

REGULATORY FRAMEWORK

The primary objectives of the NIRB are set out in Article 12, Section 12.2.5 of the *Nunavut Agreement* and are confirmed by s. 23 of the *NuPPAA*. The purpose of screening is provided for under Article 12, Section 12.4.1 of the *Nunavut Agreement* and s. 88 of the *NuPPAA*.

As set out under Article 12, Section 12.4.4 of the *Nunavut Agreement* and s. 92(1) of the *NuPPAA*, upon conclusion of the screening process, the Board must provide its written report the Minister indicating one of three options:

- (a) a review of the project is not required;
- (b) a review of the project is required; or
- (c) the project should be modified or abandoned.

PROJECT OVERVIEW & THE NIRB ASSESSMENT PROCESS

On April 15, 2026, the NIRB received a referral to screen Maverick Explorer Yachting Ltd.'s (MEY Ltd) "MY Maverick Northwest Passage Transit 2026" project proposal (NIRB File No: 26TN024) from the Nunavut Planning Commission (Commission), with an accompanying positive conformity determination with the North Baffin Regional Land Use Plan. All documents received and pertaining to this project proposal can be accessed from the NIRB's Public Registry by using any of the following search criteria or www.nirb.ca/project/126440.

- Project Name: MY Maverick Northwest Passage Transit 2026
- NIRB File No.: 26TN024
- NIRB Application No.: 126440

Table 1: NIRB's Assessment Process

| Date | Stage |
|----------------|---|
| April 15, 2026 | Receipt of project proposal and positive conformity determination (North Baffin Regional Land Use Plan) from the Commission. |
| April 16, 2026 | Pursuant to s. 144(1) of the <i>NuPPAA</i> the NIRB requested the Proponent complete an online application to address information required for Screening |
| April 24, 2026 | Receipt of online application from Proponent |
| April 30, 2026 | Scoping pursuant to s. 86(1) of the <i>NuPPAA</i> |
| May 8, 2026 | Translated Public engagement and comment request (which included terms and conditions) was issued to the following communities |
| May 29, 2026 | Receipt of public comments |
| June 12, 2026 | Pursuant to Article 12 s 12.4.5 of the <i>Nunavut Agreement</i> and s. 92(3) of the <i>NuPPAA</i> , an extension to the 45-day timeline for the provision of the Board's Report was requested from the Minister of Environment and Climate Change |
| June 24, 2026 | Issuance of Screening Decision Report |

1. Project Scope

| | |
|------------------|--|
| Location | Qikiqtani and Kitikmeot region, including Pond Inlet, Gjoa Haven, Cambridge Bay, and surrounding coastal and island areas along the Northwest Passage. |
| Objective | The objective of the Project is to undertake a small-scale Arctic tourism expedition through the Northwest Passage using the vessel MY Maverick, with activities conducted in accordance with applicable regulatory requirements and community guidance. |
| Timeline | August 12, 2026, to August 28, 2026 |

As required under s. 86(1) of the *NuPPAA*, the Board accepted the scope of the project as set out by MEY Ltd in the proposal. The scope of the project proposal includes the following undertakings, works, or activities:

- **Marine-Based Activities:** Operation of the vessel MY Maverick along Nunavut’s coastal waters, including transit through the Northwest Passage, with a maximum capacity of 12 guests and 13 crew (25 persons total), and marine wildlife observation in accordance with established distance and speed protocols.
- **Shore-Based Activities:** Temporary, guided landings in small groups for wildlife observation, cultural visits, community interactions.
- **Zodiac Operations:** Up to two (2) Zodiacs are available for passenger transfers and scenic cruising.
- **Kayak Operations:** Up to two (2) kayak excursions may be offered when weather and safety conditions allow.
- **Sea doo Operations:** Up to two (2) sea doo are available for low-speed scenic cruising.
- **Wildlife and Safety Measures:** Activities follow strict wildlife distance requirements, reduced speeds near marine mammals and bird colonies, shoreline scouting, use of bear monitors where necessary, and established evacuation procedures if polar bears are observed.
- **Community Engagement:** Visits to Pond Inlet, Gjoa Haven, and Cambridge Bay, supporting cultural events, and may include the purchase of local goods and services, where appropriate.
- **Fuel, Water and Waste:** The vessel uses distillate and marine gas oil stored onboard; potable water is produced through reverse osmosis and evaporation; greywater is discharged in accordance with MARPOL(International Convention for the Prevention of Pollution from Ships) regulations; all solid waste generated would be securely stored and would be offloaded and disposed of at approved waste management facilities; sewage human waste is treated using onboard sewage treatment plant.

2. Inclusion or Exclusion to Scoping List

The NIRB has identified no additional works or activities in relation to the project proposal; as a result, the NIRB will proceed with screening the project based on the scope as described above.

3. Public Comments and Concerns

As outlined in Table 1 above, notices regarding the NIRB’s screening of this project proposal were distributed to community organizations as well as to relevant federal and territorial government agencies, Inuit organizations and other parties with a request for interested parties to provide the Board with any comments or concerns regarding:

- Whether the project proposal is likely to arouse significant public concern; and if so, why;
- Whether the project proposal is likely to cause significant adverse eco-systemic or socio-economic effects; and if so, why;
- Whether the project proposal is likely to cause significant adverse impacts on wildlife habitat or Inuit harvest activities; and if so, why;
- Whether the project proposal is of a type where the potential adverse effects are highly predictable and mitigable with known technology, (and providing any recommended mitigation measures); and
- Any matter of importance to the Party related to the project proposal.

On or before May 29, 2026, the NIRB received comments from the following interested parties:

Table 2: Comments Received

| Commenting Party | NIRB Doc ID No. |
|--|------------------------|
| Taloyoak Umarulirigut Association (TUA) | 361510 |
| Government of Nunavut (GN) | 361513 |
| Transport Canada (TC) | 361506 |
| Canada Border Services Agency (CBSA) | 361505 |

a. Summary of Comments and Concerns Received

The following provides a summary of the comments and concerns received by the NIRB in relation to the MY Maverick Northwest Passage Transit 2026 project proposal:

Taloyoak Umarulirigut Association (TUA)

- The Taloyoak Umarulirigut Association recommends that the Proponent collaborates directly with the community to develop operational measures such as transit timing, speed limits, and buffer zones, that protect critical marine mammal habitats and Inuit harvesting rights. They also advise the Proponent to actively avoid disturbing heritage sites, share wildlife sighting data to support the proposed Agviqtuuq Inuit Protected and Conserved Area, and engage in documented consultations before any final decisions are made.

