



February 10, 2023

Andrew Nakashuk
Chairperson
Nunavut Planning Commission
P.O. Box 2101
Cambridge Bay, Nunavut X0B 0C0

RE: Friends of Land Use Planning - Submission to the Nunavut Planning Commission on the 2021 Draft Nunavut Land Use Plan (DNLUP)

Dear Chairperson Nakashuk,

Thank you for the opportunity to submit final written comments to the DNLUP. Friends of Land Use Planning (FLUP) is a collaboration of individuals that support Indigenous-led Land Use Planning in Canada. Specifically, we want to see the DNLUP finally come into force in Nunavut. An NLUP is a requirement of the Nunavut Agreement, signed in 1993, and we believe that an NLUP can help to protect marine and terrestrial wildlife, habitats, and biodiversity while also providing opportunities for sustainable economic development.

During the last round of DNLUP public hearings in late 2022, FLUP was struck by the volume and seriousness of the comments from community members on the impacts of shipping activity throughout Nunavut. To support NPC in its finalization of the Plan, FLUP reached out for technical assistance to understand and recommended ways to address vessel impacts and shipping operations within the Plan. Attached, please find these technical reports for your consideration.

FLUP looks forward to the completion of the NLUP and its swift implementation in the coming months and years.

Sincerely,

Paul Crowley, Friends of Land Use Planning

Nunavut Land Use Plan (NLUP) – Community Vessel Management Project

Technical Summary and High-Level Recommendations

By Andrew Dumbrille & Elissama Menezes, commissioned by Friends of Land Use Planning (FLUP)

Summary

This technical summary and these high-level recommendations intend to bring community concerns on shipping and vessel traffic to light and recommend ways for mitigating their impacts. This document proposes the use of Limited Use designations for shipping activities to support higher levels of protection through the NLUP in alignment with community testimony throughout the engagement of the DNLUP.

Introduction

Shipping plays a central role in Nunavummiut harvesting, resupply, transportation, economy, and other essentials of life. Ensuring it occurs with as little impact as possible is important to maintain clean seas and healthy ecosystems that wildlife and Nunavummiut depend on inextricably. The centrality of shipping is reflected in the number of times this issue arose during the DNLUP hearings.

The foundation and background for the recommendations in this document are the voices of Nunavummiut themselves, which were summarized in an excel document. This summary is based on an analysis of the transcripts from the last four in-person DNLUP hearings in 2022. It is important to put this summary on the public record and draw the NPC's attention to the multitude of perspectives, experiences, and opinions about vessel operations and activity in Nunavut waters. It is valuable in and of itself for the commissioners to take into account when completing the NLUP and to attempt to deal with the issues around safe, responsible, low-impact, and clean shipping.

Attached to this submission are three documents:

- An excel table which documents not only the specific quotes and references from community members about shipping and vessel traffic, but also categorizes these comments into groupings related to their specific impacts such as pollution, climate change, disturbance, governance and monitoring.
- A summary document which highlights common themes and areas of concern in the excel table.
- A vessel management policy menu. This menu isn't exhaustive and contains recommendations which, in some cases, point to jurisdictional solutions outside of the NPC's mandate, but it does highlight areas which could provide policy solutions to many of the concerns expressed by Nunavummiut during the public hearings.

Based on the public hearing research scan, the scan summary, and the policy menu, areas of specific concern and jurisdictional relevance for the NPC were highlighted.

Clear Jurisdictional Mandate - 12 Nautical Miles

The Nunavut Settlement Area and Canada's Territorial Sea, both extending to 12 nautical miles from shore, are clearly within the control and jurisdiction of both Canada and the NPC to mandate vessel operations and restrictions. Articles 22, 211, and 234 (see policy menu) of the UN Convention on the Law of the Sea (UNCLOS) allow states to control traffic and pollution from vessels as deemed necessary in this area.

The mandate of the NPC unequivocally states: Land use plans have the authority to direct resource use and development by placing obligations on all federal and territorial government departments and agencies. Under the Nunavut Agreement, land includes water (Article 11.1.2) and the land use planning provisions apply to both land and marine areas within the Nunavut Settlement Area and the Outer Land Fast Ice Zone (Article 11.1.4). This means that the NPC has the mandate to consider activities that take place within marine areas, like shipping. The NPC has the authority and, more importantly, the responsibility under the Nunavut Agreement to ensure that Indigenous rights are respected, actualized, and direct Canadian agencies to put in place measures within Nunavut waters to reduce harm and limit impact from shipping operations and transits. Canada, through UNCLOS, has a similar authority and responsibility to do the same in this sea area.

Reduced Jurisdictional Mandate - Beyond 12 Nautical Miles

States have less control and jurisdiction over shipping beyond 12 nautical miles. However, as outlined in Article 234 of UNCLOS (see policy menu), there are special provisions for ice-covered areas which give Arctic states expanded jurisdiction. Engagement and applications to the International Maritime Organization (IMO) are advised to ensure any measures put in place, or contemplated beyond 12 nautical miles, are discussed and adopted into international charts and regulations.

Northwest Passage (NWP) - Domestic or International Strait

Debate exists on whether the NWP is within Canada's marine waters¹. The USA is generally of the belief that the NWP is an international strait and falls under international governance of the sea. Canada considers the NWP to be part of its internal waters, basing its sovereignty on Article 8 of UNCLOS² and Inuit historical use of the sea ice³. Canada is legally bound to recognize and uphold Indigenous Rights putting in place needed measures to reduce shipping impacts in Nunavut waters.

¹ https://sencanada.ca/content/sen/committee/421/ARCT/Briefs/SuzanneLalonde_Briefs_e.pdf

² https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf

³ https://sencanada.ca/content/sen/committee/421/ARCT/Briefs/SuzanneLalonde_Briefs_e.pdf

There are marine shipping governance tools, such as the PSSA (Particularly Sensitive Sea Area, see policy menu), which could be used to put protective measures in place for international and domestic shipping that could be proposed by Canada. The PSSA could be a diplomatic instrument to settle any dispute on shipping governance of the NWP.

UN Declaration on the Rights of Indigenous People (UNDRIP)

On June 21, 2021, the [*United Nations Declaration on the Rights of Indigenous Peoples Act*](#) received Royal Assent in Canada and came into force.

As the Canadian Justice Department's website states: 'References to "free, prior and informed consent" (FPIC) are found throughout the Declaration. They emphasize the importance of recognizing and upholding the rights of Indigenous peoples and ensuring that there is effective and meaningful participation of Indigenous peoples in decisions that affect them, their communities and territories.'

With the adoption of the UNDRIP Act, federal agencies such as Transport Canada have even more of a responsibility to uphold and implement the mandate of the NPC in Nunavut. The mandate of the NPC unequivocally states: Land use plans have the authority to direct resource use and development by placing obligations on all federal and territorial government departments and agencies.

Ocean Protection Plan (OPP)

Stronger partnerships with Indigenous and coastal communities are at the centre of the Canadian government's OPP marine transportation initiative. Taking direction from the NPC and implementing its recommendations through the lens and budget allocations of the OPP would enable stronger protections and address community concerns.

Icebreaking - Limited Use designation

Canadian Coast Guard (CCG) or other icebreaking vessels can damage caribou sea-ice crossings, impact the acoustic hearing space of marine mammals, create leads which interfere with whale migration, render ice highways unusable, and disrupt harvesting activities. Specific and seasonal restrictions must be put in place to remedy these impacts.

An aligned recommendation based on community testimony during the public hearings would be a full Nunavut-wide icebreaking Limited Use restriction when transiting above ice numerical 3/10 ([*known as 'very open drift'*](#)), for all of Nunavut waters, except for emergency, community re-supply and safety purposes. This recommendation strengthens the current Conditional Use DNLUP provisions related to Caribou sea ice crossings, the North Water Polynya, and on-ice travel routes.

Areas to be Avoided - Limited Use designation

Walrus haul-outs, whale calving areas, important bird areas, and community areas of interest can and should all be designated with the highest level of protection in the NLUP with Limited Use restrictions. These areas have been well documented and, with NPC's mandate of 12 nautical miles from shore, can be accommodated within the state and Indigenous sovereignty marine legal regimes.

Specifically:

- **Walrus haul-outs:** currently designated as Limited Use areas in the DNLUP with set back distances for various sizes of vessels. This could be strengthened, with a minimum 5km set back distance applied to all vessels to limit disturbance.
- **Whale calving areas:** presently, designated as Limited Use in only a few areas and circumstances in the DNLUP. This could be strengthened by mandating vessel transits be restricted to Limited Use in all calving areas throughout the year.
- **Community Areas of Interest:** currently, there is a patchwork of conditional and limited use restrictions in the DNLUP for these areas. This could be strengthened by full year prohibition (Limited Use) of all vessel transits in all identified community areas of interest.

Cruise Ship Traffic - Limited Use designation

By far the most often discussed issue of concern for community members relating to vessel traffic is cruise tourism and adventure boats. The NPC should consider multiple approaches to managing and accounting for these types of vessel impacts.

Limited Use restrictions for Areas to be Avoided (see above) and designating specific transit routes away from these areas should be coupled with enforcement and novel ways of ensuring community engagement and input, such as:

- Establish a committee of community members and land claim organizations to review and give guidance to cruise operators in Nunavut. Moreover, call for a zero-tolerance enforcement regime which would fine, ban and sanction future cruise transits for violations of the land claim and Canadian regulations.
- Develop a 'Community Engagement Certificate for Vessel Captains' program, which would allow community members to speak, educate and inform vessel captains directly about go/no go areas, safe vessel operations, appropriate anchorage sites, preferred transit routes, the importance of harvesting rights, and further integrate communications channels in case of emergencies and situational awareness.
- Empower Inuit Guardians and Canadian Rangers with more monitoring and enforcement powers to board vessels and check for regulatory compliance.

Smaller Pleasure Craft

Smaller vessels are often exempt from shipping rules and regulations. They can, however, be very disruptive to wildlife and interfere with harvesting. As a first step and without exception, AIS (Automated Identification System) transponders should be mandated for all vessels transiting Nunavut waters. A better understanding and comprehensive mapping of vessel whereabouts is needed to implement appropriate harm reduction measures.

Vessel Pollution Discharges

Vessel pollution discharge restrictions, as outlined in the policy menu, should be included in all Limited Use designations throughout Nunavut waters. This includes zero sewage discharge, greywater and scrubber wash water within 12 nautical miles of shore.

Action requested from the commission

The commission is invited to consider the information and recommendations contained in this document and to take action as appropriate.

Nunavut Land Use Plan (NLUP) – Community Vessel Management Project

Research Scan

By Elissama Menezes & Andrew Dumbrille, commissioned by Friends of Land Use Planning (FLUP)

Research scan	
Due date	Jan, 23
Key words	ship*, boat(s), vessel(s), maritime, navigation, *craft, cruise*, sailboat, container, yacht,*breaker, spill, oil, discharge, emission, ballast, passage, heavy, noise

