



SCREENING DECISION REPORT NIRB FILE No.: 26YN025

NPC File No.: 151184

September 4, 2026

Following the Nunavut Impact Review Board's (NIRB or Board) assessment of all materials provided, the NIRB is recommending that a review of Fisheries and Oceans Canada's "Developing local capacity and tools for on-board ship monitoring to better understand ecological risks and identify actions to improve mitigation for ship traffic in Arctic Canada's largest port" is not required pursuant to Article 12, Section 12.4.4(a) of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)* and s. 92(1)(a) of the *Nunavut Planning and Project Assessment Act*, S.C. 2013, c. 14, s. 2 (NuPPAA).

Subject to the Proponent's compliance with the terms and conditions as set out in below, issued in accordance with s. 92(2)(a) of NuPPAA, the NIRB is of the view that the project proposal is not likely to cause significant public concerns, and it is unlikely to result in significant adverse environmental and social impacts. The NIRB therefore recommends that the responsible Minister(s) accepts this Screening Decision Report.

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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 17, 2026, the NIRB received a referral to screen Fisheries and Oceans Canada’s “Developing local capacity and tools for on-board ship monitoring to better understand ecological risks and identify actions to improve mitigation for ship traffic in Arctic Canada’s largest port” project proposal (NIRB File No: 26YN025) 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/126466.

- Project Name: Developing local capacity and tools for on-board ship monitoring to better understand ecological risks and identify actions to improve mitigation for ship traffic in Arctic Canada’s largest port
- NIRB File No.: 26YN025
- NIRB Application No.: 126466

Table 1: NIRB’s Assessment Process

Date	Stage
April 17, 2026	Receipt of project proposal and positive conformity determination (North Baffin Regional Land Use Plan) from the Commission
April 27, 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
July 9, 2026	Receipt of online application from Proponent
July 17, 2026	Request(s) to Proponent for additional information in order to carry out screening pursuant to s. s. 144(1) of the <i>NuPPAA</i>
July 17, 2026	Proponent responded to information request(s) and provided additional information
July 21, 2026	Scoping pursuant to s. 86(1) of the <i>NuPPAA</i>
July 29, 2026	Public engagement and comment request was issued in English with translations provided once available
August 19, 2026	Receipt of public comments

Date	Stage
September 4, 2026	Issuance of Screening Decision Report

1. Project Scope

Location	Qikiqtani region, at Milne Inlet Port approximately 130 kilometers Southeast of Pond Inlet
Objective	The Proponent intends to conduct research on the risk of aquatic non-indigenous species introductions from ballast water discharge associated with increased shipping to Milne Inlet Port related to the Baffinland Mary River Project. The project focuses on characterizing the abundance and diversity of organisms in treated and mid-ocean-exchange ballast water counts. Sampling would be conducted onboard bulk ore carriers during standard de-ballasting operations.
Timeline	Operations Phase: August 24, 2026, to December 23, 2027. Closure Phase December 23, 2027, to March 23, 2028.

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

- Daily use of one truck to transport up to five personnel and sampling equipment between the camp, Milne Inlet Port, and the on-site laboratory.
- Boarding bulk ore carriers at Milne Inlet Port to collect ballast-water samples during standard de-ballasting operations, with support from vessel personnel.
- Filtering approximately 1,000 to 2,000 liters of ballast water per sampled ship using two Ballast CATCH units.
- Collecting approximately 14 liters of raw (unfiltered water) and 1-2 liters of filtered ballast water from each sampled vessel for analysis.
- Collecting approximately 8 liters of ballast water from each sampled vessel for environmental DNA and RNA filtration and analysis.
- Collecting approximately 15 ballast water samples during 2026 field season and up to 80 samples collected over the next two years.
- Use of one ballast EYE viable-organism analyzer to count viable organisms in ballast water samples.
- Use of a TRO (Total Residual Oxidants meter) to measure residual chlorine in ballast water samples.
- Use of a citizen sampler to collect environmental DNA and RNA from ballast water samples.
- Using approximately 50 liters of gasoline to fuel the truck.
- Using approximately Four (4) liters of ethanol for sample preservation.
- Waste management: Collection of approximately 1 liter of ethanol, 2.5 liters of Fluorescein Diacetate (FDA), and one (1) liter of waste generated through Total Residual Oxidants (TRO) testing in appropriate waste containers. The waste would be transferred to Baffinland water treatment facility for treatment and disposal or shipped back down south for proper disposal.

