

ᓄᓇᑭᑦ ᑕᑦᑎᑦᑎᑦᑕᑦ ᑲᑎᑎᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ ᑦᑎᑦᑎᑦᑕᑦ #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**

ᑕᑦᑎᑦᑕᑦ ᑦᑎᑦᑕᑦ: New

ᑕᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ  
ᑦᑎᑦᑕᑦ:

ᑕᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ: 4/25/2018 12:57:03 PM

Period of operation: from 0001-01-01 to 0001-01-01

ᑕᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ: from 0001-01-01 to 0001-01-01

ᑕᑦᑎᑦᑕᑦ: Jørn Henriksen  
Hurtigruten AS  
Postboks 6144  
Tromsø Tromsø N-9291  
Norway  
ᑕᑦᑎᑦᑕᑦ: 47 970 54 002, ᑕᑦᑎᑦᑕᑦ: N/A

## ᑕᑦᑎᑦᑕᑦ

ᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ ᑕᑦᑎᑦᑕᑦ

ᑕᑦᑎᑦᑕᑦ: Non-technical Project Proposal SummaryMS FRAMThe Northwest Passage - In the Wake of Great Explorers Westbound 29 August - 10 September 2018 Voyage CENFRNWP1801andEastbound 10 - 22 September 2018 Voyage CENFRNWP1802MS 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 shipProposed use: Vessel providing transportation and accommodationsFuel: 465 m3 litres diesel fuelStorage Methods: Built-in fuel tanks of the vesselPolarcircle tender boatsQuantity: 7 (5 with 80 hp outboard engines; 2 with 200 Hp engines)Proposed use: Sightseeing tours and to facilitate shore landingsFuel: 348 litres diesel fuel (filled from the ship's main tanks)KayaksQuantity: 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

▷ ΔΑΝΟC:

 $\Delta \mathcal{F}^b \cap \mathcal{J}^c:$ [illegible]

[illegible]

Inuinnaqtun: Kagiqhinaqtuq Havaariyaayumiutik Naitumik Uqauhiq MS FRAM /UmiaqUkiuqtaqtumi Umiaqtuqvik – Kiguanik Akliknaqtut Nalvaakqutit Ualianugauniat August 29-mit September 10-mut 2018-mi Umiaqtuqniq CENFRNWP1801unaluKivaliqhianugauniat 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 aulaqlutiklu (takulugulu Mitimatalik) umiaqtuqlutik utimut Akugitumut September 17-mi. Nunagiyaayut pulaqviuyumayut Mitimatalik, Uqhuqtuuq, Iqaluktuutiaqlu. 240 guniaqtut uhitiktut 80-lu umiaqmi havaktunik (ukualu 15 ilaaut aulaqtuni ikayuqtiriit) umiaqmi atuni aulaqniqmi. Havakviuyuq upalugaiqhimayut ilaqariagani havaktilugit Inuit Nunataqatauhimayut kivgaqturiagani Iltquhiqniq uqaqtiliqtuiyukhanik. Nunani ikayuutit munaqtikhalu havaktitauniaqtut pulaaliraagata nunagiyaayunik.Qanurinigut Aularutit: MS FRAM – inuknik akyaqtuq umiaq Qanuq atuqnikaagut: Umiaq aularutauniaqtuq hiniktaqviulunilu Uuqhukhaq: 465 m3 litres-nuk uukhuqyuamikTuutqumavikhat Atuqtauyukhat: Uuqhuqyuacaqviit umiaqmiPolarcircle-nik qayaqtuutikhat Amigainigit: 7 (talimat 80-huaspauwat igniqutiaqagnaqtut; malruuk 200- huaspauwak igniqutiaqagnaqtuuk) Qanuq atuqnikhainik: Ihivriuhqiyaagani takuyakhanik nunalijutigiyaaganilu Uukhukhaq: 348 litres-nik uukhuqyuamik (uuqhiqhinaqtut umijap uukhuqqaqviinit)Qainat Amigainigit: 6 malruuknik inuqalaaqtunik (aulaaqtut atuqtakhait) hitamat atautip qayaqtuutikhait (ayuqituiyunit) Hulijutit ilaaqtut takuyaqtuiyaagani umiakut, Zodiac-kut, qayaqtuqlutiklu aularutunik nunalitpaklutiklu hulilutik munaqtiinit uqaujuqtaulutik pihuuyaqtulugit, qupanuanik nunamiutaniklu qungiaqlutik pihuuyaqlutiklu. Hulijutit maliruartauniaqtut atuqpaktunik aulanikut pigiarutunik munariyaqlutiklu Takuyaqtuiyunik Hivuliqhuqti ikayuutainiklu qauyimanigiatuqtut ikayuqtiriit takuyaqtuiyunik havaktini ilauyut. Nunalinigit hiviginiaqtut taqyulu qatiguani nunani. Pulaaqnigit malikniaqtut AECO-mi maliruagakhanik qahaktunik www.eaco.no –mi, uvanilu ‘Tuyuqmipkatiaqlutik Pulaaqtut Nunavuumut’ maliruakhat unalu ‘Inutiagujutainik Aulapkaaiyt Nunavumi’ pipkagaayunik Umiaqtuqvigilutu Nunavut-mi.Hanayakhat napaktiqtaulaitut (aulalimagitut atuqtaulaktuluniit), tulaktaqviit tunmiqaluniit ikayuriagani pulaqtuligijutauyumayut hulijutit. Umijap qayanuagit atuqtauniqtut nunalijutigivagiagani maniqami nunani. Ihuaqhainiaqtut tulaktaqviit tunmiqaluniit atuqtaulaaqniqata. Atulaaqniqata, piyunaunik laisniklu tuukhiutit tuniyauvakniaqtut ataniqtuiluaqtunut piyunautilu laisuyuluniit nakhaqtauvakniaqtut umiaqmi.Uqatiaqhimayut aulanikut upalugaiyaut atautimuktiqhimaliqtuq nalunairiagani avatayumik pijutaayunik upalugaiqtauyuni hulijutimi maliruatiariagani aturiaaqtuq Kanatami Ukiuqtaqtumilu maligaayut. Aulanigit upalugaiqtauyut tamaini inmiknik pivakniaqtut, hulijutit munariyaqlutik qauyimayunit havaktunit qanituaniilunilu qinihiakpata anaujiniqatalu ayuginigata umijap, aaniaqtuqaqalu inuiyariaaqniganik.Avatayumik Aktunigagut Uqauhiq ihuaqhaqhimalktuq. Ahiagurutikhat ihumagiyauihimayut ukuaguyuut: •Aalaguqnigit aulaaqvikhait •Aalaguqnigit amigainigit pulaaqtut •Aalaguqnigit umijap ilagiarutailu qainat atuqtauyut •Aalaguqnigit hulijutit •Ahiagurutit umiaqtugitpata Naahuriyauyuq avatayumik aktuniga upalugaiqahimayumit hulijutimit agitqiyaulimaqitug mikiyumit hiamayaqiluniluniit maniqamut.

