlutiklu Takuyaqtuiyunik Hivuliqhuqti ikayuutainiklu qauyimanigiatiaqtut ikayuqtiriit takuyaqtuiyunik havaktini ilauyut. Nunalinigit hiviginiiaqtut taqyulu qatiguani nunani. Pulaaqnigit malikniaqut AECO-mi maliruagakhanik qahaktunik [www.eaco.no](http://www.eaco.no) –mi, uvanilu ‘Tuyuqmipkatiaqlutik Pulaaqtut Nunavuumut’ maliruakhat unalu ‘Inutiagujutainik Aulapkaityut Nunavumi’ pipkagaayunik Umiaqtuqvigilutu Nunavut-mi. Hanayakhat napaktiqtaulaitut (aulalimagitut atuqtaulaktuluniit), tulaktaqviit tunmiqaluniit ikayuriagani pulaqtuliqijutaayumayut hulijutit. Umijap qayanuagit atuqtauniqtut nunalijutigivagiagani maniqami nunani. Ihuaqhainiaqtut tulaktaqviit tunmiqaluniit atuqtaulaaqniqata. Atulaaqniqata, piyunautinik laisiniklu tuukhiutit tuniyauvakniaqut ataniqtuilaqtunut piyunautilu laisiyuluniit nakhaqtauvakniaqut umiaqmi. Uqatiaqhimayut aulanikut upalugaiyaut atautimuktiqhimaliqtuq nalunairiagani avatauyumik pijutaayunik upalugaiqtauyuni hulijutimi maliruatiariagani aturiaaqtut Kanatami Ukiuqtaqtumilu maligauyut. Aulanigit upalugaiqtauyut tamaini inmiknik pivakniaqut, hulijutit munariyaqlutik qauyimayunit havaktunit qanituaniilunilu qiniqhiakpata anaujiniagatalu ayuginigata umijap, aaniaqtuqaqalu inuiyariaqaqniaganik. Avatauyumik Aktunigagut Uqauhiq ihuaqhaqhimaliqtuq. Ahiagurutikhat ihumagiyaahimayut ukuaguyut: •Aalaguqnigit aulaaqvikhait •Aalaguqnigit amigainigit pulaaqtut •Aalaguqnigit umijap ilagiarutailu qainat atuqtauyut •Aalaguqnigit hulijutit •Ahiagurutit umiaqtugitpata Naahuriyaayut avatauyumik aktuniga upalugaiyaqhimayumit hulijutimit agitqiyaulimagituq 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

## Activités

### 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
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

#### Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
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

#### 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	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		
Environnement 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		
Transports Canada	Equivalency License	Applied, Decision Pending		

#### Project transportation types

--	--	--	--

Transportation Type	Quantité	Utilisation proposée	Length of Use
Water	0	MS FRAM, vessel providing accommodations and transport	

**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
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)

## 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
Diesel	fuel	1	465000	465000	Liters	Fuel for the vessel
Diesel	fuel	3	116	348	Liters	Fuel for the Polarcircle tender boats

## Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
65	Production on board (reverse osmosis)	Produced in engine space

## 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	Separated	Removed for disposal at a certified reception port or in the case of paper incinerated as per Canadian legislation
Marine Based Activities	Déchets combustibles	TBD	Separated	Removed for disposal at a certified reception port, or, in the case of paper, incinerated as per Canadian legislation
Marine Based Activities	Eaux grises	TBD	Treated on board	Disposal as per Canadian legislation
Marine Based Activities	Déchet dangereux	TBD	Collected; some are also separated and/or frozen (e.g. medical & sanitary	Removed for disposal at a certified reception port. (Some may also be

			wastes)	recycled.)
Marine Based Activities	Déchets non combustibles	TBD	Depends upon the type. All but food wastes are separated. Food waste is segregated and refrigerated or grained and disposed of according to MARPOL standards.	Again this depends upon the type of waste. All are 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	Eaux usées (matières de vidange)	TBD	Treated on board	Disposal as per Canadian legislation

### Répercussions environnementales :

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 de l'environnement existant : Environnement physique**

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 de l'environnement existant : Environnement biologique**

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 de l'environnement existant : Environnement socio-économique**

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 des répercussions et mesures d'atténuation proposées**

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.

### **Répercussions cumulatives**

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/permitted to proceed. Further information can be found in the attached Environmental Impact Statement / Project Description.

Impacts

Identification des répercussions environnementales

Construction																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	
Exploitation																									
Tourism Activities		N	N	-	-	-	-	N	-	-	-	-	N		N	N	N	U	N		P	-	-	-	-
Désaffectation																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	

(P = Positive, N = Négative et non gérable, M = Négative et gérable, U = Inconnue)

## Project Map

