



## COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

<b>Project Proposal Title:</b> <u>Over the Top: The Northwest Passage Expedition</u>	
<b>Proponent:</b> <u>Adam Riley</u>	
<b>Location:</b> <u>Kitikmeot and Qikiqtani (North Baffin) Regions</u>	
<b>Comments Due By:</b> <u>June 5, 2023</u>	<b>NIRB #:</b> <u>23UN006</u>

  

**Indicate your concerns about the project proposal below:**

<input type="checkbox"/> no concerns	<input type="checkbox"/> traditional uses of land
<input type="checkbox"/> water quality	<input type="checkbox"/> Inuit harvesting activities
<input type="checkbox"/> terrain	<input type="checkbox"/> community involvement and consultation
<input type="checkbox"/> air quality	<input type="checkbox"/> local development in the area
<input type="checkbox"/> wildlife and their habitat	<input type="checkbox"/> tourism in the area
<input type="checkbox"/> marine mammals and their habitat	<input type="checkbox"/> human health issues
<input type="checkbox"/> birds and their habitat	<input type="checkbox"/> other: _____
<input type="checkbox"/> fish and their habitat	_____
<input type="checkbox"/> heritage resources in area	_____

**Please describe the concerns indicated above:**

Please see Transport Canada's comments in the section below.

  

**Do you have any suggestions or recommendations for this application?**

Transport Canada's responses to NIRB's June 5, 2023 request for comments are as follows:

1. Whether the project proposal is likely to arouse significant public concern; and if so, why;
  - Possibly – The Ice Conditions and other hazards unique to the Canadian Arctic pose significant challenges to the safe navigation of a vessel, especially for those without ice classification. These factors make re-supply operators and communities very nervous because they depend on Canadian Coast Guard Ice Breakers to assist, if necessary, when delivering goods and fuel to the communities for sustenance over winter. If an adventurer voyage, such as the one in question, turns into a Search & Rescue situation, then this would differ ice breakers away from assisting with community re-supply and therefore cause a delay in delivery and other potential domino effects. For the reasons cited above, **Transport Canada strongly discourages any discretionary voyages in the Canadian Arctic**
2. Whether the project proposal is likely to cause significant adverse eco-systemic or socio-economic effects; and if so, why;

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- [Safe Boating Guide – Safety Tips and Requirements for Pleasure Crafts \(canada.ca\)](#)
- Vessel should ensure that they carry sufficient fuel and provisions when in the Canadian Arctic in order to remain self-sufficient during their intended voyage.

Transport Canada Indigenous Relations Unit – comment/advice for proponent

The Canadian Arctic is governed under a 'joint-management model' whereby a variety of federal, provincial, and territorial government departments and agencies, along with Indigenous and local communities and regulatory boards play separate and important roles. Navigating waterways in the Canadian Arctic are subject to comprehensive Land Claims Agreements and the operator must seek the proper permissions prior from all relevant authorities.

Transport Canada recommends operators contact Territorial Land Claim Administrators to ensure the proper procedures are followed prior to arrival. Most Canadian Arctic communities welcome visitors, provided they are contacted well-in-advance and have a chance to prepare for visitors.

Community members enjoy the opportunity to share their hospitality, culture and knowledge of the Arctic. Many Arctic communities still practice traditional activities such as hunting, fishing and eating country foods. It is therefore important that visitors be respectful and culturally sensitive of these activities.

**Do you support the project proposal? Yes ☐ No ☐ Any additional comments?**

Transport Canada has no comments on whether NIRB should approve this project.

**Name of person commenting:** Scott Kidd **of** Winnipeg, Manitoba

**Position:** Acting Senior Regional Env. Advisor **Organization:** Transport Canada

**Signature:** Scott Kidd **Date:** June 5, 2023