Government of Nunavut (GN)

- Recommends that the Proponent obtains all applicable authorizations and permits from Culture and Heritage, strictly follows 2018 guidelines, and maintains a 30-metre buffer around all archaeological and palaeontological sites. Additionally, all activities must cease if a new site is encountered, with finds left untouched and reported immediately to the Territorial Archaeologist to ensure protection.

Transport Canada (TC)

- Transport Canada advises that vessels in the Canadian Arctic to adhere to a strict regulatory framework, including the Arctic Waters Pollution Prevention Act, which prohibits most waste discharge. Pleasure craft must maintain AIS tracking, provide regular position reports to NORDREG (Northern Canada Vessel Traffic Services Zone Regulations) Canada, and carry comprehensive liability insurance due to limited emergency resources. Operators are advised to consult updated ice charts for hazardous conditions, as many areas are poorly charted, and to coordinate with Inuit communities for community visits and resource availability.
- **Environmental Protection Considerations:**
 - Consult territorial authorities like the Nunavut Planning Commission for required land use and environmental assessments.
 - Contact site superintendents before entering the Tallurutiup Imanga National Marine Conservation Area and navigates with extreme caution.
 - Coordinate with the Canadian Wildlife Service for any transit or access near the Bylot Island Migratory Bird Sanctuary.
 - Avoids Eclipse Sound in respect of the voluntary community agreement aimed at protecting local narwhal populations.

Canada Border Services Agency (CBSA)

- Recommends that the Proponent:
 - Report directly to a designated Canada Border Services Agency (CBSA) office immediately upon entering Canadian territory.
 - Engage with the CBSA as far in advance of the planned arrival as possible to coordinate processing and border clearance due to limited availability of designated sites in the Arctic.
 - Contacts the CBSA via email at Nunavut_Clearance@cbsa-asfc.gc.ca if operating a pleasure craft or applying for the Private Vessel Remote Clearance (PVRC) pilot project.

4. b. Comments and Concerns with respect to Inuit Qaujimaningit, Indigenous and Community Knowledge

No concerns or comments were received with respect to Inuit Qaujimaningit or Indigenous and Community knowledge in relation to the proposed project. However, Inuit Qaujimaningit and Indigenous and community knowledge is incorporated into the terms and conditions recommended below based on information collected from prior and similar projects, data collected and mapped by the Commission, and other available sources.

ASSESSMENT OF THE PROJECT PROPOSAL IN ACCORDANCE WITH PART 3 OF *NUPPAA*

In determining whether a review of the project is required, the Board considered whether the project proposal had potential to result in significant ecosystemic or socio-economic impacts. Table 3. The Board took particular care to consider Inuit Qaujimaningit, Indigenous and Community Knowledge in carrying out its assessment and determination of the significance of impacts.

Table 3: Summary of the Board’s Assessment of Factors s. 90 NuPPAA

| Factor | Comment |
|---|--|
| The size of the geographic area, including the size of wildlife habitats, likely to be affected by the impacts. | The project will occur within the Kitikmeot and Qikiqtani regions of Nunavut along the Northwest Passage, including marine, coastal, island, and intertidal areas near Pond Inlet, Gjoa Haven, Cambridge Bay, and other identified landing locations. These habitats support marine mammals, seabirds, migratory birds, fish, and terrestrial wildlife, including seals, whales, walrus, polar bears, Arctic fox, and Arctic hare. Given the temporary nature of vessel transit, guided shore landings, and associated activities, impacts are expected to be localized, short-term, and limited in extent. |
| The ecosystemic sensitivity of that area. | <p>The project area contains fragile Arctic marine, coastal, island, and intertidal ecosystems that support marine mammals, migratory birds, seabirds, fish, and terrestrial wildlife. These ecosystems are characterized by short growing seasons, low biological productivity, and slow recovery rates following disturbance.</p> <p>Although project activities are limited to vessel transit, guided shore landings, and small-craft operations, the temporary nature of the activities, limited group size, and adherence to wildlife protection measures are expected to minimize potential impacts. As a result, impacts on ecosystem integrity are anticipated to be low, localized, and short-term.</p> |
| The historical, cultural and archaeological significance of that area. | <p>The areas along the proposed expedition route include locations of historical, cultural, and archaeological importance, such as Beechey Island and Prince Leopold Island, which have longstanding cultural and historical significance, including documented archaeological sites and historic landing locations.</p> <p>The Proponent has acknowledged these sites in their application and plans to access them only under the required permits and protocols, ensuring protection of culturally and historically significant areas while conducting tourism activities.</p> |
| The size of the human and the animal populations likely to be affected by the impacts. | The project area includes small, dispersed human populations in communities such as Pond Inlet, Gjoa Haven, and Cambridge Bay, as well as transient visitors and harvesters using the surrounding land and marine areas. Wildlife populations in the area include marine mammals, migratory birds, seabirds, fish, and terrestrial wildlife that utilize Arctic marine and coastal habitats. |

| Factor | Comment |
|--|---|
| | The proposed expedition activities are expected to have minimal impacts on human populations, as activities are temporary and limited in scale. Wildlife populations may experience minor, short-term disturbance; however, activities will follow established environmental, wildlife protection, and safety protocols to minimize effects. |
| The nature, magnitude and complexity of the impacts; the probability of the impacts occurring; the frequency and duration of the impacts; and the reversibility or irreversibility of the impacts. | The project involves Northwest Passage tourism activities, including marine sailing and zodiac cruising at multiple sites with historical and archaeological significance. Potential impacts are expected to be low in magnitude, localized, and primarily associated with temporary disturbance to wildlife, visitors, and culturally sensitive areas. Given the limited scale and duration of activities, the probability of significant impacts occurring is low. Any impacts that do occur are expected to be infrequent, short-term, and reversible. With the implementation of applicable permits, mitigation measures, and operating protocols, no significant residual effects are anticipated. |
| The cumulative impacts that could result from the impacts of the project combined with those of any other project that has been carried out, is being carried out or is likely to be carried out. | The NIRB has not identified any past, present, or reasonably foreseeable projects that, in combination with the proposed tourism activities, are expected to result in significant cumulative effects. While marine traffic, shipping routes, and wildlife presence are considered, the proposed project's limited scale, seasonal timing, and adherence to mitigation measures minimize potential interactions. The Board has nonetheless recommended terms and conditions, along with mitigation measures, designed with consideration for potential cumulative effects. |
| Any other factor that the Board considers relevant to the assessment of the significance of impacts. | No other relevant factors were identified; however, see below for Regulatory Requirements mandating mitigation and/or reporting. |

Regulatory Requirements

The Proponent is also advised that the following legislation may apply to the Project:
Acts and Regulations

1. The *Fisheries Act* (<http://laws-lois.justice.gc.ca/eng/acts/F-14/index.html>).
2. The *Migratory Birds Convention Act* (<http://laws-lois.justice.gc.ca/eng/acts/M-7.01/>), the *Migratory Birds Regulations* (https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1035/index.html) and the *Migratory Bird Sanctuary Regulations* (https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1036/index.html).

