

Type de demande :	New
Type de projet:	Tourisme
Date de la demande :	5/26/2019 4:03:02 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 Tromso n/a N-9291 Norway Téléphone :: 47 970 57 030, Télécopieur :: N/A

# DÉTAILS

## Description non technique de la proposition de projet

Anglais: MS ROALD AMUNDSEN is a newly-launched passenger ship owned/operated by Hurtigruten AS of Tromsø, Norway. One cruise through the historic Northwest Passage from East to West is planned to the Qikiqtaaluk and Kitikmeot regions of Nunavut during summer 2019. There will be up to 480 passengers and 170 crew members (including approx. 20 members of the expedition team) plus 1 contracted Ice Pilot. Project duration in Nunavut is 8 days, from 26 August to 02 September. The vessel will clear immigration and customs in Pond Inlet (arriving from Greenland) and clear out in Ulukhaktok, Northwest Territories en route to Alaska. Community visits are planned for Pond Inlet, Gjøa Haven and Cambridge Bay; with a Nunavummiut Beneficiary (Ms. Ashley Cummings from Pangnirtung, NU) hired to serve as Cultural Interpreter/Guest Lecturer as part of the staff team on board. Local services and guides will be employed when visiting communities. Equipment: MS ROALD AMUNDSEN – passenger ship. Proposed use: Vessel providing transportation/accommodations. Fuel: 550 metric tonnes, marine diesel fuel. Storage Methods: Built-in fuel tanks of the vessel. Auxiliary tender boats: Quantity: 15 (OXE-brand 7.0 Explorer rubber boats equipped with OXE PRO 150 HP diesel outboard engines). Proposed use: Sightseeing tours and to facilitate shore landings. Fuel: 50 litres marine diesel fuel (filled from ship's main tanks). Kayaks: Quantity: 12 doubles and 6 singles. Activities include sightseeing by ship, auxiliary boat 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 be managed by the Expedition Leader with the assistance of a highly-experienced team of expedition staff. Landings will be of short duration and in coastal areas. Visits will follow AECO guidelines ([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), including docks or piers to support the proposed tourism activity. Tenderboats will be used for shore landings in wilderness areas. Appropriate arrangements will be made where docks or piers are available for use. Where applicable, permit/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: 1) Changes to itinerary. 2) Changes to number of guests. 3) Changes to vessel and auxiliary craft used. 4) Changes to activities. 5) 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: MS ROALD AMUNDSEN est un navire à passagers récemment lancé, propriété de / exploité par Hurtigruten AS, de Tromsø, en Norvège. Une traversée historique du passage du Nord-Ouest d'est en ouest est prévue dans les régions de Qikiqtaaluk et de Kitikmeot, au Nunavut, au cours de l'été 2019. Il y aura jusqu'à 480 passagers et 170 membres d'équipage (dont environ 20 membres de l'équipe d'expédition) plus un contrat. Pilote de glace. La durée du projet au Nunavut est de 8 jours, du 26 août au 2 septembre. Le navire dédouanera l'immigration et les douanes à Pond Inlet (en provenance du Groenland) et à Ulukhaktok, dans les Territoires du Nord-Ouest, en route pour l'Alaska. Des visites communautaires sont prévues à Pond Inlet, Gjøa Haven et Cambridge Bay; avec une bénéficiaire du Nunavummiut (Mme Ashley Cummings de Pangnirtung, NU) embauchée pour jouer le rôle d'interprète culturelle et de conférencière invitée au sein de l'équipe du personnel à bord. Les services locaux et les guides seront utilisés lors de la visite des communautés. Équipement: MS ROALD AMUNDSEN - navire à passagers. Utilisation proposée: Navire assurant le transport / l'hébergement. Carburant: 550 tonnes métriques, diesel marin. Méthodes de stockage: Réservoirs de carburant intégrés du navire. Bateaux auxiliaires annexes: Quantité: 15 (canots pneumatiques Explorer Explorer de marque OXE 7.0 équipés de moteurs hors-bord diesel OXE PRO 150 HP). Utilisation proposée: Visites touristiques et faciliter les débarquements à terre. Carburant: 50 litres de diesel marin (rempli des réservoirs principaux du navire). Kayaks: Quantité: 12 doubles et 6 simples. Les activités comprennent des visites touristiques en bateau, des croisières auxiliaires en bateau, des excursions en kayak et des débarquements à terre pour des activités telles que des promenades d'interprétation guidées, l'observation des oiseaux et de la nature et la randonnée. Les activités suivront les procédures opérationnelles standard et seront gérées par le chef d'expédition avec l'aide d'une équipe hautement expérimentée de personnel d'expédition. Les débarquements seront de courte durée et dans les zones côtières. Les visites suivront les directives d'AECO ([www.aeco.no](http://www.aeco.no)), ainsi que les directives relatives à l'accueil des visiteurs au Nunavut et le code de conduite des opérateurs du Nunavut, fournis par Cruise Nunavut. Aucune structure (permanente / temporaire) ne sera érigée, y compris des quais ou des piles pour soutenir l'activité touristique proposée. Des bateaux tendeurs seront utilisés pour les débarquements à terre dans les zones de nature vierge. Des dispositions appropriées seront prises lorsque des quais ou des quais sont disponibles pour utilisation. Le cas échéant, les demandes de permis / licences seront soumises aux autorités compétentes, ainsi que les permis / licences conservés à bord. Un plan d'exploitation détaillé a été élaboré pour évaluer les aspects environnementaux de l'activité prévue et pour