Research Scan - Raw Data							
File ID				Shipping quote/mention			
Name	Date	Page	Location	Sentence/quote	Was it attributed to someone? (identify speaker if available)	Participant Groups	
		19		[Chapter 1 Overview] First of all, on the jurisdiction of the Land Use Plan, it is important to note that any of the requirements that are being proposed in the Draft Plan would not apply to community land use. So, when community members go out and conduct harvesting activities, camping, or boating , all of these activities are not affected by the requirements of any of the Commission's land use plans	Jonathan Savoy, Director of Policy & Planning NPC	NPC: Nunavut Planning Commission – Commissioners & Staff	
		21		[Key Migratory Bird Habitat Sites] The Class 1 sites are identified in the Draft Plan as Limited Use Areas with year-round restrictions on some industrial activities, including things like mineral exploration and development, oil and gas exploration, quarries, all-weather roads, and also include additional setback requirements from key nesting areas within the larger area. These setback requirements would apply to other land uses that are supported by the Draft Plan. For example, there can be marine setbacks that a cruise ship , for example, would need to adhere to, as well as aerial setbacks or minimum heights that things like helicopters or aircraft would need to maintain when flying over these bird colonies.			
		23		[caribou habitat], on the lefthand side, we have the caribou sea ice crossings. This is a big concern here in Cambridge Bay. In particular, we know where caribou herds migrate on and off of islands each year as part of their life cycle each year. There is a significant concern regarding shipping disrupting the ability of caribou to migrate across the sea ice. The Draft Plan identifies these areas as Conditional Use Areas with seasonal restrictions on shipping to prevent ice-breaking that would disrupt migrations.			
		24		[Whale Calving Areas, Atlantic Cod Lakes, Polynyas & Other Marine Areas of Importance] Next, we have a series of whale calving areas. On slide 30, we have beluga and narwhal calving. On the next slide, there is also bowhead calving areas. Most of these areas are in the Qikᑭᑭᑭᑭᑭᑭ and Kivalliq regions. I will note that some select calving areas for all three species of whale are included as Limited Use Areas. These tend to be smaller coves or bays where shipping does not normally occur, so these measures would restrict vessels from entering the areas. However, many of the identified calving areas intersect or overlap with primary shipping lanes within the territories. For all of those calving areas, a Valued Component approach was recommended in the Draft Plan.			
		27		[Community Areas of Interest] On Ice Travel Routes]The first subsection applies territory-wide, and it is community on-ice travel routes. Throughout Nunavut, the sea is frozen for much of the year and functions a lot like land. Communities, of course, use it for transportation. Just like in Chapter 2 we talked about the concern of shipping during the frozen water months of being disruptive to caribou, it can also be extremely disruptive to community travel by creating open water while potentially land users and harvesters are away from home. Throughout the territory, the Commission identified routes used by community members through existing documentation and through direct mapping with communities themselves. The Draft Plan proposes a Conditional Use designation for all of these on-ice travel routes.			
		27/28		[Community Areas of Interest] A fairly unique approach is proposed whereby any project proponent that is proposing to ship during the winter months or the frozen water seasons, whether that is a single transit or a large number of transits in a given season, there is a requirement proposed in the Draft Plan where that company would be required to contact each community through their municipal council as well as Hunters and Trappers Organizations, within 300 kilometers of the point where the ship track would cross one of these on-ice routes. They would need to discuss the proposed shipping , the scope and timing of activities, provide notice to communities, and consider whether solutions such as ice bridging could be appropriate in the particular situation at hand. An ice bridge is a proposal that the Commission has been made aware of that has been used in other jurisdictions where a sort-of pontoon bridge is placed over the track of a ship at known locations and times so that community members leaving home would know where to cross these ship tracks if they exist.			
		31		[Marine Shipping] The next slide shows marine shipping . This represents draft work done by the Northern Marine Transportation Corridor Initiative being worked on by Transport Canada and the Coastguard and other partners. This information was provided to the Commission for consideration, but explicitly recommended not to be included in the Draft Plan itself. This slide simply shows information on where future corridors may be developed and where shipping is currently occurring, but it is not reflected in the Land Use Plan itself.			
		37		[Minor Variances, Plan Amendments & Periodic Review of the Land Use Plan] Passing through the center through the bulk of Northwest Passage in the Kitikmeot are the yellow Conditional Use Areas for caribou sea-ice crossings that come with proposed seasonal restrictions on shipping . It may be a little hard to see on this map, but they are also overlaid on top of this, those projects with existing rights. You can see some in particular, near the community of Kugluktuk. There are a number of projects with existing rights that overlap with identified caribou habitat that is recommended to be a Limited Use designation in this Draft Plan.			
		44		[questions to Jonathan's presentation] Sabina's Back River Project is located south of Bathurst Inlet. Our project currently is not located within a Limited Use Area. However, some supporting activities do pass through Limited Use Areas, such as shipping . So, my question is, I'm just seeking to clarify that shipping activity to support the project can transit through the Limited Use Area, for example the Bathurst or Elu Class I key migratory bird habitat. The shipping activity can pass through that Limited Use Area because it is not specifically listed as a prohibited activity. That said, the shipping would still have to comply with the Table 1 setbacks.	Merle Keefe, Sabina Gold & Silver	Registered Participants	
		47		I just wanted to show you the video. We see shoreline erosion. You know, that was brought up earlier, all the mammals. We are doing underwater noise pollution studies as well. I just wanted to bring that stuff out. When we do our submission, we will have maps and everything showing the locations. We did circle some when we met in the past. Yeah, that is all I can say right now	Bobby Greenly, Ikalutiutik CAO Chair	Community Delegates & Ikalutiutik Hosts	
		48		I just want to add also to our presentation from the video that we also have a Notice to Mariners in place around here for shipping . So far, it's working really good. We get a lot of communications from the ships and the companies going through, coming and going. I wanted to add that. We do have a Notice to Mariners in place for shipping around here as well.			
		52		The hamlet Keewatin and Parks have been arriving to Gjoa Haven for various things. At that time, I thought you know, it would be nice to have that Draft Land Use Plan finished, and the areas that we need to discuss should be expanded or enlarged so our future can enjoy what has been planned. As for the two ships that were found near our area, Parks should really be assisted to do the kind of work they need to do with heritage in our area	Jacob Keanik, Gjoa Haven Hamlet Council	Community Delegates & Ikalutiutik Hosts	
		53		I have a question for clarification from the Planning Commission. The Parks Canada work around the Erebus and Terror ships was mentioned. Can you clarify how close ships are in the Land Use Plan or not in the Land Use Plan, or what the jurisdiction is there?	Ezra Green, Nunavut Tunngavik	Signatory Parties	
		60		There is so much shipping . If there was any spill – oil spill – that is going to contaminate the waters and narwhals. We have many, many char; many, many char. We want to protect the char, seals. A few years ago there was a report for Canada (word inaudible, possibly Nunatsiag), clean for the polar bears in the world. We want to keep it that way.	Jimmy Oleekatalik, Manager of HTO Association	Community Delegates & Ikalutiutik Hosts	
		63		Our marine areas, whaling areas are quite far from the community. When they arrive, we have abundance of muktuk for the community. To the other areas and to the mainland, we travel by canoe and by land, through the rivers and by boats	Jeannie Ugjuk Taloyoak Hamlet	Community Delegates & Ikalutiutik Hosts	
		96		How did the mapping change from the 2019 Plan? The area identified for expansion are mapped and designated Conditional Use, but it is unclear how they identified the migratory bird habitats. What concerns should be reviewed in the 2021 plan? The source was from the 2019 NPC hearing. Agree these areas are important bird habitats. Concern about the impacts of the restrictions on shipping and future mines in the area. Some members thought the restrictions were too strict. On ice travel community travel routes. What did the community say about the mapping? The 2016 plan proposed seasonally protected routes from October 15 to August 14. Icebreaking would be banned during that time, during this time. Support for the identified on-ice travel route. Additional on-ice routes should be added. One should be removed. How did the mapping change in the 2021 Plan? Additional on-ice routes were added. The route identified for removal by the community was not removed. On-ice travels routes were designated for Conditional Use Areas. What concerns should be reviewed in the 2021 Plan? Protection until Aug 14 is too long. Restrictions should end in June. The noise and vibration from icebreaking disturbs animals and shouldn't be allowed at any time.	Lucy Taipana, Hamlet Councilor of the Hamlet of Kugluktuk	Community Delegates & Ikalutiutik Hosts	
		97		Support the area outlined as the Area of Interest. The entire inlet could be considered as a park. Concerns that ships will be allowed to move through the inlet.			
		121/122		The Government of Canada understands the importance of the marine environment to Inuit and to Inuit culture. Also important is the need for the Plan to reflect a balance of the Nunavut Planning Commission's Broad Planning Policies, Objectives, and Goals. For the Government of Canada, this means the Plan must manage marine transportation in a way that protects the environment, promotes conservation planning and community wellbeing, and encourages sustainable economic development. Given this, a number of key considerations are noted on the slide and have guided the Government of Canada's comments about marine transportation . Plan requirements for the protection of the marine environment such as setbacks around walrus haul-outs, should not prevent the delivery of vital services required to maintain healthy communities or to protect their environment.	Terry Audla, Regional Director General with Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties	
		122		The Government of Canada supports the exceptions in the Draft Plan for activities such as community resupply, emergencies, and safe navigation . We have recommended to the Commission that other activities such as law enforcement monitoring and the placement and maintenance of navigational aids be added to the list of exceptions in the Plan, and the Plan define certain vital services for clarity. For example, without definition, the meaning of "safe navigation " could be unclear. Someone could argue they can travel near a walrus haul-out when they think it is safe to do so. However, the Government of Canada believes that safe navigation is meant to be that a vessel can travel near a walrus haul-out only when it is required for the safety of the ship , crew, and passenger. The Government of Canada has provided a complete definition for consideration in our written submission. Seasonal prohibitions on icebreaking through any part of the Northwest Passage could be problematic. A specific concern is related an agreement between the Government of Canada and the United States. This agreement is a legally binding treaty through which we essentially agree to disagree, and which requires Canada to allow passage to U.S. icebreakers through the Northwest Passage . We need to ensure the Government of Canada is able to consent to navigation through the Northwest Passage . When we are contacted by vessels prior to their transit, we communicate about environmental considerations such as ecologically sensitive areas or known mammal migrations, as well as recommended routing. It is our experience that these vessels take this advice into consideration. It is the Government of Canada's understanding that the Commission does not apply the North Baffin Regional Land Use Plan nor the Keewatin Regional Land Use Plan to vessels traveling through but not stopping in the Nunavut Settlement Area, including those navigating through ice. To provide certainty to all Plan Users, it is important that the final Nunavut Land Use Plan clearly state it does not apply to these activities, which the Government of Canada is calling individual vessel movements.	Terry Audla, I'm Regional Director General with Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties	

Research Scan - Raw Data						
File ID				Shipping quote/mention		
Name	Date	Page	Location	Sentence/quote	Was it attributed to someone? (identify speaker if available)	Participant Groups
21-142E-2022-10-14-Transcript of the Cambridge Bay Public Hearing on the 2021 DNLP-ENG.pdf	September 12 to 15, 2022	122/123	Cambridge Bay	Having the final Plan clearly state it does not apply to individual vessel movements is one way that will help Canada to meet its international legal obligations, as land use conformity and impact assessment processes would continue to apply to projects as per the Nunavut Planning and Project Assessment Act, including mining development projects. The Government of Canada has recommended that the Commission consider a collaborative process rather than icebreaking restrictions to achieve balance within the Plan. We note that a collaborative process has been included in the Draft Plan for on-ice travel routes that include consultation with communities. The Ikalukutiak Hunters and Trappers Organization also spoke to a collaborative process for marine shipping earlier in the proceedings.		
		123		[Disposal at Sea] The Canadian Environmental Protection Act governs disposal activities in Canadian and international waters near Canada. The act prohibits disposal at sea without a permit. The Government of Canada prefers that the disposal at sea prohibitions be removed from the Draft Plan and suggest that disposal at sea continue to be addressed on a case-by-case under the Canadian Environmental Protection Act using the mandated consultation process. As required under the act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations.		
		126		On slide 21, you make a note of providing exceptions or exemptions for individual vessel movements within the Draft Plan, and this is understood in the context of Canada's international obligations in particular. We are aware through previous discussions about interests and exemptions for these international obligations. I will just note that the individual vessel movement generally is something that is identified in the Nunavut Planning and Project Assessment Act as something that the Nunavut Impact Review Board is not able to screen or review. However, the legislation does not provide such exemptions from the Nunavut Planning Commission in its land use plans. We are aware of the interest in providing exemptions due to these international obligations. I am just wondering if the federal government has any comments on the appropriateness of the Land Use Plan exempting all individual ship movements from its authority when the legislation did not take that step.	Jonathan Savoy, NPC	NPC: Nunavut Planning Commission – Commissioners & Staff
		126		If I could clarify to be sure that we are answering the right question and providing the right information, are you asking our thoughts on whether the exemption for an individual vessel movement would apply only to international vessels ? I guess it may be a matter of terminology, because in particular for the international implications, we are considering movements that would not necessarily be considered a project under NuPPAA.	Anita Gudmundson with Transport Canada	Signatory Parties
		127		Yes, the Commission does appreciate the interest in exempting foreign traffic as set out through government agreements with foreign countries. I am just drawing attention to the fact that under the legislation, not all individual ship movements were excluded from the Nunavut Planning Commission's jurisdiction. So, the submission from the Government of Canada appears to be recommending that all individual ships , not just those, for example by an American icebreaker where there has been an agreement that could happen, but to broaden that to all vessel movements when the legislation has specifically retained that jurisdiction for the Commission, and just whether that focus of the exemption could be narrowed.	Jonathan Savoy, NPC	NPC: Nunavut Planning Commission – Commissioners & Staff
		127		Just to expand on whether or not Canada views vessel movement as a project, it is the Government of Canada's understanding that the Commission does not apply the North Baffin Regional Land Use Plan and the Keewatin Regional Land Use Plan to vessels travelling through and not stopping in the Nunavut Settlement Area. To provide certainty to all Plan users, it is important that the final Nunavut Land Use Plan clearly state that it also does not apply to these activities, which the Government of Canada is calling single vessel movements. Having the final Plan clearly state that Plan requirement, 2.2.5-1 does not apply to single vessel movements, will also allow Canada to more easily meet its international obligations regarding passage through the waters of the Nunavut Settlement Area. I hope this clarifies it a little bit, Mr. Chair	Terry	Signatory Parties
		128		Jonathan, I think the Government of Canada wants to ensure that any exception included within the Plan is as limited as possible. In consideration of our understanding of how single vessel movement is currently viewed in land use planning and may not be considered a project, or may depending on the circumstance, I think at this point it might be more helpful if we offered to ensure that we addressed your question in our final written submission if that is acceptable? Great. Thank you.	Anita Gudmundson with Transport Canada	Signatory Parties
		128/129		When it comes to icebreaking restrictions that are in the Plan currently, the Government of Canada has talked about the potential impact to our international legal obligations. So, that is one aspect that we would have made recommendations in regards to the exemption. When we again look at that and how they are included in the Plan, from our perspective, we look at what the potential impact would be to shipping from the shipping restriction. When we look at the shipping restrictions or the icebreaking restrictions that are in the Plan, we took some time to evaluate how those would impact shipping within the Arctic. It is the Government of Canada's preference that where possible, we create protections while minimizing the impact to transportation in the Arctic. So, I would not say that we support or don't support icebreaking restrictions. It is that we would like to work together as best as possible to make sure that whatever restrictions are in place if they are deemed to be necessary, are done so in the way that limits the impacts to shipping as much as possible.	Anita Gudmundson with Transport Canada	Signatory Parties
		129		As you probably know, we do have the Notice to Mariners, which is just for everybody out there going through. It is just a courtesy basically for each ship . It is not a law. From that date to now, that has been working very well. The way it is worded, it is worded in there like unless it is an emergency for icebreaking and stuff like that, it is all put in place. It is a courtesy thing for all the ships that are coming through, and it works great so far. It is great. We are lucky there have been no emergencies since then.	Bobby Greenley, Ikalukutiak Hunters and Trappers Organization Chair	Community Delegates & Ikalukutiak Hosts
		129		When we started trying to get a protected area, we started moving only when I started using that western science terminology for hunters and fishers, that means we are not farmers. That is our livestock. We are very concerned about the Northwest Passage . There is a lot of traffic now. Like I said, arctic char and seal, that is our livestock. That has to be clean. I am just wondering is there a cleaning kit in place, especially for the Northwest Passage . Again, that is our food, or lifestyle. Once it is contaminated...it is just like we are not treated like Canadians. Farmers, if you go on the land, you get charged for trespassing. These are some of the things we want to be looked at for our community and our proposal. Qujannamiik. Who is going to be responsible to cleaning if there was a spill ?	Jimmy Oleekatalik, Taloyoak	Community Delegates & Ikalukutiak Hosts
		130		With regard to oil spills or a spill from ships , there is a very strong regulatory regime in Canada. The first guiding principle of that regime is that the polluter pays. If there is a spill , it is the responsibility of the ship owner to clean the spill , prevent it from spilling more, and then also to pay for the cost of that cleanup. What does happen in reality is when a spill occurs, the Government of Canada is notified. Both Transport Canada and the Canadian Coast Guard are notified. Typically, the Canadian Coast Guard will lead the activities on the ground, so they would direct the activities for cleanup on the ground. Transport Canada inspectors can come to the site and determine if the ship is seaworthy or if it needs repairs before it is able to be moved and provide some direction about what the ship captain must do. Where additional supports are needed, our colleagues at Environment and Climate Change Canada may provide some support. There may be, depending on the situation, communication with the local hamlet or community, and potentially Health Services. It really does depend on the specific circumstance, but the ship is required to have a plan on board the ship as to how they will respond in the event of a spill , and they are required to put that into action with our support.	Anita Gudmundson with Transport Canada	Signatory Parties
		130		I might be a little off track but we are talking about movement of the ships and vessels . I have been with the Rangers for over 40 years now. I bring this up because once in a while we get exercises. The headquarters from Yellowknife come and then we go out in the summertime. It is easy. We use our small boats and then they let us identify the kind of movement of the ships and the vessels going around our land, Nunavut. They tell us to report it to headquarters in Yellowknife, and Yellowknife passes it on to Ottawa. Now, the freeze-up comes, I guess we are going to use the snowmobiles. That is the only way. Our little boat can't break the ice and can't go. That is my question. I don't know if you guys are involved with contact with the headquarters, National Defence in Yellowknife or headquarters in Ottawa.	David Totalik, hamlet representative of Taloyoak	Community Delegates & Ikalukutiak Hosts
		131/132		During the summer months, you observe and identify ships , as you said, as a Ranger by small vessel . All the ships coming through are identified, the other way through Yellowknife and then to Ottawa. It doesn't matter what time of year the vessels are travelling	Terry	Signatory Parties
		137		The Grays Bay Port and Road corridor is zoned as a Valued Component and overlaps with Limited Use Areas that prohibit linear infrastructure. The Government of Nunavut is a supporter in principle of this project. Since other priority transportation corridors are included in the Plan as Limited Use to support their development, the Government of Nunavut believes that the Grays Bay Port and Road corridor as a project of interest, should also be zoned as Limited Use.	Henry Coman, Assistant Deputy Minister for the Department of Environment, Government of Nunavut	Signatory Parties
		160/161		Under the Nunavut Marine Council Strategic Plan, there are two main goals. The first is to establish the Nunavut Marine Council as a key voice on marine shipping . The second is to establish the Nunavut Planning Commission as a key voice on marine conservation. Under these two main goals, the Nunavut Marine Council will achieve its vision by performing the key functions that were introduced earlier and are on the screen. [...]Some of the awareness activities that the Nunavut Marine Council has undertaken include developing a new website and establishing a social media presence, and also conducting a Nunavutwide logo contest. The Council through its Policy Advisor, participates in regional and federal level marine meetings, including the Nunavut Marine Conservation Target Steering Committee, the Canadian Marine Advisory Council, Arctic Shipping Forum, and Coastal Zone Canada Conference, among others. [...]We are currently planning to host in the future a symposium that will bring together representatives from community and regional organizations, as well as representatives from territorial and federal departments, with a direct or indirect mandate related to Arctic marine conservation and shipping . This symposium will provide a platform to discuss shipping and conservation activities, issues, and potential options for coordinating and prioritizing initiatives. It will also guide the work undertaken by the Nunavut Marine Council. We have already started to work with an external consultant to support this initiative, and they have started by gathering information on existing knowledge and perspectives on marine shipping and marine conservation that have been brought forward through the individual processes of the four organizations. The Nunavut Marine Council will also be developing plan language summaries. Now to shift the discussion to the Nunavut land use planning process. As we all have heard, the Nunavut Land Use Plan applies to all projects and project proposals within the Nunavut Settlement Area and Other Land Fast Ice Zones. The Nunavut Marine Council is acting as an observer in this process. This is to inform the council's recommendation and advice to government agencies about non-project shipping , which is outside the scope of the Land Use Plan.	Heather Rasmussen, Senior Policy Advisor with the Nunavut Impact Review Board and member of the Nunavut Marine Council working group.	Registered Participants