3. The *Species at Risk Act* (<https://laws-lois.justice.gc.ca/eng/acts/s-15.3/>). Attached in **Appendix A** is a list of Species at Risk in Nunavut.
4. The *Wildlife Act (Nunavut)* and its corresponding regulations (<http://www.canlii.org/en/nu/laws/stat/snu-2003-c-26/latest/snu-2003-c-26.html>).
5. The *Canadian Environmental Protection Act* (<http://laws-lois.justice.gc.ca/eng/acts/C-15.31/>).
6. The *Arctic Waters Pollution Prevention Act* (<http://laws-lois.justice.gc.ca/eng/acts/A-12/>) and the *Arctic Shipping Safety and Pollution Prevention Regulations* (<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2017-286/index.html>).
7. The *Canada Shipping Act, 2001* (<http://laws-lois.justice.gc.ca/eng/acts/C-10.15/>).
8. The *Marine Liability Act* (<http://laws-lois.justice.gc.ca/eng/acts/M-0.7/>).
9. The *Marine Transportation Security Act* (<https://laws-lois.justice.gc.ca/eng/acts/m-0.8/index.html>).
10. The *Canadian Navigable Waters Act* (<https://laws.justice.gc.ca/eng/acts/N-22/>).

Other Applicable Guidelines

11. The *Guidance Document for Passenger Vessels Operating in the Canadian Arctic* (<https://www.tc.gc.ca/eng/marinesafety/tp-tp13670-menu-2315.htm>).

VIEWS OF THE BOARD

In considering the above factors, the Board has identified the following and respectfully provides its views regarding whether or not the proposed project has the potential to result in significant impacts. The NIRB has also proposed terms and conditions that would mitigate the potential adverse impacts identified.

Ecosystem, wildlife habitat and Inuit harvesting activities:

| | |
|----------------------------|---|
| Valued Component | Marine Ecosystem and Habitat |
| Potential effects: | The project involves vessel transits and limited zodiac cruising through Arctic marine waters. Potential effects on the marine ecosystem and habitat include temporary disturbance to marine species, localized underwater noise, and minor disruption to habitat use patterns within nearshore and transit areas. There is also a low risk of accidental fuel or waste discharges. |
| Nature of Impacts: | Impacts are expected to be low in magnitude, localized, temporary, and reversible. The project does not involve seabed disturbance, dredging, construction, or permanent infrastructure. Marine ecosystems are expected to return to baseline conditions shortly after vessel passage. |
| Mitigating Factors: | Standard operating procedures for fuel handling, waste management, and spill prevention will be implemented. Vessel speeds and routing will be managed to reduce disturbance to sensitive marine areas and species. Crew will be trained in environmental protection and emergency response procedures. |

| | |
|---------------------------------------|---|
| Proposed Terms and Conditions: | Waste Management: 6 Fuel and Chemical Storage / Spill Response: 7 through 10 Air Quality: 11 Wildlife – General: 12, 13, 14 Marine-Based Activities: 18 through 25 Vessel Craft-Based Tourism: 26 through 28 |
|---------------------------------------|---|

| | |
|---------------------------------------|--|
| Valued Component | Marine Mammals, Sea Birds, Migratory Birds, and Species at Risk |
| Potential effects: | Vessel transit, Zodiac operations, kayaking, and temporary shore landings may result in temporary disturbance to marine mammals, seabirds, migratory birds, and species at risk. Noise, vessel presence, and human activity may temporarily affect wildlife movement, feeding, resting, or other natural behaviours. |
| Nature of Impacts: | Temporary, localized, reversible, and limited in magnitude if mitigation measures are followed. |
| Mitigating Factors: | Wildlife disturbance will be minimized through adherence to vessel speed restrictions, maintenance of appropriate setback distances from wildlife, implementation of wildlife observation protocols, limitation of group sizes during shore visits, and compliance with applicable permits, regulatory requirements, and community guidance. |
| Proposed Terms and Conditions: | Wildlife – General: 12, 13, 14 Migratory Birds and Raptors Disturbance: 15, 16, 17 Marine-Based Activities: 18 through 25 Vessel Craft-Based Tourism: 26 through 28 |

| | |
|---------------------------------------|---|
| Valued Component | Air Quality |
| Potential effects: | Minor emissions from vessels (marine engines) and support boats during transit. Localized, temporary increases in pollutants such as NOx, Sox, and particulate matter along sailing routes. |
| Nature of Impacts: | Impacts are considered low in magnitude because the project involves intermittent, small-scale vessel operations. Effects are temporary and reversible, dissipating quickly with wind and natural dispersion. |
| Mitigating Factors: | Use of well-maintained vessels with low-emission engines. Adherence to Canada Shipping Act emission standards and marine fuel regulations and avoidance of idling when stationary or near sensitive areas. |
| Proposed Terms and Conditions: | Air Quality: 11 Fuel and Chemical Storage / Spill Prevention: 7 through 10 |

| | |
|---------------------------|--|
| Valued Component | Inuit Harvesting Activities-Marine based |
| Potential effects: | The project may temporarily overlap with areas used for Inuit harvesting activities, including marine mammal hunting, fishing, and other traditional uses of marine and coastal areas. Potential effects include short-term avoidance of areas by harvesters due to vessel presence or noise during transit or shore visits. |
| Nature of Impacts: | Impacts are expected to be low in magnitude, localized, temporary, and reversible. The project is seasonal, infrequent, and ship-based, with no |

| | |
|---------------------------------------|---|
| | permanent infrastructure or long-term access restrictions. No permanent displacement of harvesting activities is anticipated |
| Mitigating Factors: | The Proponent will comply with all Inuit land access requirements and obtain necessary permissions and site visitation permits. Vessel movements will follow established routes, minimizing interference with harvesting areas and engagement with local communities and Inuit organizations will support awareness of project timing and locations. |
| Proposed Terms and Conditions: | Other: 31, 32 |