[illegible]

Inuinnaqtun: Kagiqhinaqtuq Havaariyaumayumik Naitumik Uqauhiq MS ROALD AMUNDSENUkiuqtaqtumi Umiaqtuqvik - Tumaini Roald AmundsenKangerlussuaq-mit Akugitumi Nome-mut Alaska-mi Amialikat Nunagiyaani20-mut August – 11-mit September 2019-miUmiaqtuqniq AMNWP1911RS ROALD AMUNDSEN havitaulihaaq inuknik aularujiyuq umiaq nanminigiyauyuq atuqtauvlunilu Hurtigruten-kuniit AS Tromsø-mit Norway-mi. Atauhiq umiaqtuqvikhaq Ukiuqtaqtumi Ikirahakyuakut Kivaliaqhianit Ualiqhianut upalugaiqtauyuq Qigiqtaalukmut Qitiqmiunulu nunanik Nunavumi auyami 2019-mi. 480-gulaagtut aularujiyaayut 170-quyulu umijami havaktut (ukualu qanituani

20 ilauyut ihivriuhiaqtuqtut ikayuqtiriit) umiaqtuqtut atuni aulaaqniqmi. Havaap hivituniga Nunavumi iinik (8) ubluni, August 26-mit September 2-mut. Umiaq aniguqhinaqtuq tuyuqmijap pulariagani ihivriuqtauniginiklu nakhaqtauyut Mitimatalikmi (tikilutik Akugitumit) ihivriuqtaufaaqlutiklu ahinugauyaagani Ulukhaqtuumit, Nunatiami aulariamini Alaska-mut. Nunagiyaayut pulaaqtuniaqtut upalugaiqtut ukua Mitimatalik, Uqhuqtuuq, Iqaluktuutiaqlu; Nunavumiutaqlu Nunataqtauhimayut (Ms. Ashley Cummings Pakniqtuumit, Nunavumi) havaktitauniaqtuq Iltquhiqmik Uqaqtiliqtuinaqtuq Pulaaqtuniklu Uqaujuiluni ilaginiaqtait havaktut ikayuqtiriit umiaqmi. Nunani ikayuutit munaqtikhalu havaktitauniaqtut pulaaliraagata nunagiyaayunik. Equipment: MS ROALD AMUNDSEN – inuknik akyaqtuq umiaqQanuq atuqnikhaagut: Umiaq aularutauniaqtuq hiniktaqviulunilu Uuqhukhaq: 550 m3 litres-nuk uukhuqyuamik Tuutqumavikhat Atuqtauyukhat: Uuqhuqyuqaqviit umiaqmillagiyait nunalitirutikhat qainat Amigainigit: 15 (OXE-kunit hanahimayut 7.0-fiiguyut takinigit Explorer-guyut ulapait qainat OXE-kunit PRO-nik 150 hoaspauwaayut uqhuqyuqaqtuqtunik igniqtunik) Qanuq atuqnikhainik: Ihivriuhiaaagani takuyakhanik nunalijutigiyaaganilu Uukhukhaq: 50 litres-nik uukhuqyuamik (uuqhiqhinaqtut umijap uukhuqaqviinit) Qainat Amigainigit: Tualut (12) malruutaqtut