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		161		Advice and advocacy work has focused on providing recommendations to the Government of Canada. Some recommendations have been produced of a response to ban on heavy fuel oil in May 2020; comments on Ocean Noise Strategy in 2021; comments on a Blue Economy Strategy in 2021; and comments on the National Marine Conservation Area Policy in 2022	Heather Rasmussen, Senior Policy Advisor with the Nunavut Impact Review Board and member of the Nunavut Marine Council working group.	Registered Participants
		163		A lot of the stuff that you mentioned we already started a while back, like with the heavy fuels . We asked for that to be banned as the Kitikmeot Regional Wildlife Board. A lot of the members can probably remember when we submitted the paperwork. All this stuff was started a long time ago. Nobody has ever communicated to the HTOs from the Marine Council. I have never been approached, our office. There are so many ways to get hold of us. It is very easy. I just wanted to make note of that. Sorry for getting for getting off track. It's just information for the Marine Council.	Bobby Greenley, Ikalukutiak Hunters and Trappers Organization Chair	Community Delegates & Ikalukutiak Hosts
		163		You mentioned, like Bobby mentioned about the heavy fuel oil ban . We did support the World Wildlife Fund on the heavy fuel oil ban . I am just wondering if you could elaborate a little bit more on any consultation you had with the World Wildlife Fund. Even if you send a written answer, we would appreciate that.	Beverly Makasagak with Ikalukutiak HTO	Community Delegates & Ikalukutiak Hosts
		163		The Nunavut Marine Council through the Policy Advisor position has done a lot of outreach to organizations, including the World Wildlife Federation. With regard to the council's formal submission on the response to ban heavy fuel oil , the council submitted a letter to the ministers of Transport Canada, Fisheries and Ocean Canada, and the Canadian Coast Guard. This was in 2020. The letter acknowledged the benefits of the ban on the use and carriage of heavy fuel oils as fuel by ships . They recommended that the 10-year timeline for application of the ban be reconsidered. The council recognized the potential adverse economic implications of this ban for Arctic communities and local development. Similar to what organizations were also requesting, we requested that measures be developed to offset the adverse economic implications of this ban. The council also recommended that spill response capacity be reviewed considering the change in types of fuel use in the Canadian Arctic, and that associated capacity improvements be made. The Council did receive a response.	Heather Rasmussen, Senior Policy Advisor with the Nunavut Impact Review Board and member of the Nunavut Marine Council working group.	Registered Participants
		165		Sabina's flagship project is the Back River Project. We have been in Nunavut quite some time speaking about the Back River Project. The original project proposal was submitted to NIRB approximately 10 years ago, a decade now, in 2012. There are three main components for the Back River Project. The Marine Laydown Area, which is located in Southern Bathurst Inlet. It is just that. It is a lay down area. It is where we bring in equipment, supplies, fuels, and we lay them down there. In the winter, we construct a 160- 170-kilometre winter ice road, and we truck that equipment, supplies, and fuels down to our mine site, which is called Goose Lake	Merle Keefe, Manager of Environmental Permitting with Sabina Gold and Silver	Registered Participants
		169		[mainly a comment] In the early years of the mine happening in the Back River area, I was with the Community Beneficiary Committee the one towards Gjoa Haven. I represented KIA at the time. I observed. I like what I see in the Back River surrounding Gjoa Haven, close to Gjoa Haven. I have seen the prospectors working, and I appreciate the way they were handling everything in that area. Thank you very much. In the oil-gas spill , it was taken care of right away.	Paul Ikalooq from KRWB	Registered Participants
		176		Included in the project proposal was key infrastructure including access and transport, which involved an airport and aerodrome facility with all-weather runways, port facilities, and all-weather roads. The importance of all-weather roads is critical to outline in the case of Hackett River, as it is a base metal project and the products out of the mine are mineral concentrates, which are bulk and cannot be flown or moved easily out of site. They require a port and large storage facilities to house them.		
		176/177		Further considerations: The Hackett River Project has the potential to be a major contributor to metals under the Canada Minerals and Metals Plan and the Canada Critical Minerals Strategy. The Hackett River Project has the potential to be a major driver of jobs, services, and economic growth to the Kitikmeot region. Port infrastructure will be for storage, transportation of concentrates from the project, and will be a key piece of regional support.	Daniel Vriend, Glencore Canada.	Registered Participants
		177		[Key facts about the Hackett River Project] This brings us to one of our areas of concern. The Draft Nunavut Land Use Plan does not fully recognize proposed roads and corridors, such as those associated with the Hackett River Project. The project will be isolated if it is located within Limited Use Areas that prohibit linear development and/or other associated activities. Without roads, mines would be unable to transport infrastructure, construction material, people, personnel, and concentrate. Again, I emphasize this point for base metal mines over many precious metals or gemstone mines where the product out of the mine is a bulk material and can only be shipped out by sea.		
		180		Our work includes supporting the development of local inshore fisheries, advocating for cleaner fuel and practices in the Arctic shipping industry, intervening where appropriate in regulatory processes, and supporting Inuit-led protected and conserved area initiatives.	Erin Keenan, with World Wildlife Fund Canada	Registered Participants
		182		At a minimum, there must be clearly stated restrictions on domestic projects. Projects operating within Canada should not include any sort of icebreaking activities during the time of these seasonal restrictions. We appreciate the desire for minimal limitations on vessel traffic as possible but put forward that it is common sense to say when people and caribou are migrating across sea ice, icebreaking is off the table. Proponents should be aware of these restrictions when developing projects in the region. To reiterate, a legal non-voluntary mechanism should be in place to prevent icebreaking activities. [...] We are supportive of the Limited Use designation for terrestrial walrus haul-outs. We are supportive of the specific requirements for nonresearch vessels , and we recommend that abandoned haul-outs be listed as Valued Ecosystem Components with notice to proponents to voluntarily avoid these areas. We put forward that this is a great example of how the Nunavut Land Use Plan will set clear guidelines for industry, including cruise industry, while safeguarding wildlife.	Brandon Laforest, World Wildlife Fund Canada	Registered Participants
		197		As we mentioned to the Prime Minister when he visited, the ice is here 8 to 9 months of the year, and the ice is our highway. I would like to keep that in mind, especially with newer and bigger icebreakers that are capable to go through at the ice at some point in, maybe not our lifetime but in the left time for our generation. We need to respect our ancestors, where they used to live, and where their family members now today still go to visit. I will mention a few that are around: Perry River, Ellis River, Wellington Bay, and Anderson Bay. As mentioned earlier, we need to respect our ancestor's wishes and continue to be stewards of land and water	Beverly Makasagak with Ikalukutiak Hunters and Trappers.	Community Delegates & Ikalukutiak Hosts
		19		The final criteria that was assessed was other regulatory tools. The Draft Plan is not intended to duplicate or have significant overlap with issues that other regulatory authorities adequately address. For example, through this planning process, the Commission has heard concerns about ballast water exchange , or vessels coming into Nunavut and exchanging the water they use to balance the vessel . The Commission also heard that the issue of ballast water exchange is very much addressed by existing federal regulations that set out where and how this ballast water should be exchanged, so that is an example of an issue that is not addressed in the Nunavut Land Use Plan, whereas there are other issues that the Commission understands are not being fully addressed by other regulatory authorities, and that would increase the likelihood of having management approaches included in the Draft Plan.		
		22		[about type of land use designation - Conditional Use] [...] There could then be separate setbacks for ships or marine vessels , boats . In this case, different sized vessels would need to maintain different distances from a particular coastal feature, for example.		
		26/27		For caribou sea ice crossings, this is largely identified in the Kitikmeot and Qikiqtaaluk regions, but there are a few that have been identified here in the Kivalliq. Areas have been identified where caribou cross the sea ice during their migration, and there were strong concerns regarding potential impacts of icebreaking or winter shipping disrupting the ability of caribou to safely migrate. The Draft Plan includes a Conditional Use designation for these areas with seasonal restrictions on shipping in order to avoid having icebreaking activities disrupt caribou migration. The right-hand slide deals with Peary caribou areas. I won't talk about this too much except to note that habitats have been identified in the high Arctic and included as Limited Use designations in this Draft Plan.		
		28		[Walrus Haul-Outs] The walrus haul-outs included in the Draft Plan are identified as Limited Use Areas with year-round prohibitions on some industrial activities as well as very detailed setback requirements for aircraft as well as marine vessels and land-based activities. These criteria for setback requirements were largely informed by participant recommendations, which drew on experiences in Alaska where there have been very detailed studies of impacts on walrus. They have been slightly modified based on participant feedback here in Nunavut.		
		28		[Whale Calving Areas, Atlantic Cod Lakes, Polynyas & Other Marine Areas of Importance] We then move on to a series of different whale calving areas with beluga and narwhal shown on this slide, as well as bowhead calving on Slide 31. For all of these different species, there are different approaches taken depending on the location and extent of the calving areas. As you can see, there are some very large calving areas identified that overlap with primary shipping lanes within the territory. For these larger, more extensive areas that have significant overlap with shipping corridors, the Draft Plan identifies these calving areas as Valued Components, but there are some calving areas in relatively isolated and small bays or inlets that are well away from normal shipping lanes. These are identified as Limited Use Areas with prohibitions on certain uses, as well as seasonal restrictions on vessel traffic . For example, there are a few locations identified around Southampton Island by the Community of Coral Harbour that have directly been included as Limited Uses designations, while the majority of these areas in terms of area are identified as Valued Components due to the different potential impacts on shipping in the territory.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		30		[Transboundary Considerations] The next section of Chapter 2 deals with transboundary considerations or areas that cross borders. There are two examples on the screen here, both in different regions. One is the Great Bear Lake watershed in the Kitikmeot Region, as well as the North Water or Savarjuaq polynya near Grise Fjord. These are treated as Valued Ecosystem Components for the Great Bear Lake, and Conditional Use Areas for the North Water or Savarjuaq polynya with seasonal restrictions on shipping . I will just note that here in the Kivalliq, there is a very important transboundary consideration with the Denesuline of Northern Manitoba and Saskatchewan. However, the Commission has made the choice to treat that as a separate issue in Chapter 4 on Building Healthier Communities that we will discuss later this afternoon.		

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		34		[On-Ice Travel Routes] All of these on-ice travel routes are included as Conditional Use Areas. This is a fairly unique Plan requirement in the 2021 Draft where all project proponents that would like to conduct shipping activities during the frozen water seasons would need to contact communities through the local municipality as well as the local Hunters and Trappers Organization within 300 kilometers of any point of intersection between a proposed ship track and these on-ice travel routes. When these companies or project proponents contact communities, this would be a requirement following a conformity determination, and the subject of those discussions would be to identify the number and location of ship transits. For example, this could be one ship transit ever to resupply a mine site, for example, or it could be the shipment of bulk ore that goes almost daily all year round. So, there is a big range of potential scale of winter shipping that could impact these routes. Those discussions with communities would identify the proposed scope, scale, and location of shipping activities and discuss potential ice bridging plans as an appropriate mitigation measure for the winter shipping that they are proposing. Ice bridging is another funny phrase we have in the Draft Plan. In general, the Commission has been informed of successful use in other jurisdictions of pontoon-type ice bridges being placed over ship tracks following its passage at set locations and set times that would be communicated to the community to ensure that land users would be aware of these locations when they are leaving their home community and would be able safely use any ship track that may be created by the project's shipping activities. Again, that is a fairly unique Plan requirement that departs from just a set seasonal restriction, as was done for example, for caribou sea ice crossings. This was considered to be a more flexible option that would be reflective of the varying types of interactions that could occur between a variety of shipping volume with a variety of community on-ice travel route use.			
		42		Moving to the marine environment, we will show this map of marine shipping corridors . These are draft areas identified through federal program working with Transport Canada and the Canadian Coast Guard for example, and their planning partners to identify northern marine transportation corridors generally. This information is in draft form and was submitted to the Commission for consideration, but it was accompanied with a clear recommendation not to include the information directly into the Land Use Plan itself. So, at this time, we note that these draft shipping corridors and record of current and past use were considered by Commissioners when making decisions about measures in the Land Use Plan affecting shipping , but they are not included in the Draft Plan even as a Valued Component as most of the other geographic information has been throughout this presentation.			
		61		The marine shipping routes identified on Slide 54, as I noted were provided by the Government of Canada through the Coast Guard and Transport Canada, and partners involved in the establishment of northern marine transportation corridors . These areas, as I mentioned, were submitted to the Commission for their consideration in the development of the Draft Plan, so we did not have a hand in defining these areas. I can't answer the specifics of what type of traffic, for example, was recorded in certain locations on this map. I would also note that there are no restrictions on shipping coming from this map itself. There are some proposed restrictions on shipping in the Draft Plan including setbacks from things like walrus haul-outs or seasonal requirements for things like caribou sea ice crossings or community on-ice travel routes. This information itself was provided for consideration by the Commission and does not form part of the Land Use Plan itself.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff	
		61		This diagram is new to me. There are new routes coming into Nauyasat, and this is the only route that I am aware of where the ships come to my region. Marine traffic seen here, the marine traffic is quite disruptive to the mammals. It appears that this proposal is quite new to many of us. Transport Canada and the Government of Nunavut, either one should have given us notice why the marine traffic is how it is now. Of course, larger communities, regional centers have all the news. For those of us who are in smaller communities, negligence is that part. We don't receive information as the regional centers do. This is why I brought up this marine traffic . It touches my community greatly. We don't hear news. We don't hear announcements. Community committees are never informed. As it is, it is quite alarming when you hear and look at this at a moment's notice without prior knowledge or explanation to us. So, your explanation is new to me. You mentioned 2014 and other years. That was the last time I saw a shipping route for marine traffic . This appears to be a new route, so this is a good information session at this proceeding. I wanted to know. This is new, and I want to talk to departments and have questions about it.	Jon Tinashlu, Nauyasat HTO	Community Delegates & Kangiqitiniq Hosts	
		62		On page 55, how do we know that area of abundance of fishing is not being affected by the marine shipping , along with the seals and walrus?	Martha Hickes, Rankin Inlet	Community Delegates & Kangiqitiniq Hosts	
		62		The Nunavut Planning Commission has been receiving information on areas of importance for different wildlife, cultural and economic values. Certainly, there are impacts between existing activities and these values that have been identified. I believe you asked how we know that there are not impacts from shipping . The answer is that the Nunavut Land Use Plan and the Nunavut Planning Commission have not necessarily fully considered the potential impacts of shipping on fishing, for example. We rely on the submissions of other expert participants, including yourselves as community members and the impacts that you see on the land or on the water, as well as all of the participants in the planning process. That subject has not been discussed at much length through this Plan development process.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff	
		65/66		I am just kind of worried about the future. When this is on there, I am sure the government or whoever, will start touching upon that. It probably has happened somewhere. This is really benefitting our community, the sport hunters. I am just kind of worried myself. I am sure the people of Coral Harbour are also too. This protected area is really big. This is not only for summer. Even during winter, we take out sport hunters too for polar bear hunts. That is my concern. That being said, go up to 54 on the shipping routes. About five to seven years ago, there was, I don't know, one of the government stakeholders were in Coral and came to ask us. They had a plan that they wanted to start to make sure ships aren't too close to the island and Baffin area. The shipping route is too close to Southampton Island on the east side, even between Coral Harbour and Coats Island. This was decided, and I believe we had support from KIA that we don't want ships between Coral Harbour and Southampton and Coats Island. I think this is outdated. It would be nice if it was updated. This really concerns me too because it looks like it is pretty much outdated. I am just concerned about my community. I don't know if we are going to get benefits for this, the Kivalliq region, or there might be more that we didn't even hear on the slides that we saw today.	Willie Nakoolak, Hamlet of Coral Harbour	Community Delegates & Kangiqitiniq Hosts	
		66		[...] Regarding the shipping routes shown on this map, again I would like to reiterate that they have been considered by the Commission throughout the development of the Plan but do not form a part of the Land Use Plan itself. We have been having some sidebar discussions that there are likely updates to this map. Our version dates from 2017 or 2018, and there does appear to be more recently available information. We look forward to receiving that from the federal government in the coming weeks	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff	
		68		I just wanted to acknowledge the questions and concerns around marine shipping routes that were raised by the community members and just let you know that we are happy to discuss those questions, either during the Government of Canada's question period or at any point on the breaks	Anita Gudmundson, Transport Canada	Signatory Parties	
		91		Chesterfield is well known for marine traffic. There is heavy traffic with cargo ships going to Baker Lake. They travel throughout the whole season, summer. Our marine mammals are being affected very badly, not just by cargo ships but many other small-vessel traffic coming through our community over and over again throughout the whole summer season. [...] We have been greatly affected by mining companies. We have been affected for many years. We have not complained nor made statements for better traffic, but we have a lot of mammals. The vessels of Nuna. ...When the ships are in town, we just need to have the cargo ships and vessels to be more careful for noise . The noise is what we are really concerned about. The char has gone up river now. Other communities here have been able to harvest caribou when the weather is good, but our community has a lot of vessels passing through. Many come to town for a gas-up, and some pass through. Qamanirjuaq caribou are very healthy, and they are being harvested during this month. Still, with heavy vessel traffic , they are not nearby. People are travelling far now carrying Hondas on their small boats in order to reach the herd. I have heard many concerns from representatives on fresh water. Our lakes, our watersheds are very valuable. We ask that you hear when we say that they are valuable. Some of our lakes are very good for fishing.	Harry Aggark, Chesterfield Inlet HTO Chair	Community Delegates & Kangiqitiniq Hosts	
		92		We take it very seriously in this gathering to find facts, especially our fellow people from the region who have their say as well. We are here to discuss the Nunavut Land Use Plan, and especially Rankin, thank you for your hospitality. It is a central point for this region to have a lot of people. I would like to say what my uncle is saying about the vessel traffic . [...] There are many people who come through going up to Repulse for narwhal hunting, beluga whales, and we are the major gas-up stations for all the local regional vessels travelling. We are also the ones who have to respond to these emergencies travelling through our regions. This happens every summer. Our people are always heads-up for emergencies, and it is quite often as well. We do this just so people will have a chance to survive. The southeast wind is the most dangerous. There are no harbours or coves to protect these small vessels . The swells are huge. So, even at that time when certain rescues travel to assist boats in distress, it is us from the community we work of what is needed of us. Now we always have concerns with the many big vessels coming through. Suppose there was an oil spill ? Where is the Coast Guard? Where would this come from to reach any oil spill ? It would take about four days at the earliest, so it is pretty dangerous. It is always in our minds about oil spills with that much traffic in our vicinity. We worry about this today, and it is always the foremost of certain rescues in our community	Barney Aggark, Chesterfield Inlet HTO	Community Delegates & Kangiqitiniq Hosts	