Socio-economic effects on northerners:

| | |
|---------------------------------------|---|
| Valued Component | Archaeological and Cultural Sites |
| Potential effects: | Potential disturbance or inadvertent impacts to historically or culturally significant sites along the Northwest Passage route, including documented historic landing sites, former trading posts, and areas of archaeological interest. Visual disturbance or increased human presence may affect the integrity or perception of sites. |
| Nature of Impacts: | Impacts are expected to be limited and temporary because the project activities involve marine transit and small-group tourism, with no construction or permanent infrastructure. Any interactions with sites are regulated through site visitation permits and adherence to cultural heritage protocols. |
| Mitigating Factors: | The Proponent will comply with all applicable regulatory requirements, including obtaining required Class 1 Site Visitation Permits and authorizations where necessary. Operators and passengers will follow cultural heritage protocols, site-specific guidelines, and “leave no trace” practices. Visits to heritage sites will be conducted in accordance with permit conditions and approved visitation procedures designed to protect archaeological and cultural resources. |
| Proposed Terms and Conditions: | Heritage Sites: 29, 30 |

| | |
|----------------------------|---|
| Valued Component | Economic Impact, Local Business, Employment, and Hiring |
| Potential effects: | The project is expected to have limited direct economic impact on local communities. Some indirect benefits may occur through purchases of local goods and services (e.g., supplies, port services) and occasional hiring of local guides or support staff at stopover locations. |
| Nature of Impacts: | Impacts are minor and largely positive. The economic influence is limited due to the ship-based nature of operations, and any effects on local businesses or employment are temporary and reversible. |
| Mitigating Factors: | Offer employment opportunities for local guides, and coordinate with local communities to ensure benefits are shared and operations do not disrupt local services. |

| | |
|---------------------------------------|-----------|
| Proposed Terms and Conditions: | Other: 33 |
|---------------------------------------|-----------|

Significant public concern:

| Valued Component | Public Concern |
|---------------------------------------|---|
| Potential effects: | Public concerns related to the project may include potential disturbance to wildlife, increased marine traffic along the Northwest Passage, access to culturally and archaeologically significant sites, and possible interactions with Inuit harvesting activities. Concerns may also relate to the cumulative effects of tourism and shipping activities in the region. |
| Nature of Impacts: | Any public concerns are expected to be limited and localized due to the short duration, seasonal nature, and ship-based operations of the project. The absence of permanent infrastructure and the reliance on existing marine routes reduce the likelihood of long-term or widespread concerns. |
| Mitigating Factors: | The Proponent has committed to complying with all regulatory and permitting requirements, including site visitation permits and Inuit land access permissions. Operations are designed to minimize disturbance to wildlife, cultural sites, and local communities and local Hunters and Trappers Organizations. |
| Proposed Terms and Conditions: | Other: 31, 32 |

Technological innovations for which the effects are unknown:

- No specific issues have been identified associated with this project proposal.

Administrative Conditions:

To encourage compliance with applicable regulatory requirements and assist the Board and responsible authorities with compliance and effects monitoring for project activities, the following project-specific terms and conditions have been recommended: 1-5.

In considering the above factors and subject to the Proponent’s compliance with regulatory requirements and the terms and conditions necessary to mitigate against the potential adverse environmental and social effects, the Board is of the view that the proposed project is unlikely to cause significant public concern and its adverse ecosystemic and socioeconomic impacts are unlikely to be significant, or are highly predictable and can be adequately mitigated by known technologies.

RECOMMENDED PROJECT-SPECIFIC TERMS AND CONDITIONS

The Board is recommending the following specific terms and conditions to apply in respect of the project:

General

1. Maverick Explorer Yachting Ltd. (the Proponent) shall maintain a copy of the Project Terms and Conditions at the site of operation at all times and make it accessible to enforcement officers upon request.
2. The Proponent shall operate in accordance with all commitments stated in correspondence provided to the Nunavut Planning Commission (NPC File No.: 151100), and the NIRB (Online Application Form, April 24, 2026). This information should be accessible to enforcement officers upon request.
3. The Proponent shall operate the site in accordance with all applicable Acts, Regulations and Guidelines.
4. The Proponent shall ensure that it meets the standards and/or limits as set out in the authorizing agencies' permits or licences as required for this project.
5. The Proponent shall ensure that all personnel, staff and contractors are adequately trained prior to commencement of all project activities, and shall be made aware of all operational plans, management plans, guidelines and Proponent commitments relating to the project.

Waste Management

6. The Proponent shall manage all hazardous and non-hazardous waste including food, domestic wastes, debris and petroleum-based chemicals (e.g., greases, gasoline, glycol-based antifreeze) in such a manner to avoid release into the environment and access to wildlife at all times until disposed of appropriately or at an approved facility.

Fuel and Chemical Storage

7. The Proponent shall have a Spill Contingency Plan in place at all fuel storage or transfer locations and shall ensure that appropriate spill response equipment and clean-up materials (e.g., shovels, pumps, barrels, drip pans, and absorbents) are readily available.
8. The Proponent shall follow the authorizing agencies' direction for management and removal of hazardous materials and wastes (e.g., contaminated soils, sediment and waste oil).
9. The Proponent shall ensure that wildlife deterrent systems are utilized at the time of a spill incident in order to avoid wildlife (terrestrial or marine) and migratory birds from being contaminated.
10. The Proponent shall ensure that all spills of fuel or other deleterious materials of 100 litres or more must be reported immediately to the 24-hour Spill Line at (867) 920-8130.

Air Quality

11. The Proponent shall eliminate unnecessary idling to reduce greenhouse gas emissions as much as possible.

Wildlife – General

12. The Proponent shall not substantially alter or damage or destroy any wildlife habitat in conducting this operation unless otherwise authorized by the appropriate authorizing agencies.

13. The Proponent shall not chase, weary, harass or molest wildlife. This includes persistently circling, chasing, hovering over, pursuing or in any other way harass wildlife, or disturbing large groups of animals.
14. The Proponent shall not hunt or fish, unless proper Nunavut authorizations have been acquired.