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 August 19, 2026, the NIRB received comments from the following interested parties:

Table 2: Comments Received

Commenting Party	NIRB Doc ID No.
Government of Nunavut	362788
Crown-Indigenous Relations and Northern Affairs Canada	362643
Fisheries and Oceans Canada	362769
Transport Canada	362771

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 Developing local capacity and tools for on-board ship monitoring to better understand ecological risks and identify actions to improve mitigation for ship traffic in Arctic Canada's largest port project proposal:

Government of Nunavut

- Noted that they have reviewed the proposed project and related documents and has no comments or concerns at this time.

Crown-Indigenous Relations and Northern Affairs Canada

- Noted that they have reviewed the proposed project and related documents and has no comments or concerns at this time.

Fisheries and Oceans Canada

- Noted that they have reviewed the proposed project and related documents and has no comments or concerns at this time.

Transport Canada

- Noted that they have reviewed the proposed project and related documents and has no comments or concerns at this time.

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 physical footprint of the proposed project components is within the Milne Inlet Port. ▪ The proposed project would take place within habitats of far-ranging wildlife species such as migratory and non-migratory birds, arctic fox, arctic hare and Species at Risk such as Polar Bears.
The ecosystemic sensitivity of that area.	▪ The proposed project components take place within the Tallurutiup Imanga National Marine Conservation Area. ▪ The Proponent does not propose to conduct activities on the marine habitat, and no samples will be taken from the surrounding environment.
The historical, cultural and archaeological significance of that area.	▪ No specific areas of historical, cultural and archaeological significance have been identified by the Proponent within the physical footprint of the proposed project.
The size of the human and the animal populations likely to be affected by the impacts.	▪ The proposed project is unlikely to result in impacts to local human and animal populations.

Factor	Comment
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 duration of impacts is short-term and reversible as research activities occur at the port facility; no long term or irreversible effects are anticipated. ▪ With adherence to the relevant regulatory requirements and application of the mitigation measures recommended by the NIRB, no significant residual effects are expected to occur.
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.	▪ Table 4 is a list of past, present and reasonably foreseeable projects. The Board recommended terms and conditions along with mitigation measures designed with consideration for the potential for cumulative effects in the Board Views section.
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 *Nunavut Waters and Nunavut Surface Rights Tribunal Act* (<http://laws-lois.justice.gc.ca/eng/acts/n-28.8/>).
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 *Nunavut Act* (<http://laws-lois.justice.gc.ca/eng/acts/N-28.6/>). The Proponent must comply with the proposed terms and conditions listed in the attached **Appendix B**.
6. The *Transportation of Dangerous Goods Act* (<http://laws-lois.justice.gc.ca/eng/acts/t-19.01/>) and the *Transportation of Dangerous Goods Regulations* (<http://www.tc.gc.ca/eng/tdg/clear-tofc-211.htm>).
7. The *Canadian Environmental Protection Act* (<http://laws-lois.justice.gc.ca/eng/acts/C-15.31/>).
8. 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>).

9. The *Canada Shipping Act, 2001* (<http://laws-lois.justice.gc.ca/eng/acts/C-10.15/>).

10. The *Marine Liability Act* (<http://laws-lois.justice.gc.ca/eng/acts/M-0.7/>).

11. The *Marine Transportation Security Act* (<https://laws-lois.justice.gc.ca/eng/acts/m-0.8/index.html>).

Table 4: Past, Present, and Reasonably Foreseeable Projects Considered

NIRB Project Number	Project Title	Project Type
<i>Present Projects – approved or in operation</i>		
08MN053	Mary River Iron Mine	Mine
<i>Past Projects</i>		
23YA018	Arctic coastal and drifting ice processes and dynamics (project amendment)	Research
23YN068	Mary River Mine Fugitive Dust Research: Bridging Western Science, Industry Monitoring and Inuit Qaujimagatuqangit	Research

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	Migratory and non-migratory birds, terrestrial wildlife and Species at Risk
Potential effects:	The project presents minimal environmental interaction because activities occur mainly on vessels and at existing port facilities, avoiding terrestrial habitats and known nesting areas. This approach ensures that any temporary disturbances are restricted to research vessels and established infrastructure.
Nature of Impacts:	Low magnitude, short-duration and unlikely to occur. No long-term displacement or habitat alteration expected.
Mitigating Factors:	When using chemicals, with small containers (500 ml or less) will be handled to prevent large spills in the lab, a spill kit will be available at all times to contain and clean up spills, containers of ethanol will be stored in flammable cabinet to prevent accidental fires.
Proposed Terms and Conditions:	Waste Management – 7 Fuel and Chemical Storage – 8 through 13 Wildlife General – 14 through 19