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21-146E-2022-10-23-Transcript of the Rankin Inlet Hearing on the 2021 DNLUP-ENG.pdf	September 19 to 23, 2022	93	Rankin Inlet	[...] We need protection in our land, especially with freshwater crossings and migration, and the vessels don't appear to very concerned about these crossing points for caribou. There is just too much traffic going up to Baker Lake. They just turn back because the vessels are so many that the caribou does not cross anymore. This is a big concern to the harvesters in Chesterfield. We heard of problems up in Pond Inlet, and we now identify with them now completely. We know what they are talking about. In spring, even before the ice is gone, there are ships anchored out there to travel up the river to deliver cargo to the mines. Our Elders have told us that during the late spring break-up, there is no way to use the waterways right now on the river. Chesterfield Inlet is not only concerned about sea mammals but as Inuit, we are friendly people. We are given too many orders, and we obey. Now it is our turn to plea for some sort of help. Looking at the news with wildlife harvesting of seals, we envy them now, the communities who do not have large heavy traffic from vessels . Now our concerns, will you listen to us? We are always telling what we need. We take Elders' advice, and we are still obeying Inuit Qaujimajatuqangit. We believe it because it is true. It is how they survived for many, many years. I realize cargo ships are not the only problem. Climate change is a problem as well. They are encountering different ice conditions, weather conditions over the years now. I realize that the cargo vessels are not the only problem. I think I can say for sure now that ships delivering to Baker Lake area cargo, especially the bulk fuel cargo, they are huge . We have met these ship owners more than once and, on many occasions, to see what is the best solution for safeguarding the environment. We are pleading. We are pleading, and they assure us that there is nothing really to think about. We are here for the community. This has been their tune for the last 10 years and ensuring the HTO and harvesters in Chester.	Barney Aggark, Chesterfield Inlet HTO	Community Delegates & Kangiqtiq Hosts
		94		I have a question for Barney from Chesterfield Hunters and Trappers. I remember some time ago, they were going to have ship monitors working on ships along the shores of Chesterfield Inlet and Baker Lake. I just wondered if that is still ongoing.	Martha Hickes for the Hamlet of Rankin Inlet	Community Delegates & Kangiqtiq Hosts
		95		NTI has AIS data, but we don't get any information out of it. We don't have any monitors on the ships . We have requested for it, but apparently, they had monitors from Iqaluit cadets. We never get any information on any of the ships or any data.	Barrie Aggark, Chesterfield Inlet HTO	Community Delegates & Kangiqtiq Hosts
		95		Thank you to the representatives from Chesterfield Inlet. It is not so much of a question, but just some information and acknowledgement regarding the concerns about shipping in Chesterfield Inlet. Barrie, you noted you have been expressing these concerns for 10 years. The Commission has on multiple occasions heard from you and your community about the concerns regarding ship traffic in Chesterfield Inlet and impacts on marine mammals in particular. I note that the current 2021 Draft Nunavut Land Use Plan does include some measures, for example, on caribou freshwater crossings across the inlet, but at this time, it still does not include concrete measures or Plan requirements regarding shipping . I just want to note that the Nunavut Planning Commission has identified this issue with the Nunavut Marine Council, which we do sit on. We will be hearing later this week a presentation from the Nunavut Marine Council who are here in attendance. The Nunavut Planning Commission along with the other three Institutions of Public Government, can act together as a Nunavut Marine Council and provide recommendations to government on decisions affecting marine areas.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		97		On the presentation that was given us, we have concerns related to fresh water and watersheds. The tours and cruise ships coming into the region came into our community at one point. Because of that, we heard now that the region, our region, most of it should become a protected region. The size of this protected region is quite small. I think we could do better. I wanted to make a point on that.	Dannie Pee, Chair of Coral Harbour HTO	Community Delegates & Kangiqtiq Hosts
		98		My question relates to the shipping route . I know in the past, because I do understand that shipping routes are very heavy between Southampton Island and Coats Island, where in the past the residents of Coral Harbour were requesting that the shipping route should be rerouted to the south side of Coats Island. Are there still these types of issues today?	Richard Aksawnee, Mayor of Baker Lake	Community Delegates & Kangiqtiq Hosts
		99		It still applies today. Coats Island, Coral Harbour, they are still coming in through the island and the communities. Where are my regional organizations? It is very heavy to us. It is concerning. On Coats Island, there are a lot of walrus species there, and we don't want any disturbance on that island and the community. There are a lot of walrus on Coats Island and surrounding the island. They are full of walrus herds. The herds are aplenty. How do I talk about Coral Harbour concerns? Where are the organizations who can look into this further besides us? No, we have not been able to move the shipping route to the south of Coats Island. It has been our concern for many years.	Willie Nakoolak, Mayor of Coral Harbour.	Community Delegates & Kangiqtiq Hosts
		99/100		[...] Lyon is not too far from shipping traffic . The HTOs in our community have a concern with that. Hamlets are not in the business to make money. They are there to assist their communities and be concerned with their communities. Naujaat is all rock. There is hardly any gravel or sandpits nearby. So, it is very hard at times to get this sand and gravel. The HTO will now make a presentation.	Kevin Tagumia, Hamlet of Naujaat	Community Delegates & Kangiqtiq Hosts
		100/101		We don't want any shipping around that area. A few years ago, there was a search and rescue that happened. The Canadian Coast Guard ship went right in there. That part I understand, but it is a very important place for marine animals. They get together every year in that area. Between Lyon Inlet and White Island, that part of the main route for marine mammals every year, we would like to stop shipping around that area. That is what we are going to push for. [...] Besides all of this, I agree with Baker Lake and Arviat, all the HTOs. Our manager along with I think everybody else, they are concerned about overwork. It would be nice if we could get an assistant. With the current budget we receive every year, our manager is dealing with all this besides with the shipping , increasing mining activities happening, besides her regular role. That is another load on our manager. We are with everybody else in Kivalliq HTOs on this.	Paul Angutituar, Naujaat HTO Chair	Community Delegates & Kangiqtiq Hosts
		102/103		The vessel traffic is becoming numerous, and they are even thinking now through Mittimatalik area, Igloodik area to start hauling ore. The shipping routes are so close to our region, and it affects the narwhal population. The American ship came in over 10 years ago, I think. It came into our area to do some research. Mammals have really gone down. They moved elsewhere, so we are travelling further and further now to harvest our mammals. The hunters in our area, when they see these devices, they are just hauled up and trashed away. Since we did that, now we are starting to see our traditional mammals starting to come back to our bay. [...] For now, we use 73 tags. We go over it a bit at time, and sometimes it is a long wait for tags to come in. Even though there were a lot of narwhals at the time, this American ship years back really had disturbed the population. We had many meetings to look at what the situation is. It was determined that okay, we will see what happens in three years. Other mammals coming in, like bowhead whale coming into our regions, and a lot of restrictions were imposed on us, but we had three years of harvesting.	Jon Eli Tinashlu, HTO Committee	Community Delegates & Kangiqtiq Hosts
		105		Now the marine traffic is becoming numerous, and this area we call Sugluk. It is even being used now. It is a narrow part in our area. The ships are coming in through these small channels now. The marine traffic coming in through narrow channels should be prohibited, closed to marine traffic . As it was mentioned, travel through Southampton bypassing Coats Island, which is not the case according to the presentation earlier. Marine traffic coming in will disturb marine mammals.	Jon Eli Tinashlu, HTO Committee	Community Delegates & Kangiqtiq Hosts
		107		Thank you to the representatives from Naujaat for your presentation. I just want to follow-up on some information the Commission collected when we visited your community in January 2020. During that community visit, community participants identified two caribou sea ice crossings where there were concerns about shipping disrupting those sea ice crossings. Just for reference, one is to the south of the community in Frozen Strait, and one is to the north of the community going in towards Committee Bay. Those areas have been included in the Draft Land Use Plan as Conditional Use Areas, but during that community visit, the Commission did not receive information on the specific dates or seasons during which those sea ice crossings were being used. I was wondering if community representatives would be able to specify what dates these sea ice crossings are used by caribou	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		112		Naujaat gave a good presentation of one vessel coming into their vicinity unannounced. This is also a problem. They are coming in so close to the shores now. The other vessels are anchoring in areas they never used to. When the ice goes, we used to have a lot of mammals. There are hardly any anymore. They just came in last week, a couple of weeks ago. Muskox, we were told that they are coming into the community, and they are starting to be put in our region.	Simon Enuapiik, Whale Cove Hunters and Trappers Organization	Community Delegates & Kangiqtiq Hosts
		113		We don't get sealifts anymore. Shipping companies are so busy with priorities with big companies. We only have a sealift late in the season, and that is not convenient to us. The building season is becoming very late in Whale Cove. There was a man who was building a garage, and due to lack of deliveries, eventually his supplies were gone. Could it be the sitting government? We are told we are receiving a fire hall. We are still waiting after three years, because cargo vessels are not coming in. We eventually will have one in October delivering necessary items and building supplies. When NTCL was a cargo ship in this company, they arrived so early, and companies and buildings could be put up on time. The service is deteriorating.	Lewis Voisey, Whale Cove	Community Delegates & Kangiqtiq Hosts
		119		[...] I was quite hurt – not hurt – but offended where the sunken ships of Sir John Franklin have been declared historic sites. This land, our ancestor's footprints are everywhere. In the Land Use Plan, I think those historic and heritage sites of our ancestors, like I said, the land has many stories, untold stories. I think they have to be included in the Land Use Plan so that our future generations will know where they come from and who they were, people that survive this land.	Bernadette Dean, Kangiqtiq Support Staff	NPC: Nunavut Planning Commission – Commissioners & Staff

