

መጀመሪያ የፌዴራል አገልግሎት ተስተካክል ይችላል #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

ጀዲ ማስታወሻ የCDB በኩል ንብረት ደንብ ስርዓት፡ New

አርብናኅናኬኞች
ኋዕልልኩናኝኩ፡

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

Δ-ε 1621-16.

Hurtigruten AS
Postboks 6144
Tromsø Tromsø N-9291

Norway
▷‘b̥c̥▷‘n̥c̥: 47 970 54 002, ↗b̥k̥d̥c̥: N/A

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፭፻፲፭ ዓ.ም. ሌሎች በ፻፲፭ ዓ.ም. ሌሎች

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, 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

proceedingIt is anticipated that the environmental impact resulting from the planned activity will be not more than minor or transitory in nature.

- Résumé de la proposition de projet non technique MS FRAMLe passage du Nord-Ouest - Dans le sillage des grands explorateursVers l'ouest 29 août - 10 septembre 2018 Voyage CENFRNWP1801etVers l'est 10 - 22 septembre 2018 Voyage CENFRNWP1802MS 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 ship's main tanks)
Kayaks Quantité: 6 doubles (utilisation par les clients) et 4 simples (pour les instructeurs)
Les activités comprennent des visites guidées en bateau, des croisières en zodiac, des excursions en kayak et des débarquements à terre pour des activités telles que des promenades d'interprétation guidées, des observations d'oiseaux et de la nature et des randonnées. Les activités suivront les procédures opérationnelles standard et seront gérées par le chef d'expédition avec l'aide d'une équipe hautement expérimentée de membres du personnel de l'expédition. Les débarquements seront de courte durée et dans les zones côtières. Les visites suivront les lignes directrices d'AECO disponibles à www.aeco.no, ainsi que les lignes directrices «Accueillir les visiteurs au Nunavut» et le «Code de conduite pour les opérateurs au Nunavut» tel que fourni par Cruise Nunavut. Aucune structure ne sera érigée (permanente / temporaire), quais ou jetées pour soutenir l'activité touristique proposée. Les bateaux de mise à l'eau du navire seront utilisés pour faire des débarquements à terre dans les zones de nature sauvage. Dispositions appropriées dans les zones où les quais ou les piles sont disponibles pour l'utilisation. Le cas échéant, les demandes de permis et de permis seront soumises aux autorités compétentes et les permis / licences à bord. Un plan d'opérations détaillé a été compilé pour évaluer les aspects environnementaux de l'activité prévue et pour assurer la conformité aux exigences de la législation fédérale et territoriale. Les opérations ont été planifiées pour être entièrement autosuffisantes, les activités étant gérées par un personnel expérimenté et se trouvant dans les capacités de recherche et de sauvetage du navire, y compris pour l'évacuation médicale. Un énoncé des incidences environnementales a été préparé. Les alternatives considérées étaient:

 - Changements d'itinéraire
 - Changements au nombre d'invités
 - Changements aux bateaux et aux embarcations auxiliaires utilisés
 - Changements aux activités
 - Alternative de ne pas procéder

Il est prévu que l'impact environnemental résultant de l'activité prévue ne sera pas plus que mineur ou transitoire.