## Personnel

Personnel on site: 320

Days on site: 17

Total Person days: 5440

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

$$\Lambda \subset \mathbb{N} \setminus \{1\} \rightarrow \mathbb{N} \setminus \{1\}$$

ᐱᑦ	ᖃᓄᐱᑦᑐᒥᑦ ᐱᑦᐱᐱᖃᖅᐱᖃᑦ	ᑭᐅᑦ ᓄᓇᖃᑦᑕᑦ	ᑐᔨᐱᒪᔭᖃᖅ ᓄᓇᐱᑦ ᖃᓄᖃᖅ ᐱᑐᒪᐱᑦᐱᖃᖅ ᑭᒪᔭᐱᐱᖅᓂᖅ	ᐱᑦᔨᖅᑕᖃᖅᐱᐱᑦᐱᑦᐱᑦ ᐱᓄᖅᓄᑦ ᓇᔨᖃᑕᐱᖃᖅᑕᖅᐱᑦ ᑕᐱᑦᑭᒪᓂᑐᖃᐱᑦᖃᑐᖃᖅ	ᖃᓂᓂᓂᖃᑦᑕᖃᖅ ᓄᓇᑦᑭᔭᐱᑦᐱᑦ ᐱᒪᐱᑦ ᔨᑐᒫᒥᖅᑭᐱᐱᑦ ᑭᓄᑦ
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



◁ ୨୦୧୬,

[illegible][illegible]

ΔL<sup>9b</sup> ΔD<sup>9b</sup> CD<sup>9b</sup> ΔL<sup>9b</sup> ΔD<sup>9b</sup>

 $\Delta^b C_d^c$ 
$$\Delta^b C d \in \rho \sigma \Delta^c \sigma^b$$

<b>Λ ϭ ϫ Δ ϩ ⅇ Δ⋔ Lϥ J<sup>c</sup></b> <b>Δ ϭ ϫ Δ ϩ ⅇ Δσ Δ<sup>b</sup> ϯ<sup>c</sup></b>	<b>ᖃ ᓄ Δ<sup>c</sup> ϯ<sup>b</sup> Δ<sup>b</sup> C j<sup>a</sup></b>	<b>ᖃ ᓄ Π Γ Δ<sup>b</sup> C j<sup>c</sup></b> <b>ᕐ<sup>b</sup> Ρ Δ σ Δ<sup>b</sup> ϯ ϫ ϩ ϯ ϯ<sup>c</sup></b>	<b>ᖃ ᓄ ᖃ<sup>b</sup></b> <b>Δ<sup>b</sup> C<sup>b</sup> ϭ Δ σ Δ<sup>b</sup> ϧ</b>	<b>ᕑ<sup>b</sup> L<sup>b</sup> ᕐ Δ Δ Π<sup>b</sup> ᕐ<sup>b</sup> ᓂ<sup>c</sup> Δ σ Δ<sup>b</sup> ϯ<sup>c</sup></b>
Marine Based Activities	Δ <sup>b</sup> Cj <sup>c</sup> Δ δ Δ ϭ C Δ ϣ <sup>a</sup> ϩ <sup>b</sup> ϯ <sup>c</sup>	TBD	Separated	Removed for disposal at a certified reception port or in the case of paper incinerated as per Canadian legislation
Marine Based Activities	Δ <sup>b</sup> Cj <sup>c</sup> Δ δ Δ ϭ C Δ ϣ <sup>a</sup> ϩ <sup>b</sup> ϯ <sup>c</sup>	TBD	Separated	Removed for disposal at a certified reception port. or.