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		160		[...] We all know it is very expensive to be able to go out and harvest. We all know that we have to have a means of being able to bring in income so we can continue the harvest. Fuel isn't cheap. Snowmobiles are not cheap. Boats and motors are not cheap. So, we need to look at how we balance all that.	Terry Audla, Regional Director General of Iqaluit Office, Crown Indigenous Relations and Northern Affairs Canada.	Signatory Parties
		161		The Government of Canada supports the exceptions in the Draft Plan for activities such as community resupply, emergencies, and safe navigation . We have recommended to the Commission that other activities such as law enforcement monitoring and the placement and maintenance of navigational aids be added to the list of exceptions in the Plan, and the Plan define certain vital services for clarity. For example, without definition, the meaning of " safe navigation " could be unclear. Someone could argue they can travel near a walrus haul-out when they think it is safe to do so. However, the Government of Canada's interpretation of safe navigation is that a vessel can travel near a walrus haul-out only when it is required for the safety of the ship , crew, and passengers.		
		162		The Plan includes seasonal prohibitions on icebreaking . Seasonal prohibitions on icebreaking through any part of the Northwest Passage could be problematic. A specific concern is related to an agreement between the Government of Canada and the United States. This agreement is a legally binding treaty through which we essentially agree to disagree, and which requires Canada to allow passage to United States icebreakers through the Northwest Passage . We need to ensure the Government of Canada is able to consent to navigation through the Northwest Passage . We intend that such an exception would be used in limited circumstances, and such vessels should still follow the Plan where they can. Having the Plan include an exception for individual vessel movements is one way that would help the Government of Canada to meet its international legal obligations. These individual vessel movements would still be required to follow applicable laws and regulations. In addition, when we are contacted by vessels prior to their transit, we communicate about environmental considerations such as ecologically sensitive areas or known mammal migrations, as well as recommended routing . It is our experience that these vessels take this advice into consideration. When shipping constitutes a project under the Nunavut Planning and Project Assessment Act, as for example in the case of a mining development project, the Nunavut Land Use Plan and potentially the Nunavut Impact Review Board processes would apply. The Government of Canada has also recommended that the Commission consider a collaborative process rather than icebreaking restrictions, similar to the collaborative process that has been included in the Draft Plan for on-ice travel routes, which includes consultation with communities.		
		162/163		In regard to disposal at sea , the Canadian Environmental Protection Act governs disposal activities in Canadian and international waters near Canada. The act prohibits disposal at sea without a permit. The Government of Canada prefers that the disposal at sea prohibitions be removed from the Draft Plan and suggest that disposal at sea continue to be addressed on a case-by-case basis under the Canadian Environmental Protection Act using the mandated consultation process. As required under the Act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations	Terry Audla, Regional Director General of Iqaluit Office, Crown Indigenous Relations and Northern Affairs Canada.	Signatory Parties
		164		For marine transportation , we have heard questions about the map that Jonathan shared on Monday showing shipping routes . The map that was shown by the Nunavut Planning Commission was developed for discussion purposes and was shared with the Commission for their information. Outside of the planning process, Transport Canada and the Canadian Coast Guard are working on identifying priority areas to improve marine navigation safety and areas for vessels to avoid . Engagement has taken place, and we will continue to engage so that we can continue to hear about locations that are considered sensitive and that participants would like vessels to avoid . Your comments in regard to shipping routes near Coats Island are noted, and we will ensure to forward this information to our colleagues. .		
		164		[...] This is a video that Transport Canada would like to play. It is short and provides an overview of how ships are regulated, monitored, inspected, with particular reference to the Canadian Arctic, including collaborative work with communities under Oceans Protection Plan Initiative towards safeguarding caribou crossings, as an example, and hunters and trappers travel routes on ice. We hope that this video will be helpful to community members and answer some of the questions raised earlier in the hearings.		
		164		After the video, in order to promote safe boating practices for pleasure craft transport, Canada has made tags with QR codes. I believe each Commissioner has received one. We hope to have more available, but at the same time, we will make sure that the link is shared with the Commission. It will provide access to the Transport Canada publication, Safe Boating Guide electronically. There are some tags available if you want.		
		171		My question is relating to marine shipping . Our community as you know, we have numerous ships , not only for community resupply but for development, fuel resupply for both development and the community. So, you are looking at more than a dozen ships , but all those ships don't make it all the way to the community of Baker Lake. They do have anchorage points, mainly around an area called Helicopter Island just past the Chesterfield Inlet narrows. From there, the majority of the shipment is being shipped upon tugs and barges. That adds more and more shipping in between Helicopter Island and the Community of Baker Lake. My question around that is for the past decade we are seeing ships , mainly tankers and ore cargo vessels setting up new anchorage points in very pristine areas of our hunting grounds, both terrestrial and marine. Our fishing spots are being affected by it. We have asked for studies and reports in the past public meetings. Just recently we are seeing postings of ships coming into the community of Baker Lake, which we do appreciate. But my question relates on how does a shipping company be granted an area, which we normally don't see as an anchorage point, while they are waiting for what we call the motherships , the ships that are too big to go up the narrows. Who approves these anchorage points?	Richard Aksawnee, Baker Lake Hunters and Trappers Organization	Community Delegates & Kangitiniq Hosts
		172		As you would realize, that navigation to Chesterfield Inlet and to Baker Inlet is challenging because of the tides, because of the water depths. The reason the big ships or the larger ships anchor at Helicopter Island is they are not able to navigate through the narrows because of the draft. This leads to further traffic, more traffic, as you have mentioned. With regard to your question for anchorages, there are specific anchorages, which are marked on the navigation charts. The ships would anchor in the waters they feel safe to do so, looking at the depth of water and the ship's anchoring capabilities. However, if there are concerns with regard to where the ships are anchoring and it is affecting in any way, as you mentioned, marine mammals or the pristine environment there, we have a working group called Anchorage Working Group. If you will pass your concerns to me, I will ensure that they are discussed to inform the stakeholders and industry in the areas where the vessels should avoid to anchor. To summarize, please provide those waters where you would not like the ships to anchor because of the reasons. Through our consultative process, we will make sure that it is discussed with industry and the message is passed across.	Jaideep Johar, Transport Canada	Signatory Parties
		172/173		[...] Marine transport, the icebreaking activities can be problematic as well. The Northwest Passage up in the high Arctic according to the map and hearing this through tv and radio, climate change is such a big topic right now. It affects us and the large ships travelling back and forth. The ice will not be able to ice properly for any use to heavy traffic on icebreaking . The traffic of the icebreakers and larger vessels will become problematic. What is causing it? Perhaps these vessels ? There is no real hard freeze-up now in many areas of that part during the winter. We saw an icebreaker on the video presentation. We see that it is breaking the ice, and it is too much	Alex Ishalook, Arviat Hunters and Trappers Organization	Community Delegates & Kangitiniq Hosts
		173/174		With regard to the video and the icebreaker , I should also point out that the Canadian icebreakers are very important, because they assist in community resupply, amongst other works they do. We also understand that the community resupply is exempted from the Land Use Plan for those reasons. We have worked on a pilot project in Cambridge Bay area trying to address the concerns you have mentioned with regard to protection of caribou and safety of hunters and trappers travelling on ice. It was a pilot project, which we undertook with the Community of Cambridge Bay and various organizations there including other government departments. As a result, we were able to come to consensus and issue a Notice to Mariner, which had precautionary, cautionary measures for the vessels to transit when there is ice in the area.	Jaideep Johar, Transport Canada	Signatory Parties
		177		[...]I have heard earlier about marine vessel cargo traffic . The routing should be in place. Smaller communities are never aware of where the shipping routes are. We don't hear as a small community. Your concentration appears to be to larger centers. Mittimatalik, the mining company in that area is going into phase two, and Naujaat will be greatly affected now because of the new proposed routing. I am trying to get a clarification from you regarding marine traffic . They are also disturbing these cargo planes and ships . Now with concerns to all of us, climate change, and vessel marine traffic is becoming intense as a result. Marine mammals are moving away from our egion. We have something further to say about marine traffic . I will place that later.	Jon Eli Tinashlu, Hunters and Trappers Organization	Community Delegates & Kangitiniq Hosts
		178		A diamond mine over a year, could put all their diamonds in one briefcase, put it on the plane, and fly it out, but gold and iron, you are talking about 6 million tonnes for iron ore. That is a lot of tonnage, so shipping by air is economically not doable. They would spend more money on digging it out and sliding it out and probably would not get any profits of it too. That is really up to the company. If they are going to use marine transportation corridors , you saw in the presentation this morning in the video how we are trying to work with Inuit now to ensure that there is as little impact as possible when it comes to shipping routes and to ensure that Inuit concerns are being addressed in some way. We are hoping that is going to be continued, as Jaideep had mentioned earlier with the Kitikmeot Ikalkutiak pilot project. They are hoping to expand into other communities as well.	Terry	Signatory Parties

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		178/179		<p>As I understand, there are three parts to your question. One is related to marine mammals and the protection, and the impacts from ships. Second is with regard to how Hunters and Trappers can be informed of the vessels, and the third is with respect to increased shipping in the area.</p> <p>I would like to address the first question, and I would like to say that the ships which are in the Arctic are being monitored very closely by a Transport Canada Regional Officer in conjunction with the Canadian Coast Guard. For your organization to be made aware of the shipping in your area, I can surely work with you, provide you with key contacts where you could be on the distribution list of the shipping traffic, which is sent by the Iqaluit Coast Guard station twice a day.</p> <p>Also, at any time, if you need any information about ships or the ships in the area, please feel free to contact Transport Canada anytime or myself. We are ready to work and provide you with as much information as possible.</p> <p>The second thing is with regard to the marine mammals and their protection. I am aware that under the Nunavut Impact Review Board terms and conditions for the projects in this area, there is a specific condition asking the proponent to ask project vessels to take measures to safeguard when in the vicinity of marine mammals.</p> <p>From Transport Canada's perspective, we are working very closely with the Department of Fisheries and Oceans and other initiatives to understand the impacts of marine mammals, to understand the impacts of shipping to the marine mammals. We have provided guidelines to the shipping industry, which includes measures like slowing down, reducing speed, and navigating with caution in the vicinity of marine mammals. This also helps to reduce impact by ship noise, underwater noise.</p> <p>The work is in progress. However, Transport Canada is open to have further dialogue to understand these concerns and work with your organization to ensure that your concerns are heard, and we can assist you as much as possible by taking your concerns and speaking to the shipping industries directly.</p>	Jaideep Johar, Transport Canada	Signatory Parties
		230		<p>Terry, I have a question and a general comment. Our Chair has been advising us of the agenda in front of us. I just want to stress that we are not sticking to the agenda. I saw a ship coming into the Kivalliq region from overseas. Who gives permission for travel to Canadian waters? They were from Poland. Who is responsible? Which department is responsible for vessels entering Canadian waters? I am worried about vessels coming in unannounced.</p>	Willie Nakoolak, Mayor of Coral Harbour	Community Delegates & Kangiqitiniq Hosts
		230/231		<p>The ships which come to the Canadian Arctic are monitored throughout. Before they come to our waters, at least 96 hours before they come to our waters, they let Transport Canada know of their arrival, of their crew, of their destination. We look at the vessel's particulars from the security perspective. If we find any deficiencies or any concerns with regard to the security of the vessel, we will follow-up with the vessel. Also, as the vessels enter close to the Canadian Arctic, they are required to report to Transport Canada and Coast Guard twice a day, including any defects that have. We have a 24-7 duty officer who monitors traffic in the Arctic in conjunction with the Coast Guard.</p> <p>So, to summarize, all the ships which come to the Arctic are monitored very closely. If Transport Canada finds that they are in any contravention, we have the powers to ask the vessels to leave our waters.</p>	Jaideep Johar, Transport Canada	Signatory Parties
		231		<p>The other item, the ships travelling through Southampton and Coats Island has been a problem for some time. We have many marine calving areas in our region. The Coast Guard are also travelling through Southampton and Coats Island. Someone called me this summer, so I googled it. It is a Coast Guard ship. As we have been stressing for a few days, we have a lot of mammals, walrus, walrus haul-outs near Coral Harbour. Walrus is one of our main foods. I like to let the Coast Guard I think what we have been asking for with marine traffic, it could be one of the Coast Guard infractions.</p>	Willie Nakoolak, Mayor of Coral Harbour	Community Delegates & Kangiqitiniq Hosts
		231		<p>I understand and heard concerns throughout this session about the ships travelling between Coats Island and Southampton. I will take these concerns to the senior officials with regard to rerouting the vessels so that they don't go between these two islands.</p> <p>With regard to the Coast Guard, I will make sure that I call my Coast Guard colleagues and ensure they are made aware of these concerns.</p>	Jaideep Johar, Transport Canada	Signatory Parties
		233		<p>Just a follow-up on a question that I asked regarding marine shipping yesterday. I just wanted clarification about this working group that was mentioned in regard to my question about anchorages. Who sits on this working group and how are the members appointed to this working group is my question?</p>	Richard Aksawnee, Baker Lake Hunters and Trappers Organization	Community Delegates & Kangiqitiniq Hosts
		233/234		<p>This is an ad hoc working group. Whenever we receive a request for a change in anchorage or a new anchorage, we will work with our Indigenous partners and Canadian Hydrographic Services, other involved government departments so that the issues that are brought up with regard to change or a new proposed anchorage are distributed and heard between all the parties with the rationale of why we are making those changes. You had mentioned that there are concerns with regard to vessels anchoring near Helicopter Island. We have exchanged information. My contact information is with you. Please feel free to text me, call me, or email me with regard to the concern. Then I will ensure that we work on that to find a suitable solution. It is a collaborative working group we have. I just want to add something else. This collaborative approach really works. A classic example was yesterday when Richard got a call from JRCC, Joint Rescue Coordination Center, at the same time we were involved to make sure that a sick crew member from a vessel is taken ashore. This is to provide you an example that there is a working relationship already existing, and we will ensure that we will work together again to solve further issues.</p>	Jaideep Johar, Transport Canada	Signatory Parties
		234		<p>[...] Baker Lake is a very unique place. We are an inland community. We are the only inland community in Nunavut. The federal waters end on the east side of Barber. I have two questions relating to this.</p> <p>My first question will be as far as marine shipping, if a ship did get grounded, which department within the federal government would respond, knowing that in the region, I know Rankin Inlet has a Canadian Coast Guard auxiliary. aker Lake being an inland community and out of federal waters, we don't have that capacity, so that is question number one.</p>	Richard Aksawnee, Baker Lake Hunters and Trappers Organization	Community Delegates & Kangiqitiniq Hosts
		234/235		<p>If the ship has an incident, for example the incident you mentioned about grounding, immediately as soon as the vessel is aground, the captain is required to let the Coast Guard know and Transport Canada know. If there is risk of pollution when the vessel is aground or if there is pollution, the Canadian Coast Guard will take the lead for the vessel. Transport Canada will be providing assistance, technical assistance as required. The first and foremost thing is to ensure that the risk to the environment is minimized.</p> <p>With regard to limited sources or resources to assist those vessels, we work and provide direction to the captain of the vessel to provide us with a towing salvage plan, which they might ask assistance from the nearby vessels or the Canadian Coast Guard. At the same time, we will have a Transport Canada inspector going to the site to inspect the vessel. Again, to summarize, any incident including grounding is taken very seriously, and all the departments we work together to ensure the crew safety of vessel, and there is minimum impact to the environment</p>	Jaideep Johar, Transport Canada	Signatory Parties
		240		<p>The Draft Land Use Plan hearing with organizations, I think it is a feeling that the door should be wide open, and this Plan, wasn't looking forward to these responses. Mining companies, exploration companies, marine traffic is increasing, and bulk fuel oil carriers are getting larger. The communities in our Nunavut are not prepared at all. Suppose there was an oil spill. Is there a contingency plan to be there just in case any eventuality comes around?</p>	. Paul Okalik, World Wildlife Fund	Registered Participants
		242		<p>Oil spills, ship-based pollution is taken very seriously. We have a prevention, preparedness, and a response regime in place. Prevention is key to reduce any oil spills. The vessels are required to be constructed, especially the oil tankers, with double hull providing extra protection. There are specific requirements to have certified and qualified personnel, especially when operating in the Canadian Arctic and in ice conditions.</p> <p>With regard to the equipment or the preparedness in this area, I am aware that vessels either provide oil to the petroleum division or to the mine sites. Petroleum division and the mine sites are required to have an oil pollution emergency plan in place, as required by our regulations, including spill response equipment. We review these plans for compliance. We also inspect these facilities to ensure that they are complying with what is written in the Plan.</p> <p>With regard to the ships, the need to have spill response equipment in place and procedures of how to deploy them and use them. In case of a spill, it is the first responsibility of the polluter to ensure that the spill is contained and cleaned. At the same time, the Canadian Coast Guard will be monitoring the spill cleanup, and if required, can take lead and have the equipment flown up near this area, or outside the area, or from the Canadian Coast Guard vessels, to assist in cleanup. If further equipment is required, Government of Canada, Transport Canada, Canadian Coast Guard, will look at deploying spill response equipment from South of 60 as well. The intention is to make sure that the impact of the spill is minimized.</p> <p>We also have our Transport Canada aircraft, which carries out regular surveillance of these waters, and which has resulted in the polluters becoming aware. Also to note, there is zero oil discharge in the Arctic. In case of any incident with oil pollution, we take it very seriously. We inspect, and then we will take appropriate enforcement action toward the vessel. Lastly, it would be beneficial to know for all the community members that there are funds available for spill compensation, which could be utilized by the community members</p>	Jaideep Johar, Transport Canada	Signatory Parties
		261		<p>We heard some concerns around ships going between Southampton Island and Coats Island. This is not news to us. We heard it, I would say many years ago. That is when we agreed to go primarily south of Coats Island. So, since a number of years now, our ships are going approximately 80% to 90% south of Coats Island. When they go north, this is for safety reasons. We also heard questions around if there were monitors on the ships going to Baker Lake. I just wanted to mention that yes, we do have monitors on barges between Helicopter Island and Baker Lake. This year, we had some monitors from Baker Lake, and every year we are trying to work with Chesterfield as well. This year, similar to other years with COVID and the restrictions, the testing, it was challenging, but we always want to work with Chesterfield Inlet on that as well.</p>	Manon Trumel, Agrico Eagle	Registered Participants
		264		<p>The next one is with regard to Manon's presentation regarding footprint. You mentioned, what I understood is you said the mine is the footprint, but mining footprint is not only the mine. It is the transportation, by airplane or helicopter, sea by water, ships, barges, roads with trucks and what are those big things, 18-wheelers; plus all the phases from staking, exploration, bulk sampling, mine development, mine operation, tailings, and mine closure. That is the footprint of your operation, not just the mine site.</p>	Paula Kigigalik Hughson, Hamlet of Baker Lake.	Community Delegates & Kangiqitiniq Hosts
		268		<p>Two questions [to Manon]: Who are your ship monitors, and where are they from? And where are the reports, and what is in the reports? That is my first question. My second question is who sits on the Environmental Climate Change Committee?</p>	Martha Hickes, Hamlet of Rankin Inlet	Community Delegates & Kangiqitiniq Hosts