Migratory Birds and Raptors Disturbance

15. The Proponent shall carry out all phases of the project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's *Avoidance Guidelines*. The Proponent's actions in applying the *Avoidance Guidelines* shall be in compliance with the *Migratory Birds Convention Act, 1994* and with the *Species at Risk Act*.
16. The Proponent shall avoid the seaward site of seabird colonies and areas used by flocks of migrating waterfowl, a minimum distance away on the recommendation of the appropriate authorizing agencies.
17. The Proponent shall not pursue seabirds or waterbirds swimming on the water surface and shall avoid concentrations of these birds if encountered on the water.

Marine-Based Activities

18. The Proponent shall, where practicable, coordinate with other vessels to minimize simultaneous vessel traffic in critical wildlife habitat areas allowing the wildlife to continue to use the habitat undisturbed (e.g. Navy Board Inlet, Lancaster Sound, Milne Inlet, Bellot Strait).
19. The Proponent shall not visit cliffs used by nesting and breeding birds during the late afternoon or early evening hours during the months of August and September.
20. The Proponent shall not attempt to intersect or interfere with the movements of marine mammals. This includes ensuring that there are no wake zones within 250 metres and a minimum of 100 metre no go zone around marine mammals. Strategic positioning of vessels ahead of the path being traveled by mobile mammals and waiting for the mammals to pass is also prohibited.
21. When marine mammals appear to be trapped or disturbed by vessel movements, the Proponent shall implement appropriate measures to mitigate disturbance, including stoppage of movement until wildlife have moved away from the immediate area.
22. The Proponent shall maintain a distance of 100 metres if a Polar Bear is encountered on land or ice while conducting activities from a zodiac or other small craft; all interaction with Polar Bears should be avoided if possible.
23. The Proponent shall maintain a distance of 500 metres of a walrus haul out while conducting activities from a zodiac or other small craft.
24. The Proponent shall suspend all project activities should any dead fish or wildlife (both marine and terrestrial), or any injured wildlife be observed during any works or activities in

and around the marine waters. Activities may only be resumed on the recommendation of the authorizing agencies.

25. The Proponent shall report all incidents, injuries or sightings of marine mammals to the appropriate authorizing agencies.

Vessel Craft-based Tourism

26. The Proponent shall ensure that all passengers (clients and staff) are aware of the Proponent's responsibilities and requirements regarding wildlife and wildlife habitat protection. This should include pre-landing briefings on wildlife sensitivities and potential hazards, proper wildlife viewing techniques and safety practices. The Proponent shall monitor to ensure all clients and staff are compliant.
27. While on the cruise ship, vessel or small craft, the Proponent shall limit viewing time of each concentration of marine mammals and avoid loud noises and rapid movement in order to minimize disturbance.
28. The Proponent is strongly advised to provide sufficient advance notice communities where a landing is planned as part of project activities.

Heritage Sites

29. The Proponent shall ensure that archaeological and paleontological sites are not purposely or inadvertently disturbed by clients or staff as a result of project activities.
30. The Proponent shall ensure that all clients and staff are aware of the Proponent's responsibilities and requirements regarding archaeological or palaeontological sites that are encountered during land-based activities. This should include briefings explaining the prohibitions regarding removal of artifacts, and defacing or writing on rocks and infrastructure.

Other

31. The Proponent should consult with local residents regarding their activities in the area and solicit available Inuit Qaujimaningit and information that can inform project activities.
32. The Proponent shall ensure that project activities do not interfere with Inuit wildlife harvesting or traditional land use activities.
33. The Proponent should, to the extent possible, hire local people and access local services where possible.

In addition to the project-specific terms and conditions, the Board is recommending the following:

Change in Project Scope

1. Responsible authorities or Proponent shall notify the Nunavut Planning Commission and/or Parks Canada as appropriate, and the NIRB of any changes in operating plans or conditions, including phase advancement, associated with this project prior to any such change.

Copy of licences, etc. to the Board and Commission

2. The NIRB respectfully requests that responsible authorities submit a copy of each licence, permit or other authorization issued for the Project to the NIRB to assist in enabling possible project monitoring that may be required. Please forward a copy of the licences, permits and/or other authorizations to the NIRB directly at info@nirb.ca or upload a copy to the NIRB's online registry at www.nirb.ca.

Use of Inuit Qaujimaningit

3. The Proponent is encouraged to work with local communities and knowledge holders to inform project design, to carry out the project, and to confirm or validate the perspectives represented in publications, and reports as part of the project. Care should be taken to ensure that Inuit Qaujimaningit and local knowledge collected for the project is used with permission and is accurately represented.

Bear and Carnivore Safety

4. The Proponent should review the Government of Nunavut's booklet on Bear Safety, which can be downloaded from this link: http://gov.nu.ca/sites/default/files/bear_safety_-_reducing_bear-people_conflicts_in_nunavut.pdf. Further information on bear/carnivore detection and deterrent techniques can be found in the "Safety in Grizzly and Black Bear Country" pamphlet, which can be downloaded from this link: https://www.enr.gov.nt.ca/sites/enr/files/resources/safety_in_grizzly_and_black_bear_country_english.pdf.
5. There are polar bear and grizzly bear safety resources available from the Bear Smart Society with videos on polar bear safety available in English, French and Inuktitut at <http://www.bearsmart.com/play/safety-in-polar-bear-country/>. Information can also be obtained from Parks Canada's website on bear safety at the following link: <http://www.pc.gc.ca/eng/pn-np/nu/quttinirpaaq/visit/visit6/d.aspx> or in reviewing the "Safety in Polar Bear Country" pamphlet, which can be downloaded from the following link: http://www.pc.gc.ca/eng/pn-np/nu/quttinirpaaq/visit/visit6/~media/pn-np/nu/auyuittuq/pdf/shared/PolarBearSafety_English.ashx.
6. Any problem wildlife or any interaction with carnivores should be reported immediately to the local Government of Nunavut, Department of Environment Conservation Office (Conservation Officer of Cambridge Bay (867) 983-4164 and Pond Inlet (867) 899-8819).

Species at Risk

7. The Proponent review Environment and Climate Change Canada's "Environment Assessment Best Practice Guide for Wildlife at Risk in Canada", available at the following

link:http://www.sararegistry.gc.ca/virtual_sara/files/policies/EA%20Best%20Practices%202004.pdf. The guide provides information to the Proponent on what is required when Wildlife at Risk, including *Species at Risk*, are encountered or affected by the project.

