



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:

Project Proposal Title:	MY Maverick Northwest Passage Transit 2026		
Proponent:	Maverick Explorer Yachting Ltd		
Location:	Kitikmeot and Qikiqtani (North Baffin) Region		
Comments Due By:	May 29, 2026	NIRB #:	26TN024
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 checked="" type="checkbox"/> other: <u>Regulatory compliance</u>		
<input type="checkbox"/> fish and their habitat	_____		
<input type="checkbox"/> heritage resources in area	_____		
Please describe the concerns indicated above:			
Information from Transport Canada's Marine Safety and Security group and Indigenous Relations Unit is provided in the next section.			
Do you have any suggestions or recommendations for this application?			
<u>Marine Safety and Security</u>			
In the Arctic, the Canada Shipping Act, 2001 , the Marine Liability Act, 2001 , the Arctic Waters Pollution Prevention Act, 1985 , and the Marine Transportation Security Act, 1994 combine, along with their subordinate regulations, to provide the backbone of Canada's operational regulatory regime governing marine safety, security and environmental protection matters.			
Transport Canada administers these acts and regulations and is responsible for monitoring compliance and enforcing their requirements. Vessels in the Canadian Arctic are required to comply with the above acts and regulations as applicable.			
The <i>Arctic Waters Pollution Prevention Act (AWPPA)</i> sets out a complete prohibition on the discharge of waste generated onboard ships into Canadian Arctic waters, except under specific circumstances prescribed by regulation. Please see this link for further information: Arctic Shipping Safety and Pollution Prevention Regulations (justice.gc.ca)			



in the Canadian Arctic. Therefore, we recommend you to be well prepared for the voyage, and if you plan to obtain fuel from a community, please ensure to inform them in advance.

It is also expected that expeditions maintain robust liability insurance coverage during the entire voyage and that it be in place before entering Canadian waters. Additional medical services for foreign visitors, such as medical evacuations, could incur costs to travelers upwards of \$40,000.

Environmental Protection Considerations:

Vessels intending to transit through environmentally and ecologically sensitive areas, including protected areas should consult in advance with the relevant government departments, for example Parks Canada, Environment and Climate Change Canada, Fisheries and Oceans Canada, Territorial governments, and the nearby communities. Vessels could be subjected to land use conformity and impact assessment determinations in the Canadian Arctic. Vessels should contact relevant territorial authorities with details of their planned transit before undertaking a voyage through the Canadian waters (ex: Nunavut Planning Commission <https://www.nunavut.ca/> and Environmental Impact Screening Committee <http://www.screeningcommittee.ca/screening/screening.html>).

- When transiting through the Tallurutiup Imanga National Marine Conservation Area (NMCA), notwithstanding emergencies, vessels must navigate with caution and remain at a safe and practicable distance from sensitive areas. For further information, please contact the Site Superintendent, Laurent Jonart laurent.jonart@pc.gc.ca 1-867-222-1102 and Robert Bourassa RBourassa@QIA.ca before transiting TIMNCA. [Tallurutiup Imanga National Marine Conservation Area - Tallurutiup Imanga \(canada.ca\)](http://www.tallurutiupimanga.ca)
- For access to waters adjacent to Bylot Island, please contact Environment and Climate Change Canada - Canadian Wildlife Service as they are responsible for the management of Bylot Island Migratory Bird Sanctuary, which includes a marine component. [Bylot Island Migratory Bird Sanctuary - Canada.ca](http://www.bylotisland.ca)
- Mariners are also advised that there is now an agreement in place between the Mittimatalik/Pond Inlet Hunter and Trapper Organization and the Association of Arctic Expedition Cruise Operators (AECO) regarding the voluntary compliance for the interim protection of Narwhal in Eclipse Sound. As per this agreement, AECO vessels will not be transiting through Eclipse Sound but navigate to and from Pond Inlet through the Pond Inlet straight. Vessels transiting through the above area should be mindful and respectful of this agreement and avoid the area to the extent possible, subject to safe navigation.

Safety Provisions

As per ASSPPR. [Arctic Shipping Safety and Pollution Prevention Regulations \(justice.gc.ca\)](http://www.justice.gc.ca), section 7, the following Canadian vessels and foreign vessels navigating in a shipping safety control zone must conform to sections 8 to 10:

- (a) vessels of 300 gross tonnage or more;
- (b) vessels carrying pollutants or dangerous goods, or vessels towing or pushing a vessel that is carrying pollutants or dangerous goods;
- (c) vessels towing or pushing another vessel if the combined weight of the vessels is 500 gross tonnage or more

A vessel navigating in a shipping safety control zone set out in columns 2 to 17 of Schedule 1 during a period other than those set out in item 14 of that schedule would require an Ice Navigator who has either



relevant experience as per ASSPPR [Arctic Shipping Safety and Pollution Prevention Regulations](#) section 10(2)(b)(1) OR (2) Advanced Polar Water training, including a Certificate of Proficiency. Typically, a vessel with no ice notation is referred to as a Type E vessel.