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https://lupit.nunavut.ca/portal/dms/dms_download.php?fileid=21094&applicationid=0&sessionid=802m02fe0pk9i8ju1ja1351g	September 26 & 27, 2022	287	Thompson, Manitoba	I know that the Commission and the staff have a very tough job ahead of you guys. I am glad that we go the opportunity to represent our community, especially around caribou, and also around shipping , as we rely on the fish. I know I have one more minute.	Richard Aksawnee representing the Baker Lake Hunters and Trappers Organization	Community Delegates & Kangiqitniq Hosts
		296		Arviarmiut have concerns about freshwater crossings. Baker Laker wants your duty to consult to be implemented. It is a reality. All of your questions were not answered, and they have told you many times we will talk to you once we get home and reply to you. There are a lot of concerns too about vessels coming through. If it is not contained, more and more ships will come. You have spoken from your heart, and you are told geologists, lawyers, and other experts in these fields, you have heard amended versions of what they want you to hear. For instance, KIA, NTI, Government of Canada and Nunavut Government, they have not given you straight answers. Disregard their briefings. You have to believe that it is in their heart. They are paid to represent their organization, unlike you.	Sam Alagalak, Assistant COO Kivalliq Inuit Association	Registered Participants
		297		[...]The Nunavut Land Use Plan applies to all projects and project proposals within the Nunavut Settlement Area and Outer Land Fast Ice Zone. The council is acting as an observer in the Nunavut Land Use Plan process in order to inform recommendations and advise to the government agencies about non-project shipping , which is outside of the scope of the Nunavut Land Use Plan. The council's potential recommendations and advice are very broad, relating to the marine environment in Nunavut and are informed by the information shared by the Institutions of Public Government's processes, including these public hearings. We are in the planning stages of organizing a marine event that will be geared specifically to shipping and conservation and will focus on identifying concerns, current knowledge, what is being done, and opportunities for further work. We will be inviting community representatives and government and organizations with a marine mandate.	Assol Kubeisinoval, Technical Advisor Nunavut Water Board	Registered Participants
	September 26 & 27, 2022	19	Thompson, Manitoba	[Key Migratory Bird Habitat Sites] For Class 1 sites, the Draft Plan identifies proposed prohibited uses in these locations as well as setback requirements from key locations within the broader area. So, these would be both landbased or terrestrial setbacks, as well as aerial or minimum altitudes that different types of aircraft would need to maintain, and also setback requirements for ship traffic in the marine areas.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		22		[Walrus Haul-Outs] On the right-hand side of this slide, we see walrus haul-outs. These are areas used by walrus during the open water season to haul-out onto the land and rest. There are no known active walrus haulouts in the southern Kivalliq identified in the Draft Plan, but in general, the Draft Plan does identify these habitats and includes a Limited Use designation with year-round restrictions on certain activities, as well as very detailed setback requirements, again for both land-based activities, aircraft flying over them, as well as marine traffic for different sized-vessels .		
		22		[Whale Calving Areas, Atlantic Cod Lakes, Polynyas & Other Marine Areas of Importance] The next three sections deal with different types of whale calving areas. The Draft Plan identifies calving areas for beluga, narwhal, and bowhead whales. I will just generally note that some of these locations for each species of whale are included as Limited Use designations. Those are generally small areas in isolated bays or inlets that are removed from major ship traffic areas. The remaining areas, which tend to be larger and overlap with existing shipping , are identified as Valued Components.		
		25		[f Building Healthier Communities] The first subsection of this chapter deals with Community Areas of Interest. Throughout Nunavut, different communities have identified different areas important to them for harvesting, camping, and other cultural activities. These are included throughout the territory. The first example applies territory-wide for community on-ice travel routes, which are included as Conditional Use designations with the concern being for potential impact of shipping through ice preventing community members from travelling in the winter on the sea ice.		
		30		[Marine Shipping] I will just continue from where we left off and note that on the screen, there are some shipping lanes identified. I will note that these are draft corridors representing work that is currently still underway through the Northern Marine Transportation Corridors initiative. These areas were provided to the Commission with the clear recommendation not to include them directly in the Land Use Plan itself. So, they have not been, but we just want to indicate that these shipping corridors draft for discussion, have been considered throughout the development of the Plan, including those subsections in the Options and Recommendations Document on nonrenewable resources, transportation, and linear infrastructure potential. This is just shown for information, and you can see those corridors in the southern Kivalliq, primarily just linking to communities along the Hudson Bay coast.	Spencer Dewar, Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties
		83		The next slide refers to disposal at sea. The Canadian Environmental Protection Act governs disposal-at-sea activities in Canadian and international waters near Canada. The act prohibits disposal at sea without a permit. The Government of Canada prefers that the disposal-at-sea prohibitions be removed from the Draft Plan and suggest that disposal at sea continue to be addressed on a case-by-case basis under the Canadian Environmental Protection Act using the mandated consultation process. As required under the Act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations.		
		17		The next consideration for each topic was the nonrenewable resource transportation and linear infrastructure potential. For each of these areas, the Commission relied on the best available information to identify what these other types of values may be in an area. For example, some areas may have very high potential for shipping . An identified area may lie directly in the path of a community's resupply route or standard shipping lanes , whereas another area may be far removed from those shipping lanes , and therefore may be given a lower rating within this category	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		18		The fifth topic was the sensitivity to impacts. We considered the value that was identified and how sensitive different wildlife or habitat may be. A good example would be walrus haul-outs. Through submissions, in particular through the Qikiqtaaluk Wildlife Board and working with the Hunters and Trappers Organizations in this region, they identified that walrus are exceptionally sensitive to noise and disturbance when they are hauled out on shore in large numbers. That could be compared to walrus feeding areas where they may be less sensitive to disturbance, as an example. Finally, point six in this list, the Commission also considered what other regulatory tools may be already in place that the Land Use Plan would not need to duplicate these efforts. If another organization is already managing an issue, there would be less value in having the Land Use Plan address a similar topic. A good example there is the exchange of ballast water . Ships entering different regions of the marine environment are required to change the water that they carry within their hulls for ballast and balance. That is something that is already very much regulated internationally through Transport Canada. That is not something that the Land Use Plan would need to require because someone else is already ensuring that is effectively managed.		
		23		In addition to these prohibited uses, the Draft Plan also identifies detailed setback requirements or minimum distances that land users need to stay away from, particularly important areas within the larger Limited Use designation. For example, nesting areas on cliffs or bird colonies have proposed setbacks. Those are different for each type of land use, so there is aerial or altitude restrictions for aircraft, whether airplanes or helicopters, as well as different distances for boats or marine vessels that would come close to coastal habitats, and also land-based setbacks for land users who would be approaching from the land side of any of these locations. [...] Again, all of these restrictions would not apply to community land users going out to harvest birds, for example. This would not apply to those users. But for example, tourism would be permitted in these Limited Use Areas, and any tourist vessels or lodge activities would need to abide or follow these setbacks.		
		24		However, the next slide, caribou sea ice crossings on the left-hand side of the slide, have been identified throughout the region, as well as in other areas of the territory. The concern here is around ship traffic in the winter disrupting the ability of caribou to migrate across sea ice. In the 2021 Draft Plan, these sea ice crossings are included as Conditional Use Areas with seasonal restrictions on shipping in order to ensure the ability of caribou to cross the sea ice during the winter.		
		26		They also include very detailed setback requirements around these walrus haul-outs, again with different distances that need to be maintained for different sizes of boats that may approach from the water - again, this does not apply to community boats in the open water – as well as different aerial setbacks or altitudes that would need to be maintained for aircraft flying over these locations, and also different land-based setbacks for anyone approaching these areas from the land.		
		27		[Whale Calving Areas, Atlantic Cod Lakes, Polynyas & Other Marine Areas of Importance] Generally, you can see for example, on the beluga slide as well as on narwhal, there are some large areas identified in orange that span the length of different straits and passages . These areas intersect with Nunavut's primary shipping corridors that are in the process of being identified more formally. This is an example where the Commission considered the nonrenewable transportation potential of the areas and recommends a Valued Component designation for some of these larger areas that intersect with primary shipping corridors and did include some Limited Use designations for calving areas that were more isolated or tucked into things like bays where ship traffic would not normally enter. So, a different approach has been taken depending on the specifics of each individual calving area. I will just switch the slide to 31 where a similar approach has been taken for bowhead calving areas, again considering information from a variety of sources similar to beluga and narwhal.		
		31		[Transboundary Considerations] Only a small portion of this larger polynya is included within the Nunavut Settlement Area. Again, I noted in Chapter 1 there is a difference between the Settlement Area and the territory of Nunavut. That comes to play here. Within the portions of the North Water or Savarjuaq polynya that fall within the Nunavut Settlement Area, the Commission is proposing to identify this area as a Conditional Use Area with seasonal restrictions on shipping to prevent the disruption of this important ecological feature.		
				[On-ice Travel Routes] The first component of Community Areas of Interest applies Nunavut-wide. This is for community on-ice travel routes. As mostly coastal people, all communities rely on the sea ice for travel during the winter, both to harvesting and camping areas, as well as between communities. There is clear concern about potential shipping during the ice-covered months disrupting the ability of communities to travel and potentially creating safety concerns for community members who are already out and encountering ship tracks through sea ice. The 2021 Draft Plan proposes a new approach to managing these areas through a Conditional Use land use designation that would require project proponents that are interested in conducting shipping through ice to first contact all municipalities through both the Municipal Council as well as the Hunters and Trappers Organizations within 300 kilometers of any point of intersection between the mapped community travel routes and the proposed ship track .		
		32		In this case, the project proposals would conform to the Plan as drafted, but these project proponents looking to conduct the activities would then need to get in contact with the Municipal Council and Hunters and Trappers Organization and discuss potential solutions to address the concern about ship traffic and on-ice travel. [...] The Commission did not recommend specific requirements that would need to be followed by project proponents, but this more general requirement for communication and consultation has been proposed in the 2021 Draft Plan. We have heard from a number of participants some concern with this approach that it does not go far enough towards restricting shipping activities during the winter months and that other alternatives should be considered in the development of the Draft Plan.		

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		37		[Marine Shipping] Slide 54 shows areas important to marine shipping in Nunavut. I will note that in this case, the areas shown on the map are from the work done as part of the Northern Marine Transportation Corridor Initiative that is being done with Transport Canada, the Canadian Coast Guard, and other partners to establish shipping routes within the Canadian Arctic. The information shown on this map represents earlier draft versions of these corridors . Because that work is ongoing, the recommendation was not to include these areas in the Draft Plan in any way, but we are showing this information because it was considered by Commissioners when making all of the decisions that affect the marine environment within the Draft Plan		
		44		We get many ships during the summer here. Some are tourist ships , and there are many of them. When all these ships arrive to the community, we do have tourists disembark to the community, which is okay. The community members do travel with the cruise ships and do disembark passengers back and forth and driving back and forth real fast. I believe this impacts wildlife in the area. I want to make that first statement, and I will ask another question. I will hand it over to you.	Charlie Inuarak, community member Pond Inlet	Community Delegates & Mittimatalik Hosts
		49		The last item is I want to say further that when you talk about heritage centers and using designated areas of important historical area, you could do well to think about the Commission and you guys thinking about the Northwest Passage becoming a World Heritage Site, because of the Northwest Passage history. The world knows about it, and it becomes a no-ship zone . It becomes a place that people can go see but not by ship , because it is too important. Charlie Inuarak said in summertime there are more and more ships wanting to go there. I know it is to go see it, but there must be some way to protect it further from too much traffic.	Larry Audlauk, HTO	Community Delegates & Mittimatalik Hosts
		57		It is obvious the federal government has approved the project, so Baffinland was planning for Steensby Inlet. When the ships starting shipping from Milne Inlet, all these issues started showing up. There were more issues arising from those issues, and this was after the federal government had approved the project. We are not Indigenous tribes. We can't just protest against things we don't like and create negative impressions. [...] The products we had to sell in the 1960s, fox skins cost \$4 dollars. Seal skin cost \$2 dollars. The rest did not have any prices on them. We were very poor to be able to buy supplies. Around 1950 in Arctic Bay, four men had boats , but today, we need to agree on things, to work together with others today. We need to cooperate with others today.	Sakiasee Qaunaq from Arctic Bay	Community Delegates & Mittimatalik Hosts
		58		First question I want to ask is regarding the military ships . This summer we had a Navy ship pass through our waters. It was traveling slowly. We had not been informed why that Navy ship was up here and what it was doing. You said earlier that hunting during the summer here is a high priority for the community members, and all these ships are disturbing the hunting and wildlife. You had said we can halt these activities, like shipping activities along with Navy ships . Who can we talk to regarding that navy ship and what it was doing, and how can we stop them from coming here?	Charlie Inuarak, HTO Pond Inlet	Community Delegates & Mittimatalik Hosts
		58/59		I guess there is a little bit of a complication here. I will note that the Land Use Plan, the Draft Plan does include proposed measures on restricting some marine shipping . I made mention of specific setbacks around important wildlife or environmental areas, as well as things like seasonal restrictions on, for example caribou sea ice crossings or community on-ice travel routes. Those requirements apply to all, what are referred to as projects. That is what the Commission has jurisdiction to review, and any of these Land Use Plan requirements would apply to vessel traffic generally. However, the issue of naval ships , for example like the Canadian Coast Guard operates within the territory and typically those activities are not submitted to the Nunavut Planning Commission as specific project proposals. We understand that they are operating in Nunavut and support the safety and passage of other vessels entering and operating within the territory. So, for things like Canadian Coast Guard operations or different military activities, not all of those do get classified as specific projects that need to be reviewed by the Nunavut Planning Commission. In fact, there have been discussions regarding exemptions from those types of movements from the requirements of the Land Use Plan where necessary. do note that some larger-scale military and naval exercises are received by the Nunavut Planning Commission. So, if there are training exercises of which there are usually several each summer, those are considered projects that do get submitted to the Nunavut Planning Commission and are required to follow the requirements of the Land Use Plan. Unless we know the specific purpose and intent of a vessel movement, it is hard to say whether they would be subject to these requirements in the Draft Plan.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		59		Your statement earlier regarding ships , regarding naval ships , you had said during hunting season that the naval ships can be asked not to come here. That seems to be not a true statement, so I want to ask another question that they tell the communities what they are doing. Who did the naval ship tell the community what they were doing?	Namen Inuarak, HTO Pond Inlet	Community Delegates & Mittimatalik Hosts
		59		For this specific issue of a naval ship , that is complicated a little more by the fact that we may not be aware of it. Maybe the federal government can advise on their practices on Navy vessels in particular, but I do just want to note that the Commission very much appreciates this concern and is working to assist as best we can in informing communities of the projects that are occurring near their communities. For this specific issue of a naval ship , that is complicated a little more by the fact that we may not be aware of it. Maybe the federal government can advise on their practices on Navy vessels in particular, but I do just want to note that the Commission very much appreciates this concern and is working to assist as best we can in informing communities of the projects that are occurring near their communities.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		59		The HTO is an organization and not a Designated Inuit Organization. They have authority. They are the environmentalists. That as well, we need to be better informed of both these matters of people and ships coming up into the area.	Namen Inuarak, Pond Inlet HTO	Community Delegates & Mittimatalik Hosts
		62		We need more help from the cruise ships . They ask to go to Pond Inlet, not Devon Island. They go into Devon Inlet, not Pond Inlet. We agreed to them to go to Pond Inlet, not Devon Island. We need more help about the cruise ships and where they are going. We need more cameras where the green marks are. They should have a camera. We are losing animals, and us hunters, we are less hunting animals. We see barely narwhals today. We need very, very help from the government.	Joavee Etuangal from Pond Inlet	Community Delegates & Mittimatalik Hosts
		62		Regarding the concern of cruise ships and where they go, that has certainly been considered throughout the development of the Land Use Plan. We have noted areas of concern for cruise ships . Communities have identified, for example, concerns around cruise ships and their approach to walrus haul-outs. The Draft Plan includes a number of different setback distances for both the large cruise ships themselves as well as smaller launch boats in terms of how close they can approach. So, this land use planning process has considered that and can be an effective way to manage cruise ships and their routing and activities. If there are additional ways in which the Land Use Plan could manage cruise ship traffic and activities , that would of course, be welcome feedback.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		62		I think they have three huge ships , and they are in a convoy . They are counted that as one. You can't count three ships as one. They have removed so much from our hunting areas. They are affecting hunting areas. We need help from the federal government regarding Mary River. All of Nunavut is turning on us, and there are places we are not allowed to hunt now. We definitely need support from the government.	Joavee Etuangal from Pond Inlet	Community Delegates & Mittimatalik Hosts
		64		Lastly, but not the least, we need to be concerned as a community with cruise ships and tourism. We all know and for many times, I will mention again that the cruise ships coming into our area are becoming numerous. Not only the cruise ships , but there are other things as well, such as helicopters flying all over the place, and many people have come into our areas. People can afford to hire helicopters. Helicopters are flying everywhere to tour. Many organizations in our community are concerned of these disruptions.	Marty Kulugquktuk, Hamlet of Grise Fjord	Community Delegates & Mittimatalik Hosts
		65		Our area has heavy traffic on ships . The areas where we go for hunting, boating , relaxation areas, we want any form of commercial ships to be prohibited in those areas that I have mentioned, regardless of the size of the commercial vessel . We have agreed, and it is a priority as well.		
		67		As we make our presentation, these are supplementary comments. For instance, cruise ships as Marty mentioned, are an inconvenience and nuisance, and we worry about their disturbance, especially to walrus haul-out areas and to bird sanctuaries. We have no place to go, nowhere to go when we have problems, and much of our land is inaccessible for harvesting. We have access to some lands through snowmobiles. The smaller vessels coming through are so numerous, and there are problems. They come through our areas, and they come in without regard to walrus haul-outs and other mammals. They come in and take tour without any concern.		Community Delegates & Mittimatalik Hosts
		68		This winter we have lots of food. We have seals, but we are not able to access a lot of the hunting areas that I talked about. The tourism ships go to these places towards where the animals are, and that is a concern for us where the wildlife gather. The tourist ships go there. When it is indicated on the map, for example that this particular island, if we say it is a government protected bird sanctuary provided for the protection, a lot of people want to go and see why there is a sanctuary there or there is a protection there. This is a concern for us. [...] You actually are betraying the whole existence, and many people around the world want to go see it. That really bothers some of us, because it is one of the destinies that these cruise ships want to go see this protected area when we say don't go there.	Larry Audlauk, HTO member	Community Delegates & Mittimatalik Hosts
		74		[...] It is just now that they are starting to come into their calving grounds, but there is still a lot of disturbance from oil and mineral explorations over the years. Before the disturbance came, this is when this population was healthy and living in their traditional grounds for calving migration routes, and their traditional routes are being heavily used even with vessels at times and exploration companies. This is why we thought that the population was becoming extinct. There was too much disturbance on their traditional migration and calving grounds. [...] The climate change has made it that much more difficult to travel, let alone any vessels starting to come in and perhaps travel during early spring and early fall. This would be disturbing our trails considerably. They must realize it is our way of life. We hunt to eat. Young people are starting to take an interest in our areas to travel by dog team, and it is becoming very populated. It will not stop now.	Phillip Manik, Resolute Bay HTO	Community Delegates & Mittimatalik Hosts