Migratory Birds

8. The Proponent review Canadian Wildlife Services' "Key migratory bird terrestrial habitat sites in the Northwest Territories and Nunavut", available at the following link: <http://publications.gc.ca/site/eng/317630/publication.html> and "Key marine habitat sites for migratory birds in Nunavut and the Northwest Territories", available at the following link: <http://publications.gc.ca/site/eng/392824/publication.html>. The guide provides information to the Proponent on key terrestrial and marine habitat areas that are essential to the welfare of various migratory bird species in Canada.
9. For further information on how to protect migratory birds, their nests and eggs when planning or carrying out project activities, consult Environment and Climate Change Canada's Incidental Take web page and the fact sheet "Planning Ahead to Reduce the Risk of Detrimental Effects to Migratory Birds, and their Nests and Eggs" available at: http://publications.gc.ca/collections/collection_2013/ec/CW66-324-2013-eng.pdf.

CONCLUSION

The foregoing constitutes the Board's screening decision with respect to the Maverick Explorer Yachting Ltd.'s (MEY Ltd) "MY Maverick Northwest Passage Transit 2026". The NIRB remains available for consultation with the Minister regarding this report as necessary.

Dated June 24, 2026 at Iqaluit, NU.



Albert Ehaloak, Chairperson

Attachments: Appendix A: Species at Risk in Nunavut
Appendix B: Archaeological and Palaeontological Resources Terms and Conditions for Land Use Permit Holders

APPENDIX A: SPECIES AT RISK IN NUNAVUT

Due to the requirements of Section 79(2) of the *Species at Risk Act*, S.C. 2002, c. 29 (*SARA*), and the potential for project-specific adverse effects on listed wildlife species and its critical habitat, measures should be taken as appropriate to avoid or lessen those effects, and the effects need to be monitored. Project effects could include species disturbance, attraction to operations and destruction of habitat. This section applies to all species listed on Schedule 1 of *SARA*, as listed in the table below, or have been assessed by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), which may be encountered in the project area. This list may not include all species identified as at risk by the Territorial Government. The following points provide clarification on the applicability of the species outlined in the table.

- Schedule 1 is the official legal list of Species at Risk for *SARA*. *SARA* applies to all species on Schedule 1. The term “listed” species refers to species on Schedule 1.
- Schedule 2 and 3 of *SARA* identify species that were designated at risk by the COSEWIC prior to October 1999 and must be reassessed using revised criteria before they can be considered for addition to Schedule 1.
- Some species identified at risk by COSEWIC are “pending” addition to Schedule 1 of *SARA*. These species are under consideration for addition to Schedule 1, subject to further consultation or assessment.

If species at risk are encountered or affected, the primary mitigation measure should be avoidance. The Proponent should avoid contact with or disturbance to each species, its habitat and/or its residence. All direct, indirect, and cumulative effects should be considered. Refer to species status reports and other information on the Species at Risk Registry at <http://www.sararegistry.gc.ca> for information on specific species.

Monitoring should be undertaken by the Proponent to determine the effectiveness of mitigation and/or identify where further mitigation is required. As a minimum, this monitoring should include recording the locations and dates of any observations of Species at Risk, behaviour or actions taken by the animals when project activities were encountered, and any actions taken by the proponent to avoid contact or disturbance to the species, its habitat, and/or its residence. This information should be submitted to the appropriate regulators and organizations with management responsibility for that species, as requested.

For species primarily managed by the Territorial Government, the Territorial Government should be consulted to identify other appropriate mitigation and/or monitoring measures to minimize effects to these species from the project.

Mitigation and monitoring measures must be undertaken in a way that is consistent with applicable recovery strategies and action/management plans.

Schedules of *SARA* are amended on a regular basis, so it is important to check the *SARA* registry (www.sararegistry.gc.ca) to get the current status of a species.

Updated: September 2024

| Terrestrial Species at Risk¹ | COSEWIC Designation | Schedule of SARA | Government Organization with Primary Management Responsibility² |
|--|----------------------------|-------------------------|---|
| Buff-breasted Sandpiper | Special Concern | Schedule 1 | Environment and Climate Change Canada (ECCC) |
| Common Nighthawk | Threatened | Schedule 1 | ECCC |
| Eskimo Curlew | Endangered | Schedule 1 | ECCC |
| Harlequin Duck | Special Concern | Schedule 1 | ECCC |
| Harris's Sparrow | Special Concern | Schedule 1 | ECCC |
| Horned Grebe | Special Concern | Schedule 1 | ECCC |
| Ivory Gull | Endangered | Schedule 1 | ECCC |
| Olive-sided Flycatcher | Threatened | Schedule 1 | ECCC |
| Peregrine Falcon | Special Concern | Schedule 1 | ECCC |
| Red Knot Islandica Subspecies | Special Concern | Schedule 1 | ECCC |
| Red-necked Phalarope | Special Concern | Schedule 1 | ECCC |
| Ross's Gull | Threatened | Schedule 1 | ECCC |
| Rusty Blackbird | Special Concern | Schedule 1 | ECCC |
| Short-eared Owl | Special Concern | Schedule 1 | ECCC |
| Porsild's Bryum | Threatened | Schedule 1 | Government of Nunavut (GN) |
| Transverse Lady Beetle | Special Concern | No Schedule | GN |
| Caribou (Dolphin and Union Population) | Endangered | Schedule 1 | GN |
| Caribou (Barren-ground Population) | Threatened | No Schedule | GN |
| Caribou (Torngat Mountains Population) | Endangered | No Schedule | GN |
| Grizzly Bear (Western Population) | Special Concern | Schedule 1 | ECCC |
| Peary Caribou | Endangered | Schedule 1 | GN |
| Polar Bear | Special Concern | Schedule 1 | ECCC |
| Wolverine | Special Concern | Schedule 1 | GN |
| Atlantic Walrus (High Arctic Population) | Special Concern | No Schedule | Fisheries and Oceans Canada (DFO) |
| Atlantic Walrus (Central/Low Arctic Population) | Special Concern | No Schedule | DFO |
| Beluga Whale (Cumberland Sound Population) | Threatened | Schedule 1 | DFO |
| Beluga Whale (Eastern Hudson Bay Population) | Endangered | No Schedule | DFO |
| Beluga Whale (Eastern High Arctic-Baffin Bay Population) | Special Concern | No Schedule | DFO |
| Beluga Whale (Western Hudson Bay Population) | Special Concern | No Schedule | DFO |
| Atlantic Cod (Arctic Lakes Population) | Special Concern | No Schedule | DFO |
| Fourhorn Sculpin (Freshwater Form) | Data Deficient | Schedule 3 | DFO |
| Lumpfish | Threatened | No Schedule | DFO |
| Thorny Skate | Special Concern | No Schedule | DFO |

¹ The Department of Fisheries and Oceans has responsibility for aquatic species.