Vessel to use Type E notation for using Zone/Date system and for referring to schedules 1 and 2 of the ASSPPR <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2017-286/page-4.html#docCont> , unless assessment is made for other ice strengthening. Vessels may navigate beyond date/system if they comply with section 8 of the ASSPPR requirements, that is, the use of AIRSS/Polaris systems.

Pollution Prevention Provisions

The pollution prevention sections of the ASSPPR apply to all Canadian vessels operating in polar waters and foreign vessels operating within the SSCZ (including fishing vessels, pleasure craft, and vessels without a mechanical means of propulsion).

Analysis

Based on the information below, I understand the vessels in question has no ice strengthening (e.g. Type E). Using this information as the baseline, ASSPPR sections 7 through 10 apply. This includes requirements for operating under the ZDS, POLARIS or AIRSS and (where appropriate) having an ice navigator onboard.

The (Type E), without an ice navigator onboard, can, therefore, only operate under the ZDS within the prescribed calendar dates. If this (Type E) – or indeed any other non-SOLAS vessel (regardless of ice class) - wishes to operate outside the allowable dates of a Type E vessel, it can, provided an ice navigator is onboard **and** that the AIRSS Ice Numerals are positive, or the POLARIS RIOs are positive.

References

Shipping Control Zones



Item	Category	Column 1 Zone 1	Column 2 Zone 2	Column 3 Zone 3	Column 4 Zone 4	Column 5 Zone 5	Column 6 Zone 6	Column 7 Zone 7	Column 8 Zone 8	Column 9 Zone 9	Column 10 Zone 10	Column 11 Zone 11	Column 12 Zone 12	Column 13 Zone 13	Column 14 Zone 14	Column 15 Zone 15	Column 16 Zone 16	Column 17
1	Arctic Class 10, CAC 1	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year
2	Arctic Class 8, CAC 2	Jul. 1 to Oct. 15.	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year
3	Arctic Class 7	Aug. 1 to Sept. 30	Aug. 1 to Nov. 30	Jul. 1 to Dec. 31	Jul. 1 to Dec. 15	Jul. 1 to Dec. 15	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year	All year
4	Arctic Class 6, CAC 3	Aug. 15 to Sept. 15	Aug. 1 to Oct. 31	Jul. 15 to Nov. 30	Jul. 15 to Nov. 30	Aug. 1 to Oct. 15	Jul. 15 to Feb. 28	Jul. 1 to Mar. 31	Jul. 1 to Mar. 31	All year	All year	Jul. 1 to Mar. 31.	All year	All year	All year	All year	All year	All year
5	Arctic Class 4	Aug. 15 to Sept. 15	Aug. 15 to Oct. 15	Jul. 15 to Oct. 31	Jul. 15 to Nov. 15	Aug. 15 to Sept. 30	Jul. 20 to Dec. 31	Jul. 15 to Jan. 15	Jul. 15 to Jan. 15	Jul. 10 to Mar. 31	Jul. 10 to Feb. 28	Jul. 5 to Jan. 31	June 1 to Jan. 31	June 1 to Feb. 15	June 15 to Feb. 15	June 15 to Mar. 15	June 15 to Feb. 15	June 1 to Feb. 15
6	Arctic Class 3, CAC 4	Aug. 20 to Sept. 15	Aug. 20 to Sept. 30	Jul. 25 to Oct. 15	Jul. 20 to Nov. 5	Aug. 20 to Sept. 25	Aug. 1 to Nov. 30	Jul. 20 to Dec. 15	Jul. 20 to Dec. 31	Jul. 20 to Jan. 20	Jul. 15 to Jan. 25	Jul. 5 to Dec. 15	June 10 to Dec. 31	June 10 to Dec. 31	June 20 to Jan. 10	June 20 to Jan. 31	June 20 to Jan. 10	June 5 to Jan. 10
7	Arctic Class 2	No Entry	No Entry	Aug. 15 to Sept. 30	Aug. 1 to Oct. 31	No Entry	Aug. 15 to Nov. 20	Aug. 1 to Nov. 20	Aug. 1 to Nov. 30	Aug. 1 to Dec. 20	Jul. 25 to Dec. 20	Jul. 10 to Nov. 20	June 15 to Dec. 5	June 25 to Nov. 22	June 25 to Dec. 10	June 25 to Dec. 20	June 25 to Dec. 10	June 10 to Dec. 10
8	Arctic Class 1A	No Entry	No Entry	Aug. 20 to Sept. 15	Aug. 20 to Sept. 30	No Entry	Aug. 25 to Oct. 31	Aug. 10 to Nov. 5	Aug. 10 to Nov. 20	Aug. 10 to Dec. 10	Aug. 1 to Dec. 10	Jul. 15 to Nov. 10	Jul. 1 to Nov. 10	Jul. 15 to Oct. 31	Jul. 1 to Nov. 30	Jul. 1 to Dec. 10	June 20 to Nov. 30	June 20 to Nov. 30
9	Arctic Class 1	No Entry	No Entry	No Entry	No Entry	No Entry	Aug. 25 to Sept. 30	Aug. 10 to Oct. 15	Aug. 10 to Oct. 31	Aug. 10 to Oct. 31	Aug. 1 to Oct. 31	15 juil. au 20 oct.	Jul. 1 to Oct. 31	Jul. 15 to Oct. 15	Jul. 1 to Nov. 30	Jul. 1 to Nov. 30	June 20 to Nov. 15	June 20 to Nov. 15
10	Type A	No Entry	No Entry	Aug. 20 to Sept. 10	Aug. 20 to Sept. 20	No Entry	Aug. 15 to Oct. 15	Aug. 1 to Oct. 25	Aug. 1 to Nov. 10	Aug. 1 to Nov. 20	Jul. 25 to Nov. 20	Jul. 10 to Oct. 31	June 15 to Nov. 10	June 25 to Oct. 22	June 25 to Nov. 30	June 25 to Dec. 5	June 20 to Nov. 20	June 20 to Nov. 20
11	Type B	No Entry	No Entry	Aug. 20 to Sept. 5	Aug. 20 to Sept. 15	No Entry	Aug. 25 to Sept. 30	Aug. 10 to Oct. 15	Aug. 10 to Oct. 31	Aug. 10 to Oct. 31	Aug. 1 to Oct. 31	Jul. 15 to Oct. 20	Jul. 1 to Oct. 25	Jul. 15 to Oct. 15	Jul. 1 to Nov. 30.	Jul. 1 to Nov. 30	June 20 to Nov. 10	June 20 to Nov. 10
12	Type C	No Entry	No Entry	No Entry	No Entry	No Entry	Aug. 25 to Sept. 25	Aug. 10 to Oct. 10	Aug. 10 to Oct. 25	Aug. 10 to Oct. 25	Aug. 1 to Oct. 25	Jul. 15 to Oct. 15	Jul. 1 to Oct. 25	Jul. 15 to Oct. 10	Jul. 1 to Nov. 25	Jul. 1 to Nov. 25	June 25 to Nov. 10	June 25 to Nov. 10
13	Type D	No Entry	No Entry	No Entry	No Entry	No Entry	No Entry	Aug. 10 to Oct. 5	Aug. 15 to Oct. 20	Aug. 15 to Oct. 20	Aug. 5 to Oct. 20	Jul. 15 to Oct. 10	Jul. 1 to Oct. 20	Jul. 30 to Sept. 30	Jul. 10 to Nov. 10	Jul. 5 to Nov. 10	Jul. 1 to Oct. 31	Jul. 1 to Oct. 31
14	Type E	No Entry	No Entry	No Entry	No Entry	No Entry	No Entry	Aug. 10 to Sept. 30	Aug. 20 to Oct. 20	Aug. 20 to Oct. 15	Aug. 10 to Oct. 20	Jul. 15 to Sept. 30	Jul. 1 to Oct. 20	Aug. 15 to Sept. 20	Jul. 20 to Oct. 31	Jul. 20 to Nov. 5	Jul. 1 to Oct. 31	Jul. 1 to Oct. 31