siksilu (6) atautit Hulijutit ilaqaqtut takuyaqtuiyaagani umiakut, Zodiac-kut, qayaqtuqlutiklu aularutunik nunalitpaklutiklu hulilutik munaqtiinit uqaujuqtaulutik pihuuyaqtulugit, qupanuanik nunamiutaniklu qungiaqlutik pihuuyaqlutiklu. Hulijutit maliruarutauniaqtut atuqpaktunik aulanikut pigiarutunik munariyaulutiklu Takuyaqtuiyunik Hivuliqhuqti ikayuutainiklu qauyimaniqatiaqtut ikayuqtiriit takuyaqtuiyunik havaktini ilauyut. Nunalinigit hiviginiaqtut taqyulu qatiguani nunani. Pulaaqnigit malikniaqtut AECO-mi maliruagakhanik qahaktunik [www.eaco.no](http://www.eaco.no) –mi, uvanilu ‘Tuyuqmipkatiaqlutik Pulaaqtut Nunavuumut’ maliruakhat unalu ‘Inutiagujutainik Aulapkaiyut Nunavumi’ pipkagaayunik Umiaqtuqvigilutu Nunavut-mi. Hanayakhat napaktiqtaulaitut (aulalimagitut atuqtaulaktuluniit), tulaktaqviit tunmiqaluniit ikayuriagani pulaqtuliqijutauyumayut hulijutit. Umijap qayanuagit atuqtauniqtut nunalijutigivagiagani maniqami nunani. Ihuahainiaqtut tulaktaqviit tunmiqaluniit atuqtaulaaqniqata. Atulaaqniqata, piyunautilik laisiniklu tuukhiutit tuniyauvakniaqtut ataniqtuilaqtunut piyunautilu laisiuyuluniit nakhaqtauvakniaqtut umiaqmi. Uqatiaqhimayuq aulanikut upalugaiyaut atautimuktiqhimaliqtuq nalunairiagani avatauyumik pijutaayunik upalugaiqtauyuni hulijutimi maliruatiariagani aturiaqaqtut Kanatami Ukiuqtaqtumilu maligayut. Aulanigit upalugaiqtauyut tamaini inmiknik pivakniaqtut, hulijutit munariyaulutik qauyimayunit havaktunit qanituaniilunilu qiniqhiakpata anaujiniqatalu ayuginigata umijap, aaniaqtuqaqalu inuiyariaqaqniganik. Avatauyumik Aktunigagut Uqauhiq ihuaqhaqhimaliktuq. Ahiagurutikhat ihumagiyauihimayut ukuaguyut: • Aalaguqnigit aulaaqvikhait • Aalaguqnigit amigainigit pulaaqtut • Aalaguqnigit umijap ilagiarutailu qainat atuqtauyut • Aalaguqnigit hulijutit • Ahiagurutit umiaqtugitpata Naahuriyaayut avatauyumik aktuniga upalugaiyaqhimayumit hulijutimit agitqiyaulimagituq mikiyumit hiamayagiluniluniit maniqamut.