² Environment and Climate Change Canada (ECCC) has a national role to play in the conservation and recovery of Species at Risk in Canada, as well as responsibility for management of birds described in the Migratory Birds Convention Act (MBCA). Day-to-day management of terrestrial species not covered in the MBCA is the responsibility of the Territorial Government. Populations that exist in National Parks are also managed under the authority of the Parks Canada Agency.

**APPENDIX B: ARCHAEOLOGICAL AND PALAEOLOGICAL RESOURCES TERMS AND
CONDITIONS FOR LAND USE PERMIT HOLDERS**



INTRODUCTION

The Department of Culture and Heritage (CH) routinely reviews land use applications sent to the Nunavut Water Board, Nunavut Impact Review Board and the Indigenous and Northern Affairs Canada. These terms and conditions provide general direction to the permittee/proponent regarding the appropriate actions to be taken to ensure the permittee/proponent carries out its role in the protection of Nunavut’s archaeological and palaeontological resources.

TERMS AND CONDITIONS

- 1) The permittee/proponent shall have a professional archaeologist and/or palaeontologist perform the following **Functions** associated with the **Types of Development** listed below or similar development activities:

| | Types of Development (See Guidelines below) | Function (See Guidelines below) |
|----|---|--|
| a) | Large scale prospecting | Archaeological/Palaeontological Overview Assessment |
| b) | Diamond drilling for exploration or geotechnical purpose or planning of linear disturbances | Archaeological/Palaeontological Overview Assessment and/or Inventory and Documentation and/or Mitigation |
| c) | Construction of linear disturbances, Extractive disturbances, Impounding disturbances and other land disturbance activities | Archaeological/Palaeontological Overview Assessment and/or Inventory and Documentation and/or Mitigation |

Note that the above-mentioned functions require either a Nunavut Archaeologist Permit or a Nunavut Palaeontologist Permit. CH is authorized by way of the *Nunavut and Archaeological and Palaeontological Site Regulations*³ to issue such permits.

³ P.C. 2001-1111 14 June, 2001

- 2) The permittee/proponent shall not operate any vehicle over a known or suspected archaeological or palaeontological site.
- 3) The permittee/proponent shall not remove, disturb, or displace any archaeological artifact or site, or any fossil or palaeontological site.
- 4) The permittee/proponent shall immediately contact CH at (867) 934-2046 or (867) 975-5500 should an archaeological site or specimen, or a palaeontological site or fossil, be encountered or disturbed by any land use activity.
- 5) The permittee/proponent shall immediately cease any activity that disturbs an archaeological or palaeontological site encountered during the course of a land use operation until permitted to proceed with the authorization of CH.
- 6) The permittee/proponent shall follow the direction of CH in restoring disturbed archaeological or palaeontological sites to an acceptable condition. If these conditions are attached to either a Class A or B Permit under the Territorial Lands Act Indigenous and Northern Affairs Canada directions will also be followed.
- 7) The permittee/proponent shall provide all information requested by CH concerning all archaeological sites or artifacts and all palaeontological sites and fossils encountered in the course of any land use activity.
- 8) The permittee/proponent shall make best efforts to ensure that all persons working under its authority are aware of these conditions concerning archaeological sites and artifacts and palaeontological sites and fossils.
- 9) If a list of recorded archaeological and/or palaeontological sites is provided to the permittee/proponent by CH as part of the review of the land use application the permittee/proponent shall avoid the archaeological and/or palaeontological sites listed.
- 10) Should a list of recorded sites be provided to the permittee/proponent, the information is provided solely for the purpose of the proponent's land use activities as described in the land use application, and must otherwise be treated confidentially by the proponent.

Legal Framework

As stated in Article 33 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)*:

Where an application is made for a land use permit in the Nunavut Settlement Area, and there are reasonable grounds to believe that there could be sites of archaeological importance on the lands affected, no land use permit shall be issued without written consent of the Designated Agency. Such consent shall not be unreasonably withheld. [33.5.12]

Each land use permit referred to in Section 33.5.12 shall specify the plans and methods of archeological site protection and restoration to be followed by the permit holder, and any other conditions the Designated Agency may deem fit. [33.5.13]

Palaeontology and Archaeology

Under the *Nunavut Act*⁴, the federal government can make regulations for the protection, care and preservation of palaeontological and archaeological sites and specimens in Nunavut. Under the *Nunavut Archaeological and Palaeontological Sites Regulations*⁵, it is illegal to alter or disturb any palaeontological or archaeological site in Nunavut unless permission is first granted through the permitting process.

Definitions

As defined in the *Nunavut Archaeological and Palaeontological Sites Regulations*, the following definitions apply:

“archaeological site” means a place where an archaeological artifact is found.

“archaeological artifact” means any tangible evidence of human activity that is more than 50 years old and in respect of which an unbroken chain of possession or regular pattern of usage cannot be demonstrated, and includes a Denesuline archaeological specimen referred to in section 40.4.9 of the Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement).

“palaeontological site” means a site where a fossil is found.

“fossil” includes:

Fossil means the hardened or preserved remains or impression of previously living organisms or vegetation and includes:

- (a) natural casts;*
- (b) preserved tracks, coprolites and plant remains; and*
- (c) the preserved shells and exoskeletons of invertebrates and the preserved eggs, teeth and bones of vertebrates.*

Guidelines for Developers for the Protection of Archaeological Resources in the Nunavut Territory

(Note: Partial document only, complete document at: www.ch.gov.nu.ca/en/Archaeology.aspx)

Introduction

The following guidelines have been formulated to ensure that the impacts of proposed developments upon heritage resources are assessed and mitigated before ground surface altering activities occur. Heritage resources are defined as, but not limited to, archaeological and historical sites, burial grounds, palaeontological sites, historic buildings and cairns. Effective collaboration between the developer, the Department of Culture, and Heritage (CH), and the contract archaeologist(s) will ensure proper preservation of heritage resources in the Nunavut Territory. The roles of each are briefly described.