Inuinnaqtun: Kagiqhinaqtuq Havaariyauyumayumik Naitumik Uqauhiq MS FRAM /UmiaqUkiuqtaqtumi Umiaqtuqvik – Kiguani Akliknaqtut Nalvaaqhiutit Ualianugauniat August 29-mit September 10-mut 2018-mi
Umiaqtuqnip CENFRNWP1801unaluKivaliqhianugauniat September 10-mit 22-mut 2018-mi
Umiaqtuqnip CENFRNWP1802MS FRAM inuknik uhiyuq umiaq nanminigiyauyuq aulapkaqtaalu
Hurtigruten AS of Tromsø-kut, Norway-mit. Umiaq uhirkaktitauniaqtuq malruukni umiaqtuutikni
Qigiqtaalukmut Qitiqmiunulu nunanit Nunavumi. Havaap hivituniga 17-ni ubluni, September 2-mit 18-
mut. Umiaq aniguqhiniqaqtuq tikihaaqtunik naunaiyayit Mitimatalikmi (tikilutik Akugitutqmit) September
3-mi aulaqlutiklu (takulugulu Mitimatalik) umiaqtuqlutik utimut Akugitumut September 17-mi.
Nunagiyauyut pulaqviuyumayut Mitimatalik, Uqhuqtuuq, Iqaluktuutiaq. 240 guniaqtut uhitiktut 80-lu
umiaqmi havaktunik (ukualu 15 ilauut aulaqtuni ikayuqtiriit) umiaqmi atuni aulaqniqmi. Havakviuyuq
upalugaiqhimayut ilaqqariagani havaktilugit Inuit Nunataqatauhimayut kivgaqturiagani Ilitquhiqnik
uqaqtliqtuiyukhanik. Nunani ikayuutit munaqtikhalu havaktitauniaqtut pulaaliraagata
nunagiyauyunik. Qanurinigit Aularutit: MS FRAM – inuknik akyaqtuq umiaq Qanuq atuqnikaagut:
Umiaq aularutauniaqtuq hiniktaqviulunilu Uuqhukhaq: 465 m³ litres-nuk uukhuqyuamik Tuutqumavikhat
Atuqtauyukhat: Uuqhuqyuqaqviit umiaqmi Polarcircle-nik qayaqtuutikhat Amigainigit: 7 (talimat 80-
huaspauwat igniqutiaqnaqtut; malruuk 200- huaspauwak igniqutiaqnaqtuuk) Qanuq atuqnikhainik:
Ihivriuqhiyaaganani takuyakanik nunalijutigiyaaaganilu Uukhukhaq: 348 litres-nik uukhuqyuamik
(uuqhiqhinaqtut umijap uukhuqqaqviinit) Qainat Amigainigit: 6 malruuknik inuqalaqtunik (aulaaqtut
atuqtakhait) hitamat atautip qayaqtuutikhat (ayuqiqtuiyunit) Hulijutit ilaqaqtut takuyaqtuiyaaganani
umiakut, Zodiac-kut, qayaqtuqlutiklu aularutinik nunalitpakuutiklu hulilutik munaqtiiinit uqaujuqtaulutik
pihuuyaqtilugit, qupanuanik nunamiutaniklu qungiaqlutik pihuuyaqlutiklu. Hulijutit maliruarutauniaqtut
atuqpaktunik aulanikut pigiarutinik munariyaulutiklu Takuyaqtuiyunk Hivuliqhuqt iKayuutainiklu
qauyimaniqatiaqtut ikayuqtiriit takuyaqtuiyunk havaktini ilauyt. Nunalinigit hiviginiaqut taqyulu
qatiguani nunani. Pulaaqnigit malikniaqut AECO-mi maliruagakanik qahaktunik www.eaco.no –mi,
uvanilu ‘Tuyuqmipkatiaqlutik Pulaaqtut Nunavuumut’ maliruakhat unalu ‘Inutiagujutainik Aulapkaiyut
Nunavumi’ pipkagauyunik Umiaqtuqvigilutu Nunavut-mi. Hanayakhat napaktiqtaulaitut (aulalimagitut
atuqtaulaktuluniit), tulaktaqviit tunmiqaluniit ikayuriagani pulaqtuliqjutauyumayut hulijutit. Umijap
qayanuagit atuqtauniqtut nunalijutigivagiagani maniqami nunani. Ihuaqhainiaqut tulaktaqviit
tunmiqaluniit atuqtaulaaqniqata. Atulaaqniqata, piyunautinik laisiniklu tuukhiutit tuniyauvakniaqut
ataniqtauluaqtunut piyunautilu laisiuyuluniit nakhaqtauvakniaqut umiaqmi. Uqatiaqhimayuq aulanikut
upalugaiyaut atautimuktihimaliqtuq nalunairiagani avatauyumik pijutauyunik upalugaiqtauyuni hulijutimi
maliruatiariagani aturiaqaqqtut Kanatami Ukiuqtaqtumilu maligauyut. Aulanigit upalugaiqtauyut tamaini
inmiknik pivakniaqut, hulijutit munariyaulutik qauyimayunit havaktunit qanituaniiilunilu qiniqhiakpata
anaujiniqatalu ayuginigata umijap, aaniaqtuqaqalu inuiyariaqqaqganik. Avatauyumik Aktunigagut
Uqauhiq ihuaqhaqhimaliktuq. Ahiagurutikhat ihumagiayauhimayut ukuaguyuut: •Aalaguqnigit
aulaaqvikhait •Aalaguqnigit amigainigit pulaaqtut •Aalaguqnigit umijap ilagiarutailu qainat atuqtauyut
•Aalaguqnigit hulijutit •Ahiagurutit umiaqtugitpata Naahuriyauyuq avatauyumik aktuniga
upalugaiqhimayumit hulijutimit agitqiayulimagituq mikiyumit 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