## Personnel

Personnel on site: 651

Days on site: 8

Total Person days: 5208

Operations Phase: from 2019-08-21 to 2019-08-28

## 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
Pond Inlet 26 August	Tourism Activities	Municipal	Inuit hamlet	n/a	Pond Inlet
Dundas Harbour/Crocker Bay 27 August	Tourism Activities	Inuit Owned Surface Lands	Dundas Harbour - RCMP Station and Thule Site	Twentieth century Hudson's Bay Company trading post, Royal Canadian Mounted Police station/base camp/burial site, and archaeological evidence of Inuit occupation, including a rare set of nangissat (hopping stones).	Pond Inlet (Mittimatilik)
Beechey Island 28 August	Tourism Activities	Inuit Owned Surface Lands	Northumberland House - Remains of supply depot and emergency shelter built by the Belcher Expedition in 1852. Franklin Camp - The 1845-46 wintering site of Sir John Franklin's Northwest Passage Expedition, including grave site and remains of brief occupation. Beechey Island Graves - Franklin 1845-1846 overwintering harbour, shore camp/depot, and crew burial site.	As above under Site History.	Resolute (Qausuittuq)
Prince Leopold Island 28 August	Tourism Activities	Inuit Owned Surface Lands	The Prince Leopold Island Migratory Bird Sanctuary, designated by CWS, is a migratory bird sanctuary in Qikiqtaaluk, Nunavut, Canada. It is located on Prince Leopold Island within Lancaster Sound at the junction of Prince Regent Inlet and Barrow Strait.	N/A	Resolute (Qausuittuq)
Conningham Bay 30 August	Tourism Activities	Inuit Owned Surface Lands	HBC trading post and Inuit Site	This was the last trading post erected (still standing) in the Eastern Arctic by the Hudson's Bay	Resolute (Qausuittuq)

				Company, in 1937, on the north shore of Bellot Strait. There are several Inuit sites nearby, including graves, caches and habitation sites.	
James Ross Strait 31 August	Marine Based Activities	Marine	N/A	N/A	Gjoa Haven (Uqsuqtuuq)
Gjoa Haven 1 September	Tourism Activities	Municipal	Inuit Hamlet	n/a	Gjoa Haven
Cambridge Bay 2 September	Tourism Activities	Municipal	Inuit hamlet	n/a	Cambridge Bay

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

Collectivité	Nom	Organisme	Date de la prise de contact
Pond Inlet	Enookie Killiktee	Economic Development Officer / Passenger Service Agent	2018-01-26
Gjoa Haven	Bob Cheetham / Connie Baines	Economic Development Officer / Passenger Service Agent	2018-02-14
Cambridge Bay	Jim MacEachern	Economic Development Officer / Passenger Service Agent	2018-02-22

## Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Transboundary  
Kitikmeot  
North Baffin

### Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Transports Canada	Equivalency Certificate	Applied, Decision Pending		
Government of Nunavut, Department of Culture, Language, Elders, and Youth	Class 1 Archaeology Permit	Applied, Decision Pending		
Gouvernement du Nunavut, Services communautaires, gouvernementaux et du transport	Tourist Outfitter's License	Applied, Decision Pending		
Service canadien de la faune	Permit to enter Prince Leopold Island Migratory Bird Sanctuary	Applied, Decision Pending		
Gouvernement du Nunavut, ministère de l'Environnement	Wildlife Observation License	Not Yet Applied		
Qikiqtani Inuit Association	Class 2 Land Use License	Not Yet Applied		
Kitikmeot Inuit Association	Class 2 Land Use License	Not Yet Applied		
Hunters and Trappers Associations/Organizations	Authorizations from Mittimatalik (Pond Inlet) HTO, Gjoa Haven HTO and Ekaluktutiak (Cambridge Bay) HTO	Not Yet Applied		
Autre	Authorization from Inuit Heritage Trust	Not Yet Applied		
Health Canada	Decision pending on Health Inspection	Applied, Decision Pending		
Autre	Government of Nunavut, Workrs Safety & Compensation Commission - WSCC Exemption	Active	2019-05-19	2019-12-31

### Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Water	MS ROALD AMUNDSEN, passenger cruise ship, vessel providing transportation and accommodations. The vessel will be carrying up to 480	

	passengers plus 170 crew (including approx. 20 members of the expedition team) and 1 contracted Ice Pilot	
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**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 ROALD AMUNDSEN	1	Length overall 140m, Breadth moulded 23.6m Draft 5.3m, GRT 20889	Vessel providing transportation and accommodation. Vessel is a new build, to be launched in April 2019.
OXE-brand 7.0 Explorer auxiliary tender boats – equipped with Oxe Pro 150 HP (Marine Diesel Oil) outboard engines	15	Capacity of 18 persons excluding the driver.	Motorized auxiliary vessel providing transport between ship and shore and for small group guided sightseeing.
Double kayaks	12	TBA	Guided sightseeing tours
Single kayaks	6	TBA	Guide kayaks (to accompany kayakers on sightseeing tours)
Palfinger type NDTs 3500H -brand Fast Rigid Rescue Boats	2	Capacity of 6 persons each.	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	550	550	Metric Tons	Main tanks of the vessel. Fuel is obtained using a "straw" down into the main diesel/MGO tank of the ship.
Diesel	fuel	15	50	750	Liters	Diesel for the Explorer tender boats
Diesel	fuel	2	50	100	Liters	Diesel for the Fast Rescue Boats

## Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0	Production on board (reverse osmosis)	Produced in Engine space – NOTE – The vessel is a new build and the daily amount is unknown at time of submission

# Déchets

## Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Waste disposal	Déchets combustibles	TBD	Separated	Depends upon type of Waste. Removed for disposal at certified reception port, e.g. for plastics. Incinerated as per Canadian legislation, e.g. for paper.
Waste disposal	Eaux grises	TBD	Treated on board	Disposal as per Canadian legislation
Waste disposal	Déchet dangereux	TBD	Depends upon type of Waste. Collected/separated if Batteries; Collected/frozen if Medical and Sanitary; or Collected if Fuels and Oil.	Again depends upon the type of Waste: Removed for recycling or disposal at certified reception port
Waste disposal	Déchets non combustibles	TBD	Depends upon type of Waste. If Food Waste segregated and refrigerated or grained and disposed of according to MARPOL regulations. If Metal, Glass, Aluminum or Dry, Non-burnable or Ash (24h burning), Separated.	Again depends upon the type of Non-Combustible Waste. Might be Removed for disposal at certified reception port (if separated and refrigerated) if Food Waste, Disposed of as per Canadian legislation if Glass, Removed for recycling or disposal at certified reception port if Aluminum, or Removed for disposal at certified reception port if Dry, non-burnable or Ash (24h burning) wastes.
Waste disposal	Eaux usées (matières de vidange)	TBD	Treated on board	Disposal as per Canadian legislation

## Répercussions environnementales :

The project is a proposed cruise tourism project. The nature of potential impacts is considered to be well-known, with potential for infrequent, localized impacts to the biophysical environment that are temporary in nature, reversible and mitigable with due care. Examples of cumulative impacts to which the proposed activity may contribute include: • Effect on tundra vegetation or periglacial features through additive effects of pedestrian traffic, • Increased pedestrian traffic, • Disturbance of migratory and/or At Risk Species, • Degradation of cultural and historic artifacts from handling, abrasion, theft, etc., • Changes in attitudes over time and hence acceptable uses of localities through familiarity and precedent, • Effects to marine and terrestrial wildlife and historical sites. The proposed project has been planned to visit expedition landing sites that are in close proximity of those being visited by other expedition cruise operators; however, limited baseline environmental monitoring data exists for the sites that will be visited by ROALD AMUNDSEN, so it is difficult to judge the likely long-term cumulative effects of the visitation, however the activity as planned has been designed to have an environmental impact that is not more than minor or transitory. Potential negative impacts can be mitigated by adhering to the applicable Acts and Regulations, which must be observed by tourism operators conducting