				in the case of paper, incinerated as per Canadian legislation
Marine Based Activities	ΔΛΔ <sup>c</sup> ΔΔ <sup>5b</sup> CDΔ <sup>5b</sup> Δ <sup>c</sup>	TBD	Treated on board	Disposal as per Canadian legislation
Marine Based Activities	Δ <sup>c</sup> Ca <sup>5b</sup> Δ <sup>5b</sup> CΔ <sup>c</sup>	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	Δ <sup>b</sup> CΔ <sup>c</sup> ΔΔΔ <sup>c</sup> CDΔ <sup>c</sup> Δ <sup>5b</sup> Δ <sup>c</sup>	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	Δ <sup>5b</sup> Ca <sup>5b</sup> Δ <sup>5b</sup>	TBD	Treated on board	Disposal as per Canadian legislation

#### ΔΔΔΔΔΔΔΔΔΔ ΔΔ<sup>5b</sup>CDΔ<sup>5b</sup>Δ<sup>c</sup>

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/permitted 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 11: Municipal Development

[illegible]

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.

**ᐱᓪᑦ ᐸᑦᐅᐅᑦ ᖃᓄᐃᑦᑐᑦᑕᓚᐅᓂᖅ:** ᐅᐱᔭᖃᑕᖃᑦᓂᖅ

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.

ᐱᓪᓇ ᐱᑦᑎᐅᑦ ᑦᑲᓄᐃᑦ)ᑦᑕᑎᐅᓂᑦᐱ: ᐃᓄᑦᑎᓂᑦᑭᑦᐱᑦᐱᑦᑕᐱᑦᑕᑎᓂᑦᑭᑦᐱᑦᐱᑦ

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

$\frac{d}{dt} \left( \frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

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 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

$\mathcal{A}^b \subset \mathcal{B}^b \subset \mathcal{C}^b \subset \mathcal{D}^b \subset \mathcal{E}^b \subset \mathcal{F}^b \subset \mathcal{G}^b \subset \mathcal{H}^b \subset \mathcal{I}^b \subset \mathcal{J}^b \subset \mathcal{K}^b \subset \mathcal{L}^b \subset \mathcal{M}^b \subset \mathcal{N}^b \subset \mathcal{O}^b \subset \mathcal{P}^b \subset \mathcal{Q}^b \subset \mathcal{R}^b \subset \mathcal{S}^b \subset \mathcal{T}^b \subset \mathcal{U}^b \subset \mathcal{V}^b \subset \mathcal{W}^b \subset \mathcal{X}^b \subset \mathcal{Y}^b \subset \mathcal{Z}^b$

<b>ᄒᆞᆫ ᄌᆞᆫ</b>																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-
<b>ᄂᆞᆫ ᄌᆞᆫ ᄌᆞᆫ ᄌᆞᆫ</b>																									
Tourism Activities		N	N	-	-	-	-	N	-	-	-	-	N		N	N	N	U	N		P	-	-	-	-
<b>ᄃᆞᆫ ᄌᆞᆫ ᄌᆞᆫ</b>																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

$$(P = \mathbb{A}^1_{\mathbb{B}} \times \mathbb{P}^1 \cap \mathcal{L}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})^c, N = \mathbb{A}^1_{\mathbb{B}} \times \mathbb{P}^1 \cap (\mathcal{D}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})^c \subset \mathcal{L}^a_{\mathbb{B}} \mathbb{P}^1 \times \mathbb{P}^1 \cap (\mathcal{D}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})^c \supset, M = \mathbb{A}^1_{\mathbb{B}} \times \mathbb{P}^1 \cap (\mathcal{D}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})^c \subset \mathcal{L}^a_{\mathbb{B}} \mathbb{P}^1 \times \mathbb{P}^1 \cap (\mathcal{D}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})^c \supset, U = \mathbb{B} \times \mathbb{L}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}} \cap \mathcal{L}^a_{\mathbb{B}} \mathcal{L}^b_{\mathbb{B}})$$

## Project Map