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፩ ጥ	የመልካም ስርዓት	የመጀመሪያ ደንብ	የአገልግሎት በመጀመሪያ ስርዓት	የአገልግሎት በመጀመሪያ ስርዓት	የመጀመሪያ ስርዓት
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 Cunningham 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.
Croker 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

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መመሪያ	ዓንቀጽ	በደንብነት በጥኑ	የክፍል
ገዢ ቤት	Enookie Killiktee	EDO Pond Inlet	2018-01-26
ዶሮስታን	Bob Cheetham	EDO, Gjoa Haven	2018-02-14

ՀԱՅԻ ՀՅ ԱՐԵՎՈՒՄ ՏՐԱՎԼԵԿԸ

መጥበቃዎች ለመስራት ለማስተካከል በበኩል

ւՃԿ՞ՐԾ ԱԼՑԵՇՆ ԳՐՎԱԾԸ

Project transportation types

Transportation Type	የብርሃን	የዕለታዊ ፈጻሚያዎች	Length of Use
Water	0	MS FRAM, vessel providing accommodations and transport	

Project accommodation types

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ፌርማዊ ልማት ፋይናልስ ቅዱስ የቴክኒክ	የቦታዎች	ፌርማዊ ስም - > ንግድ ቅዱስ	የጠረቀም ማረጋገጫዎች
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)

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

AL ۹۶ ۴۰ ۹۶ CP ۴۱ ۹۶ CP ۹۶

▷ ስር ተስፋ አንቀጽ ማስተካከል	የሸጭ ስር ማስተካከል	የሸጭ ስር ማስተካከል
65	Production on board (reverse osmosis)	Produced in engine space

◀ b C d c

◀^b Cdj ← nσ ▶^a σ^{ab}

አርናፋኑኬሮችንና	የፋይናርድ ማስረጃዎች	የፋይናርድ ማስረጃዎች	የፋይናርድ ማስረጃዎች	ኋላት አገልግሎቶች
Marine Based Activities	ፋይናርድ አገልግሎት	TBD	Separated	Removed for disposal at a certified reception port or in the case of paper incinerated as per Canadian legislation
Marine Based Activities	ፋይናርድ አገልግሎት	TBD	Separated	Removed for disposal at a certified reception port, or,

				in the case of paper, incinerated as per Canadian legislation
Marine Based Activities	ΔLΔ ^c ΔJ ^b CΔL ^b L ^c	TBD	Treated on board	Disposal as per Canadian legislation
Marine Based Activities	Δ ^c C ^b J ^b C ^c	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 ^b C ^c ΔdΔ ^c CΔR ^a a ^b R ^c	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	Δd ^b C ^c ~σ ^b	TBD	Treated on board	Disposal as per Canadian legislation

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 11: Municipal Development

କେବଳ ଏକ ପରିମାଣରେ କାହାରେ କାହାରେ କାହାରେ

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.

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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.

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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

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

Impacts

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Project Map