activities in the Canadian Arctic; by the hiring of experienced personnel; by strictly following established standard operating protocols and guidelines and advice received from review boards, public comment and those experienced in operating in the region. Hurtigruten has recent Canadian Arctic experience with MS SPITSBERGEN and MS FRAM, as well as 125 years as a distinguished cruise line behind them.

# **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 the Background Document: Project Description/ Environmental Impact Statement.

## **SECTION H2: Disposal At Sea**

Waste disposal has been identified in the section on Waste. Please refer to the Background Document: Project Description/ Environmental Impact Statement for further information in this regard, however the vessel is a new build, so the project amounts generated are unknown at the time of document submission since the vessel has just been launched.

## **SECTION I1: Municipal Development**

### **Description de l'environnement existant : Environnement physique**

The Physical Environment has been described in numerous cited articles and publications and 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 Background Document; Project Description/ Environmental Impact Statement for further information in this regard.

### **Description de l'environnement existant : Environnement biologique**

The Biological Environment has been described in numerous cited articles and publications and 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 Background Document; Project Description/ Environmental Impact Statement for further 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 planned to be visited. Both are perceived to be positive impacts. As to Socioeconomic impact, 140 crew (inc. up to 20 members of the expedition team) are employed to work aboard MS ROALD AMUNDSEN. A Pre-Trip Marine Tourism Economics Benefits Reporting Form has been compiled for Government Nunavut's Department of Economic Development & Transportation to document estimated expenditures while in the three communities. Economic benefit includes direct employment, purchased goods & services, services & training, donations and indirect benefits. When in communities, local guides will be hired and services arranged. A Nunavummiut Guide, Ms. Ashley Cummings, will be aboard for the entire cruise, to serve as a Cultural Interpreter and Guest Lecturer. We look forward to welcoming her as part of the Expedition Team. Please refer to the Background Document: Project Description/ Environmental Impact Statement for further information in this regard.

### **Miscellaneous Project Information**

Please refer to the Background Document: Project Description/ Environmental Impact Statement.

### **Identification des répercussions et mesures d'atténuation proposées**

The possibility of potential impacts will be minimized by strict adherence to applicable laws and regulations, company policies and standard operating procedures, careful pre-trip planning and preparation, including on board training, advance permits/authorizations (where applicable), briefings, advice received from 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 the activity should be authorized/permitted to proceed. Further information can be found in the Background Document: Project Description/ Environmental Impact Statement.

### **Répercussions cumulatives**

Cumulative effects of the proposed activity have also been considered as have measures to minimize and mitigate potential impacts. Cumulative Effects from other activities, including tourist activities, in the same area are unknown. The possibility of potential impacts will be minimized by strict adherence to applicable laws and regulations, company policies and standard operating procedures, careful pre-trip planning and preparation, including on board training, advance permits/authorizations (where applicable), briefings, advice received from communities, review boards and the supervision and monitoring of visitor activities in the field by experienced personnel. Further information can be found in the Background Document: Project Description/ Environmental Impact Statement.