SCHEDULE 1

ANNEXE 1

Additional Information & Links

Lastly, below are some resources that you may find useful in your planning:

- [Office of Boating Safety \(canada.ca\)](https://www.canada.ca/en/boating-safety)
- [Visitor Information \(canada.ca\)](https://www.canada.ca/en/visitor-information)
- [Canada Shipping Act, 2001 \(justice.gc.ca\)](https://www.justice.gc.ca/eng/act/c/s/csa/csa.html)
- [Safe Boating Guide – Safety Tips and Requirements for Pleasure Crafts \(canada.ca\)](https://www.canada.ca/en/safety/tips-requirements-pleasure-crafts)
- [Guidelines for Passenger Vessels Operating in the Canadian Arctic - TP 13670 \(canada.ca\)](https://www.canada.ca/en/tp-13670)

Information from CBSA on declaring firearms:

- The proper procedure is for the crew to prepare, in advance, a [Non-Resident Firearm Declaration](#) form for their first arrival into Canada.
- CBSA will authorize the form and verify the firearms. That authorized form allows them to be in possession of the firearms while they're in Canada and is valid for 60 days*.
- Firearms must always be declared to CBSA on each entry to Canada. The permit will be reauthorized by the CBSA for any subsequent entries as required.
- If the vessel/firearms will be in Canada longer than 60 days, the permit holder will have to call the Canadian Firearms Centre for an extension on their permit.
- The Canadian Firearms Centre (if extension over 60 days is needed) info is: **1-800-731-4000** or at [chief firearms officer](#).