⁴ s. 51(1)

⁵ P.C. 2001-1111 14 June, 2001

CH is the Nunavut Government agency which oversees the protection and management of heritage resources in Nunavut, in partnership with land claim authorities, regulatory agencies, and the federal government. Its role in mitigating impacts of developments on heritage resources is as follows: to identify the need for an impact assessment and make recommendations to the appropriate regulatory agency; set the terms of reference for the study depending upon the scope of the development; suggest the names of qualified individuals prepared to undertake the study to the developer; issue an archaeologist or palaeontologist permit authorizing field work; assess the completeness of the study and its recommendations; and ensure that the developer complies with the recommendations.

The primary regulatory agencies that CH provides information and assistance to are the Nunavut Impact Review Board, for development activities proposed for Inuit Owned Lands (as defined in Section 1.1.1 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)*), and the Indigenous and Northern Affairs Canada, for development activities proposed for federal Crown Lands.

A developer is the initiator of a land use activity. It is the obligation of the developer to ensure that a qualified archaeologist or palaeontologist is hired to perform the required study and that provisions of the contract with the archaeologist or palaeontologist allow permit requirements to be met; i.e. fieldwork, collections management, artifact and specimen conservation, and report preparation. On the recommendation of the contract archaeologist or palaeontologist in the field and the Government of Nunavut, the developer shall implement avoidance or mitigative measures to protect heritage resources or to salvage the information they contain through excavation, analysis, and report writing. The developer assumes all costs associated with the study in its entirety.

Through his or her active participation and supervision of the study, the contract archaeologist or palaeontologist is accountable for the quality of work undertaken and the quality of the report produced. Facilities to conduct fieldwork, analysis, and report preparation should be available to this individual through institutional, agency, or company affiliations. Responsibility for the curation of objects recovered during field work while under study and for documents generated in the course of the study as well as remittance of artifacts, specimens and documents to the repository specified on the permit accrue to the contract archaeologist or palaeontologist. This individual is also bound by the legal requirements of the *Nunavut Archaeological and Palaeontological Sites Regulations*.

Types of Development

In general, those developments that cause concern for the safety of heritage resources will include one or more of the following kinds of surface disturbances. These categories, in combination, are comprehensive of the major kinds of developments commonly proposed in Nunavut. For any single development proposal, several kinds of these disturbances may be involved

- *Linear disturbances: including the construction of highways, roads, winter roads, transmission lines, and pipelines;*
- *Extractive disturbances: including mining, gravel removal, quarrying, and land filling;*

- *Impoundment disturbances: including dams, reservoirs, and tailings ponds;*
- *Intensive land use disturbances: including industrial, residential, commercial, recreational, and land reclamation work, and use of heritage resources as tourist developments.*
- *Mineral, oil and gas exploration: establishment of camps, temporary airstrips, access routes, well sites, or quarries all have potential for impacting heritage resources.*

Types of Studies Undertaken to Preserve Heritage Resources

Overview: An overview study of heritage resources should be conducted at the same time as the development project is being designed or its feasibility addressed. They usually lack specificity with regard to the exact location(s) and form(s) of impact and involve limited, if any, field surveys. Their main aim is to accumulate, evaluate, and synthesize the existing knowledge of the heritage of the known area of impact. The overview study provides managers with baseline data from which recommendations for future research and forecasts of potential impacts can be made. A Class I Permit is required for this type of study if field surveys are undertaken.

Reconnaissance: This is done to provide a judgmental appraisal of a region sufficient to provide the developer, the consultant, and government managers with recommendations for further development planning. This study may be implemented as a preliminary step to inventory and assessment investigations except in cases where a reconnaissance may indicate a very low or negligible heritage resource potential. Alternately, in the case of small-scale or linear developments, an inventory study may be recommended and obviate the need for a reconnaissance.

The main goal of a reconnaissance study is to provide baseline data for the verification of the presence of potential heritage resources, the determination of impacts to these resources, the generation of terms of reference for further studies and, if required, the advancement of preliminary mitigative and compensatory plans. The results of reconnaissance studies are primarily useful for the selection of alternatives and secondarily as a means of identifying impacts that must be mitigated after the final siting and design of the development project. Depending on the scope of the study, a Class 1 or Class 2 Permit is required for this type of investigation.

Inventory: A resource inventory is generally conducted at that stage in a project's development at which the geographical area(s) likely to sustain direct, indirect, and perceived impacts can be well defined. This requires systematic and intensive fieldwork to ascertain the effects of all possible and alternate construction components on heritage resources. All heritage sites must be recorded on Government of Nunavut Site Survey forms. Sufficient information must be amassed from field, library and archival components of the study to generate a predictive model of the heritage resource base that will:

- allow the identification of research and conservation opportunities;
- enable the developer to make planning decisions and recognize their likely effects on the known or predicted resources; and

- make the developer aware of the expenditures, which may be required for subsequent studies and mitigation. A Class 1 or 2 permit is required.

Assessment: At this stage, sufficient information concerning the numbers and locations of heritage resources will be available, as well as data to predict the forms and magnitude of impacts. Assessments provide information on the size, volume, complexity and content of a heritage resource, which is used to rank the values of different sites or site types given current archaeological knowledge. As this information will shape subsequent mitigation program(s), great care is necessary during this phase.

Mitigation: This refers to the amelioration of adverse impacts to heritage resources and involves the avoidance of impact through the redesign or relocation of a development or its components; the protection of the resource by constructing physical facilities; or, the scientific investigation and recovery of information from the resource by excavation or other method. The type(s) of appropriate mitigative measures are dictated by their viability in the context of the development project. Mitigation strategies must be developed in consultation with, and approved by, the Department of Culture and Heritage. It is important to note that mitigation activities should be initiated as far in advance of the construction of the development as possible.

Surveillance and monitoring: These may be required as part of the mitigation program.

Surveillance may be conducted during the construction phase of a project to ensure that the developer has complied with the recommendations.

Monitoring involves identification and inspection of residual and long-term impacts of a development (i.e. shoreline stability of a reservoir); or the use of impacts to disclose the presence of heritage resources, for example, the uncovering of buried sites during the construction of a pipeline.