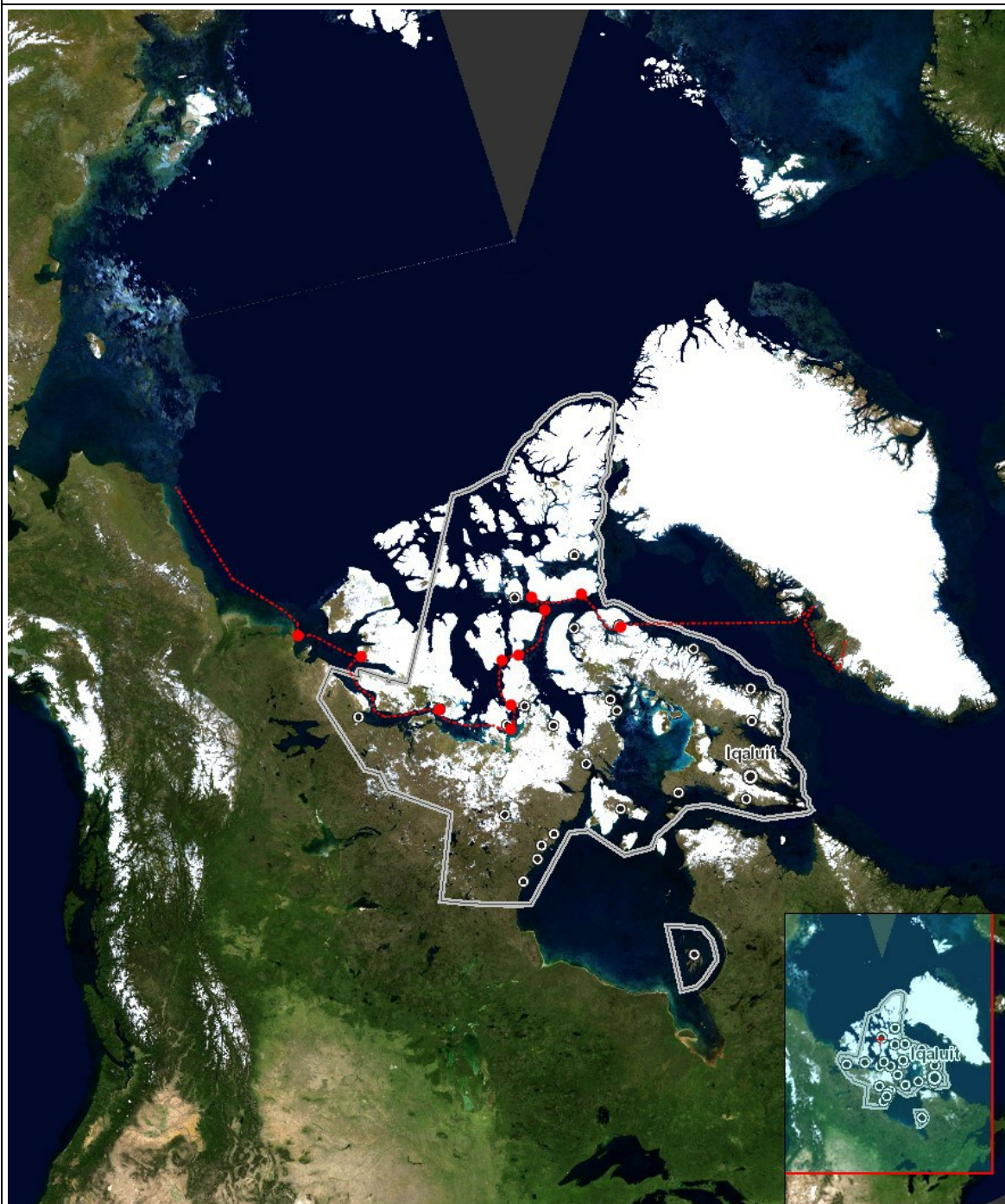
# Impacts

## Identification des répercussions environnementales

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

## Site du projet



## Liste des géométries de projet

1	polyline	Amundsen 2019
2	point	Pond Inlet 26 August
3	point	Dundas Harbour/Crocker Bay 27 August
4	point	Beechey Island 28 August
5	point	Prince Leopold Island 28 August
6	point	Fort Ross 29 August
7	point	Conningham Bay 30 August
8	point	James Ross Strait 31 August
9	point	Gjoa Haven 1 September
10	point	Cambridge Bay 2 September
11	point	Ulukhaktok 4 September
12	point	Smoking Hills 5 September