Valued Component	Marine habitat
Potential effects:	The proposed research activities mainly take place aboard bulk carriers and at existing port, the research activities will not cause physical destruction, alteration, or fragmentation of critical marine habitats.
Nature of Impacts:	Localized at the port, reversible and not expected to affect behavior or habitat function.
Mitigating Factors:	There are no anticipated impacts to the environment resulting from this project, using existing methods of transportation to the port as permitted by Baffinland based on their project authorizations/certificates and only collecting samples while on bulk carrier vessels. No samples will be taken from the environment.
Proposed Terms and Conditions:	Water courses/Water bodies (marine waters) – 6 Fuel and Chemical Storage – 10 and 12

Valued Component	Public and traditional land use activities
Potential effects:	No specific concerns or impacts to public and traditional land use activities in the area have been identified; however, potential adverse impacts to the public and traditional land-use activities may result from transportation of personnel to port site by truck using existing roads and research activities.
Nature of Impacts:	The potential for impacts is considered to be minimal due to the temporary and low-impact nature of the activities, and any resulting impacts would be expected to be reversible.
Mitigating Factors:	Community engagement to provide workshops involving Inuit youth to provide feedback on the sampling season and do outreach in each of the communities with support from DFO to share knowledge of the project to discuss questions and concerns with community members
Proposed Terms and Conditions:	Other – 20 and 21

Socio-economic effects on northerners:

Valued Component	Training, local capacity and community participation
Potential effects:	Potential positive impacts to the communities of Pond Inlet, Igloodik, and Sanirajak to provide training to local youth, workshops to provide feedback on the sampling season and do outreach in each of the communities.
Nature of Impacts:	The potential for positive training benefits in relation to the research activities are likely for the duration of the Project.
Mitigating Factors:	Community engagement initiated for each year will be hosting a training workshop where Inuit youth from Pond Inlet, Igloodik, and Sanirajak involved in the Project will learn how to use sampling equipment, and safety measures for sampling ships at industrial port sites.
Proposed Terms and Conditions:	Other – 22

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:

1. Fisheries and Oceans Canada (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.: 151184), and the NIRB (Online Application Form, July 9, 2026, July 17, 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.

Water courses/Water bodies (including fresh and marine waters)

6. The Proponent shall not deposit, nor permit the deposit of any fuel, chemicals, wastes (including wastewater) or sediment into any water body. The Proponent should have in place an Emergency Spill Response Plan that is approved by the appropriate authorizing agency(ies).

Waste Management

7. 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

8. The Proponent shall locate all fuel and other hazardous materials a minimum distance away from the high-water mark of any water body and environmentally sensitive areas as required by the appropriate authorizing agencies. The materials shall be stored in such a manner as to prevent their release into the environment.
9. All fuel and chemical storage containers must be clearly marked with the Proponent's name for ease of identification.
10. 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.
11. 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).
12. 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.
13. 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.

Wildlife – General

14. 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.
15. 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.
16. The Proponent shall not hunt or fish, unless proper Nunavut authorizations have been acquired.
17. The Proponent shall ensure that all wildlife have the right-of-way on any roads or trails. Vehicles are required to slow down or stop and wait to permit the free and unrestricted movement of wildlife across roads or trails at any location.
18. The Proponent shall enforce safe speed limits for vehicles travelling along the road to ensure drivers have sufficient time to react in a safe manner if wildlife are encountered on or adjacent to the road or trail.
19. The Proponent shall ensure that drivers maintain spacing appropriate for driving and road conditions, and speed limits, to ensure drivers have time to safely react to any wildlife on the road.

Other

20. 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.
21. The Proponent shall ensure that project activities do not interfere with Inuit wildlife harvesting or traditional land use activities.
22. The Proponent should, to the extent possible, hire local people and access local services where possible.

OTHER NIRB CONCERNS AND RECOMMENDATIONS

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 produced 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.

Species at Risk

4. 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

5. 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.

6. 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 Fisheries and Oceans Canada's "Developing local capacity and tools for on-board ship monitoring to better understand ecological risks and identify actions to improve mitigation for ship traffic in Arctic Canada's largest port". The NIRB remains available for consultation with the Minister regarding this report as necessary.

Dated September 4, 2026 at Iqaluit, NU.



Albert Ehloak, Chairperson

Attachments: Appendix A: Species at Risk in Nunavut

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.