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		74/75		My main concern is the thing that happened all summer with cruise ships and tourists coming back after the COVID pandemic. All summer long, they are asking where the walrus are, where are the narwhals and belugas are, which they used to see them in Devon Island quite a bit. Now that the cruise ships and yachts are all coming back, the walrus haul-outs are no longer hauling out in some of the haul-outs on Devon Island anymore. Narwhals used to hang around all in the bays, all along the shoreline. They are having a hard time seeing most of them over there now. That was one question. One of the things looking at some of the maps we have for Resolute area, some fishing areas are missing. Crossings on the sea ice for caribou are missing. Sometimes our hunting depends on how the ice forms. It forms later and later every year and thaws out faster. With climate change, we have some researchers up there all year round checking on climate and whatnot. We are trying to get more results on geothermal studies up in Resolute. Our hamlet is trying to plan to move to geothermal once everything is worked out. Hopefully we are doing some studies on it. One of my main concerns with the wildlife we have up in Resolute, we have a lot of animals that are rare, endangered species, species at risk that come to nest and migrate up there. More cruise ships and yachts are coming up and asking where they all are and starting to harass more animals. All summer long, like I said, cruise ships and yachts and Coast Guard are asking where all the wildlife are. I will add more stuff later. I am very nervous right now	Mark Aamarualik from Resolute Bay	Community Delegates & Mitimataalik Hosts
		75		I will say that the vessels of any size are very much a concern to us. They are a nuisance, a disturbance to the wildlife. Perhaps the sound of their propellers during transportation, they are creating disturbance. Our mammals, our wildlife is starting to move away from our traditional seas.	Kantissee Idlout, Resolute	Community Delegates & Mitimataalik Hosts
		82		Yes, we are dealing with that important information, but they also gave us sad news from the south, especially about those sailboats that do come. There is a sailboat company , and he is mentioning that he goes through Devon Island and through Lancaster Sound and goes into the inlet. Some of those inlets do not have whales on them anymore because of the ships , the cruise ships . There is too much trouble from the cruise ships going into the inlets. It is not a good thing to hear.	Phillip Manik from Resolute Bay	Community Delegates & Mitimataalik Hosts
		83		We have many concerns about these seaways . We are concerned that there might be icebreakers coming in through these areas. We are adamantly against icebreaking ships coming through our seaways . So, the federal government should also be aware that these inland waters should be regulated stringently for the future. As we heard, the area is rich with oil fields. We want these ships regulated. We don't want icebreakers in our areas should these explorations take place. We need to be prepared. I. We are starting now to voice our concerns that Lancaster Sound and our seaways should be free of these. Furthermore, looking at the ships today, we are able to track these ships through computer locators. I think we had many ships over our seaways this past summer. Some are yachts , and others are larger. Who is allowing these vessels to come through these waters? Who is the authority? Communities are not informed at all what vessels are within our waterways. Which department is responsible for these vessels to come through? Is it Nunavut Government or federal government? We will need to know which level of government is responsible for authorizing these vessels to pass through our waterways. There are just too many vessels coming in that we are not aware of. At times, we don't even know how many are coming through. The best path appears to be right now through the Nunavut Planning Commission, how we can have your organization assist us in controlling of these ships coming through our seaways. Some we are aware of. As hamlet councillor, I am also with QIA Lands Department as a member. Sometimes we are aware of which vessel is coming in or going through our waterways. Who is the authorizing authority for these vessels to pass through these waterways? I need to understand, so I will leave it at that for now.	Olayuk Naqiharvik, Hamlet of Arctic Bay	Community Delegates & Mitimataalik Hosts
		85		The wharf was not very good for loading the ships . A lot of the material was falling off to the ocean. Even breathing it, the smoke was very bad. It tasted very smelly. Although there was smoke coming in from the minerals, I did not see any dead fish or whales. The route that the vessels take isn't populated anymore with beluga whales and other larger animals. When the shipping season stops for the winter, we see whales in the spring. Now since that mine shut down we are starting to see mammals starting to come back. When I hear that what they were mining was corrosive, I believe it even here when I see your community concerns from the iron ore mining here. I see and I believe even ptarmigan are turning red from the dust of the mining here. [...] When we saw people coming into Grise Fjord by boats , they travelled to Lancaster Sound. I think there is even a group now who are concentrating for the protection of Lancaster Sound. That is how important that area is to us.	Sakiassee Qaunaq, Hamlet Councillor, Arctic Bay.	Community Delegates & Mitimataalik Hosts
		85/86		Beluga whales are a different species now. Their calving is different now. I think so much shipping traffic is creating disturbance to these mammals, especially in this area. When I track ships through a laptop computer, so much traffic is coming and going. If there is a way to control these vessels from travelling, it may be best for the mammals to live disturbance-free. I think ship traffic , the propulsion noise is too much for many of these mammals to handle. The shipping , we have concern in these regions, especially to the mine here, the wharf where they are. Even as a person out of this community, it should be controlled in such a way that there is not much disturbance to the mammals. [...] We should be more delicate in things we do. As it was expressed on Lancaster Sound, vessel traffic is out of control from large vessels to sail ships . We don't even know where these vessels are coming from, but they are creating disturbance to that region. Perhaps it has cost many mammals to migrate to safer areas away from Lancaster Sound with so much shipping traffic noise. When it was relatively free some years back, we had a lot of mammals in our areas. We have to find ways to control this traffic coming through, mariners, vessel traffic . [...] I grew up under the guardianship of Elders. Many things that you have produced as maps in your planning sessions, there are many things lacking: low-flying aircrafts, helicopters, other noiseproducing transportation disturbing to bird sanctuaries and other waterfowl. I think we are going into the right direction through this process. Thank you for now.	Adrian Arnauyuyayuq, HTO Arctic Bay	Community Delegates & Mitimataalik Hosts
		87		The last question that I had noted was in regard to the responsible authorities for permitting the entrance of different types of vessels into the territory, including particular cruise ships and smaller sailing vessels . I will note that particularly the largest of these vessels are submitted to the Nunavut Planning Commission for review against our land use plans. That is the first step in Nunavut's regulatory process. For those vessel sailings that are considered to be projects under the Nunavut Planning and Project Assessment Act, they are subject to any of the requirements of an approved land use plan. However, we are aware that there are smaller sailing vessels that do enter the territory that are not currently providing submissions to the Nunavut Planning Commission for authorization. We are not particularly aware of what authorizations, if any, some of these smaller vessels are seeking or receiving. Again, I would suggest that perhaps the Government of Canada, including Transport Canada representatives here today may be able to provide additional information on the authorization of those smaller vessels .	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		88		Those hunting narwhal have used up the quota for the narwhal hunt. The reason being I had heard before, men hunting by boat have not been catching very many seals. It is probably due to the fact that there are less seals because they have less food. We can run our community, for example, Arctic Bay, Pond Inlet, Pangnirtung. We can run our communities. The hamlet lands, the municipal lands are there.	Susanna Barnabas from the hamlet	Community Delegates & Mitimataalik Hosts
		90		I heard that Lancaster Sound, there was an old sod house that was being destroyed by waves. They were wondering how they could save that old sod house. I know that old sod house. When I was young, even before I was 20 years old, we used to go down to Lancaster Sound to hunt polar bear by dog team more than once. We used to go polar bear hunting there. With a small sailboat or boat , the Fisheries went down there twice. When the fishing boat was going to come in, I believe I was part of their committee. We went into that sound across from Siginia. I know that land is a great land. We had wanted to go there to look for caribou, so we did go there to look for caribou, across from Aquvt (spelled phonetically) almost close to Resolute Bay in a sound, but there were no caribou. There was no muskox. It doesn't have a glacier. [...] If they rust, their contents will spill . I saw them. I was scooping them out as we were passing by. The boat was going slowly, so I saw all these barrels within these sounds. The statements made yesterday were true. One of the research people said wildlife disappear. They are not dying off. Yep, that's true. They just move somewhere else. Wildlife is not tame. They are not farm animals. They are wild. Because they are wild, they don't always stay in their same places. Once people have left, they may return to their original places. Yep, wildlife is wild.	Sakiassee Qaunaq from Arctic Bay	Community Delegates & Mitimataalik Hosts
		91/92		Yes, I do have another question. The Arctic Bay Hamlet people said the iron ore had fallen into the ocean. That was too much for the ships to carry, and that iron ore isn't hazardous. I didn't really understand what statement he was trying to say when he was talking about these matters	Charlie Inuarak from the HTO	Community Delegates & Mitimataalik Hosts
		92		Yes. That stuff that they were using, that chemical they were using was known to be hazardous. They would use a loader to ship the ore onto the ships , and they would have all this dust coming off of it. Most of those people that were working there all have died. [...] This chemical was added to water, and this chemical would be dumped into the ocean , but there were no dead sculpin or cod dying from this chemical. I did see a seal one time with no fur on it. We suspected that it was this chemical that was causing this to happen. So, this pollutant chemical, we thought it was due to the chemical that the seal was suffering from. What I was saying when people were talking about dust from Mary River, I don't believe iron ore is toxic or a pollutant.	Sakiassee Qaunaq, Hamlet Councillor, Arctic Bay.	Community Delegates & Mitimataalik Hosts
		92		I do have a question to Sakiassee. You talked about Nanisivik, and you also talked about Mary River. I want to ask you three questions. I will ask two questions together. How many ships did you get? How many tonnes of ore did they mine in a year at Nanisivik?	Namen Inuarak, HTO Pond Inlet	Community Delegates & Mitimataalik Hosts
		92		The ore that was shipped out from Mary River. I heard there are many ships going to Milne that ship ore . There are a lot of ships during the summer. During the whole year, we had four ships come. As I said before, they had to prepare the ore. They had to dry up the ore. It took all year to dry it out. The ore they collected all year would be enough to ship in four ships . So, they had four ships per summer to ship the ore that was collected all winter. So, they only needed four ships to ship all that ore out. Yep, people know this. Yep, we had four ships . Yep, the ore they mined was not very big, so it only took four ships to ship it all out.	Sakiassee Qaunaq, Hamlet Councillor, Arctic Bay.	Community Delegates & Mitimataalik Hosts
		92		The iron ore waiting for the ships , were they kept outside in the open air? Were they covered, or were they kept inside a building?	Namen Inuarak, HTO Pond Inlet	Community Delegates & Mitimataalik Hosts

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		93/94		Here in our community, we get many cruise ship visits. In years past, we didn't have cruise ship activity due to COVID-19. This year they were trying to see if we could allow cruise ship visits here. We caught in Eclipse Sound, our Tasiujaq, these huge ships from cruise ships and Mary River Mine ships, cargo ships . This year, we had 25 cruise ship visits. Next year if cruise ship visits will be allowed, we will have more ships with more tourists coming into the Pond Inlet into Eclipse Sound. We are the entrance way and exit through the so-called Northwest Passage . The Northwest Passage is a huge deal for tourists. For that reason, it seems like we have been getting an influx of cruise ships here. Be that as it may, the mining company ships still pass through here on their way to Milne Inlet. The question I wanted to ask regarding the Valued Component, what exactly does that mean? I want clarification on that, and I will be able to get a response to that later. Yep, I want clarification on that term so that when we are dealing with the matter again, I will know better how to deal with it. We had two ships that came in, and we have had questions about that. We have had questions about that, and I would like an explanation to that. We had ships going to Tremblay Sound, and we will want an answer on why they were able to. Who approved them to go into Tremblay Sound? They had helicopters. I don't think those ships got approved from the Hamlet or HTO. We don't know who approved them to come up here	Joshua Idlout, Hamlet Council	Community Delegates & Mittimatalik Hosts
		96/97		For example, get employees to work on the matter. Get rangers to patrol over. It is not that we dislike people coming into the area, but people do come. When they are approved to come up here, they go anywhere they want to, and they go past what they were approved to do. I have pictures of ships with helicopters that were flying anywhere willy-nilly, pretty much close to where the caribou are, and in the areas where we hunt. We call Tunit (spelled phonetically) on the map there. You go from Pond Inlet straight to that sound, and it has that bend in there. That is our main hunting area now. Our Eclipse Sound is being used, overused during the summer. During the summer, there is no wildlife in Eclipse Sound at all when all these ships that had been approved to be coming up here start coming here. Especially with those cruise ships , they do whatever they want compared to Baffinland ships . They go pretty much anywhere they want to go. As soon as they are approved to come up here, some of them start going into the sounds. Because we do have wildlife there, organizations like QIA need to know about these things. These organizations need to know what is happening. We have lots of companies or people who want to come up and do research on wildlife. I used to be an HTO member for 26 years. We had to deal with these applications to do research. We would receive a lot of letters requesting approval to do research. Cruise ships also need approval to come up here. Some of their applications are approved. Some of them are not approved, but they still come up anyway.	Elijah Panipakoochoo – Hamlet Elder Consultant	Community Delegates & Mittimatalik Hosts
		98		Me and my buddy here are also members of the Sirmilik National Parks Committee. Every year we look into how much the glaciers have melted, receded. When the weather is clear, you can see all these glaciers across from us. We check and monitor those glaciers. There are lots of ships and aircraft of the area now. Oddly the glacier is now melting at a faster rate now by at least a mile from airborne dust pollution.		
		100		The last topic I noted was the authorization of cruise ships within the Lancaster Sound area generally, including Tremblay Sound. I wanted to indicate that currently, the Nunavut Planning Commission does review project proposals for cruise ships coming into the territory. They are required to follow any requirements of approved land use plans in addition to any other authorizations they may require. For example, from the Government of Nunavut's Department of Environment for wildlife observation permits, as an example, those authorizations are also required for cruise ships entering the territory. One final note: The management of vessel traffic within the proposed Tallurutiup Imanga National Marine Conservation Area will soon be subject to the requirements of an interim management plan that is required to be prepared jointly by Inuit and Canada to manage ship traffic within this area very carefully. At this time, the Commission is not aware of the current status of that implementation plan. Perhaps the Qikiqtani Inuit Association or the Government of Nunavut would be able to provide an update on that later, perhaps tomorrow when they provide their presentations.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		101		On another topic, the cruise ships are coming in more and more each year, especially to Pond Inlet and to the place I mentioned earlier, Inuliakjuit. They are starting to make stop at this area the year before. I think more of the cruise ships will be stopping in that area, and these are ventures that are coming in for money-making purposes. We want to have these ships curbed and making less stoppages in our area as hamlet councilor or through organizations like Nunavut Planning Commission. The cruise ships are becoming numerous, more and more each year. If they do not have any restrictions imposed on them, it will get out of hand and become more and more numerous.	Moses Koonark, Hamlet of Pond Inlet	Community Delegates & Mittimatalik Hosts
		105/106		The ships going into the Pond Inlet area are increasing, and the small boats called yachts . The sounds up here are pretty far away to Analararik to Milne Inlet to Tremblay Sound. Those sounds are visited by ships and those ones on Bylot Island. Some of the ships have helicopters, and they even have submarines. Some of the cruise ships bring these things along. We have gone to them asked them what they are doing and asked to see their permits. They don't even want to show us their permits at all. They say they can only show them to the RCMP. They can't show them to regular people. The cruise ships need approval if they are going to have submarines or helicopters. They need to be approved on paper first. When the cruise ships are doing too much, going anywhere too much regardless of Nunavut Impact Review Board and other organizations, they are not in the community. So, the cruise ships do whatever they want, and people are not watching them. Some of us here have seen from their yachts , they go ashore. You see people hiking. When people are asked why you are here on the land walking around, they say they are just enjoying the scenery. We know that they are not just enjoying the scenery. They are searching. They are searching for things, some extensive things like rocks or minerals. We know this now as that is the case now. The organizations that give out these permits like Inuit Heritage Trust, government, and NTI, we know they met annually. Some of us know this now. We want the HTO to be a member of these committees because we do have rights regarding our environment. We are the Designated Inuit Organization for environmental matters. We need to be a part of these committees. We need to be a part of the authorizing bodies now. The communities, the members that are from communities, we are saying how can we deal with these things. We want these things dealt with.	Namen Inuarak, HTO Mittimatalik	Community Delegates & Mittimatalik Hosts
		107		There is a lot more in there. I want to express this. Whenever there is a meeting, sometimes people go on the radio, people from Arctic Bay. Arctic Bay people used to say this as they used to get five ships in a year. The ships were not that big too. We are told by people who don't come here and those who don't hunt in the area, who don't see what is happening in our environment, what is happening with our wildlife. For that reason, our situation is nothing like Nanisivik. They are taking huge amounts of ore, and the ships are huge too. I do want to ask two questions to NPC staff if we can go to the HTO office so we can further explain the maps we had designated. I am asking if we can meet with you guys.		
		110		We have heard again, and we will probably hear again from other members, but I am noticing that the cruise ship visits, they don't exactly follow the rules. I believe you as committee members are starting to realize that. This is a huge priority. We do make money from the cruise ships , but how they are set up, they are not properly set up. It has been explained that sailboats will go pretty much anywhere. We are not dealing with these matters. When you are looking at this, it is not very good. I want you to understand that when you go to communities for our hearings. Statements made by community members of Pond Inlet, especially I was glad to hear them.	Larry Audlauk, Grise Fjord HTO member	Community Delegates & Mittimatalik Hosts
		112		The southern organizations will be very capable of dealing with these matters, and they have Inuit working for them. If we are going to have so many ships , we need to try and limit the number of ships that would be coming up. There will be other matters that should be delegated to the HTO once you have authority to delegate to other organizations before the federal government approves the conservation area.	Charlie	Community Delegates & Mittimatalik Hosts
		114		We have heard that there are more cruise ships and other ships coming into the area now today. Yep, some communities have set up boundaries, but others don't respect or follow the boundaries at all. As Lisa said, if we start working closer together, we can have more strength and authority. So, if people who come up here start listening to us more, if we start working more closely together like what she said, what we want for our community members can begin to happen.	Nysana Qillaq, HTO	Community Delegates & Mittimatalik Hosts
		116		[...] What we call glaciers are much smaller in size now. Even during the month of December, people hunt seals by boat now when we used to travel by sea ice in the past. Today, there is boating during the Christmas season when the sea ice should have formed long ago. These days, the ocean does not get saltier as soon as it used to. It is much more fresh water today. As we travel, we met a huge cruise ship to an area where we are going to harvest beluga whale. We were not aware. No one has mentioned this cruise ship will be at that place. There should be information. Someone should have mentioned this to the cruise ships from our community. We have mentioned before that these areas, certain areas are out of bounds. This was not a very pleasant experience for us. When we saw this cruise ship , we met them in that location. Same thing the following year. We went up to a certain area for beluga whale, because there is none in our community. So, we went to an area. It was a Coast Guard ship . As a government vessel , they must have been aware that these areas are a concern to the community and recommended out of bound areas to large vessels . I am always against cruise ships , although I have been told that we will benefit economically. You will be able to sell your crafts, and you will be acquiring extra cash for yourselves. They go to an area where there is no population, no community, and we are usually a last resort for these cruise ships to stop. Even when they come into town, there is no economy. There is no selling of arts and crafts, so I am very much against these cruise ships . I believe they will only become numerous in the future. They will start arriving more and more and more to the communities. For those of us who live in Nunavut, let's put a stop to this. We have more important concerns, such as our harvesting areas. Once it is disturbed, it is very hard for mammals to come back to an area where we would harvest. There are no economic benefits for us. The sail ships are becoming numerous. Yachts coming into our area. They are all over the coast, so at this time.	Joavee	Community Delegates & Mittimatalik Hosts
		117		I had concerns about the cruise ships as well. My colleagues have explained it well. We need to have these shores monitored. They come in the land without invitation, without much care. They do pretty well as they please. Would NTI and QIA and other governing agencies be able to do something? [I just wanted to know if you were able to place so there can be a monitor related to these cruise ships]	Jaysie Tigullaraq, HTO Clyde River	Community Delegates & Mittimatalik Hosts
		117		It goes back to the Commission mandate. That is not within the Commission's mandate. However, the other organizations, governments that provide or are responsible for the cruise ships , they can speak to that. I can't speak for them on whether or not they will allocate the resources that you are identifying that you would like to see.	Sharon Ehloak, Executive Director with the Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff

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21-158E-2022-11-30-Transcript of the Pond Inlet Public Hearing on the 2021 DNLUP-ENG.pdf	October 24 to 27, 2022	117	Pond Inlet, Nunavut	I don't think we have heard too many concerns with that approach, so I just note that it is possible a similar requirement may be able to be used for crui se ships and monitors. I would really invite further comment from all participants on whether that may or may not be appropriate or within the Commission's mandate. It is not something that the Commission has previously considered, but it is an interesting topic to consider	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		118		We have worked on maps in Clyde River, and I want to say that there are concerns about crui se ships and other vessels . They are not coming in right now. They could be there, as mentioned earlier. We do not know of their locations anymore, either north of us or south of us. That is the situation today.	Limeekie Palluq, Clyde River Hamlet	Community Delegates & Mtitimataalik Hosts
		119		You keep bringing up, many of us keep bringing up the crui se ships and the approving authorities such as the federal government are here listening. Why isn't it being paid attention to? Summer is just around the corner, and more of these vessels will be appearing again. Some mentioned earlier, they arrived without seeming to have authority. Many times, we have no idea where the crui se ships are arriving from. I know there are many departments responsible for various things. It would be so simple just to be aware of what the needs are and do something about these vessels causing problems, undue hardship, disturbing the wildlife. So, Chair, if you cannot do anything about it, perhaps these organizations who are supposed to be representing us could do something about it, especially summer vessels and crui se ships coming in. This has to be paid attention to.	Larry Audlauk, Grise Fjord HTO	Community Delegates & Mtitimataalik Hosts
		119		You mentioned that the environment is not all that great anymore. I think you mentioned it has become polluted. So, I ask that question to you, because we are from different communities, and we are not aware of what local waterways are like. We have it very bad here due to heavy traffic . We don't even know how clean our waterways are here now. It is bad now. Sometimes waves are getting bigger and bigger every summer. It is bad now in many of our waters. They appear out of nowhere. I do a lot of travel by boat , and there are not too many safety areas where we can beach until the weather improves. It is not like that anywhere where we could partly predict what the weather will be like in our areas. For some reason now, when you shoot a beluga whale, it could be the water condition that they sink now so easily. I do not understand, but I thought I would mention this.	Charlie	Community Delegates & Mtitimataalik Hosts
		120		It is in this area in late spring. Now when I was a child, as a youngster, we have been taught never to shoot a mammal so it will not sink and be lost. At that time, they were floating, and sinking to the bottom was not like that in the past. Now today, when you shoot a mammal, Chair, whatever it is, it sinks so easily. I don't know what is causing that. It is a less problem in Arctic Bay area. Could it be due to traffic that is being made a problem by vessels ? The current is the way it is where when these mammals are shot. They sink and are lost. Animals, is it because of the climate change that the salt water has lost its saltiness and become less dense?		
		123		We have heard clearly at this hearing that wildlife is very important and that there are many concerns about the impacts of increased marine shipping, especially crui se ships. Nunavut Tunngavik Incorporated will be considering how to address these important issues in our final submission.	David Ningeongan, Nunavut Tunngavik Incorporated	Signatory Parties
		136		As the ships are increasing near the Community of Pond Inlet, we have heard that they are impacting the wildlife. We have heard that too that the seals, narwhal, wildlife are being impacted, even the caribou. Some of the caribou calving areas are in the mining grounds. For those statements, these matters are included in the Inuit Impact Benefits Agreements and QIA takes care of that. Working more closely with Inuit, that was the mandate of the organization.	David Ningeongan, NTI	Signatory Parties
		139		Some you don't have to answer. The people of Pond Inlet, we have many concerns. There is a major mine nearby. We are the major transportation hub for cargo ships .	Elijah	Community Delegates & Mtitimataalik Hosts
		140		I would like to ask where you stand on crui se ships travelling through our territorial waters within our region. There is a lot of disturbance to narwhal, seals, and other mammals. Where do you stand on that?	Nysana Qillaq, Clyde River HTO	Community Delegates & Mtitimataalik Hosts
				Nunavut Tunngavik is very concerned about controlling marine traffic and crui se ships in the waters. Nunavut Tunngavik is asking the Planning Commission whether more restrictions can be placed on marine vessels , whether there can be area protection in the marine, limiting ship traffic around important areas. We heard yesterday that there is a lot of concern about crui se ships. NTI, Nunavut Tunngavik would like to see that there would be certain areas that are restricted for crui se ships and interest in seeing what the Hunters and Trappers Organizations and communities' information is on what areas crui se ships should not go in. It would be good to get a clarification from the Commission about the jurisdiction to do that. Our understanding yesterday was the that the Nunavut Planning Commission thought that their jurisdiction was limited for crui se ships. Nunavut Tunngavik sees that there is a role for the Land Use Plan to actually place restrictions on where crui se ships can go. That would something that could be developed with the Regional Inuit Association and the Hunters and Trappers Organizations, but it would be nice to hear from the Commission that it would be possible to do that. Qujannamik.	Naida Gonzalez, Nunavut Tunngavik	Signatory Parties
				The crui se ships are not numerous in my community. They are more to this area. Some you are aware of their arrivals, and sometimes you are not. The cargo ships transporting minerals, the traffic is hard enough. It is too congested. The water noise disturbance travels a long way through the water. How will this be curbed disturbing animals?	Jaysie Tigullaraq, Clyde River HTO	Community Delegates & Mtitimataalik Hosts
				One program that NTI has started is that Inuit Marine Monitoring Program. The aim of the monitoring program is to provide Inuit with a greater role in monitoring shipping in Nunavut waters. A key part of this initiative is to have community members involved in the installation and maintenance of Automatic Identification System. These track all vessels that transit within Nunavut, given the Government of Canada only monitors shipping vessels over 300 tonnes. NTI has created the Marine Monitoring Program to monitor all vessels in Nunavut. The AIS, the Automatic Information System, shipping in international waters must have AIS systems on their ship . They transmit information and broadcast information including the name of the vessel , the type of vessel , its cargo, navigation status , the position, the speed, their destination. We are creating a website so communities can monitor shipping in and around the communities. This website should be launched in 2023. We also contrast Inuit monitors in some communities that go out in the water and observe and record. We have monitors in Kanngitugaapik. Their names are Lucassie Panipak, Jonas Sailiou (sp?), Jamie Panipak, Michael Idlout that are contracted to monitor waters around Kanngitugaapik. NTI aims to expand the Inuit Marine Monitoring Program to other communities and train Inuit monitors in partnership with Coast Guard and Transport Canada. The Inuit monitors are provided training for small vessel operator proficiency, how to identify types of vessels , real-time in reach data collection, Automated Identification System assembly and maintenance, search and rescue training, and environmental response training. They are provided floater suits. They each have radios, in reach safety devices. [...] We know Inuit can have great influence. For example, the NTI Board of Directors passed a resolution in 2016 calling on the International Maritime Organization to ban the use of heavy fuel oils in the Arctic. NTI's resolution was supported by the Inuit Circumpolar Council who brought it to the International Maritime Organization . Canada supported Inuit position on this, and the use of heavy fuel oil will be banned for use in our waters by July 1, 2024, with a complete ban coming into effect in 2029. We know your voice, your knowledge will be critical to the marine framework, and NTI will reach out to the communities in the winter and spring months	Hannah Uiniqsaraq, Nunavut Tunngavik	Signatory Parties
				141/142	Just in response to NTI's previous request for clarification on the management of crui se ship access in the Draft Nunavut Land Use Plan, I would like to remind all participants that the current Draft of the Land Use Plan does include examples of restrictions on vessels , including crui se ships, for example, setbacks around walrus haul-out sites for various size of vessels , as well as setbacks around migratory bird habitat sites, and also seasonal restrictions around some beluga calving areas during calving season. So, those Plan requirements would apply to crui se ships as well as any smaller launch vessels that they may also operate in addition to the main vessel . Just to clarify, the Draft Land Use Plan does propose a variety of methods to manage crui se ship traffic, and the Commission will be giving full consideration to all of the feedback that is received in regard to those measures, as well as any additional ones that may be suggested.	Jonathan Savoy with the Nunavut Planning Commission
		142		Perhaps if we are going to discuss these shipping matters, perhaps next year NTI could come to the community just to deal with this matter. I believe we have huge concerns among other things. The question I want to ask is on Inuit.	Joshua Idlout, Hamlet of Pond Inlet	Community Delegates & Mtitimataalik Hosts
		143		The Nunavut Planning Commission has a deadline of January 10th for our submissions. These matters regarding crui se ships, these aren't new issues to the community members. We have been discussing these for a long time. Here in the high Arctic, we get so many ships . If we were like Iqaluit, there they get a ship like once a year, but here we get so many ships along with sailboats and smaller ships . If these rules won't be set in place now, it will take 10 years whether it will take effect. It will be too long, but what we want enacted here and the question I am asking to NTI, the HTOs that allow crui se ships and sailboats to authorize them to come up here, can HTOs join the committee or whoever permits authorizations to crui se ships? You NTI, I know, and other organizations are part of the authorization process. I would want Nunavut Planning Commission to fix this process and allow HTOs to join the committees or authorities in charge of authorizing crui se ships to come up here. NPC is a DIO and permit authority, I guess. The gas and oil, disaster compensation, I will be talking about, regarding gas, oil. If there was an accident or something had happened, for example, if a ship had run aground and there was a huge environmental effect. Gas and oil exploration, their lawyer said there is a moratorium for exploration in the Arctic, but there is a 10-year moratorium only. Only 10 years and after 10 years, the explorations will come up here to do more research in our waters. I believe they will work even harder to obtain those exploration permits.	Namen Inuarak, HTO	Community Delegates & Mtitimataalik Hosts
		145		[...] We have boats broken there and we had siblings killed there by waves.	Name not provided	Community Delegates & Mtitimataalik Hosts

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		150		[The Qikiqtani Inuit Association's key concerns with the 2021 Draft Nunavut Land Use Plan] Vessel traffic and marine shipping , which is not sufficiently restricted under the 2021 Draft Nunavut Land Use Plan as it is written, and our colleagues will explain further	Levi Barabbas, Secretary-Treasurer and Vice Chair for QIA	Registered Participants
		155		The impact of marine shipping on marine mammals and birds is a critical concern to Qikiqtani Inuit Association as outlined in the North Baffin Regional Land Use Plan. If approved as is, new proposals by proponents to conduct icebreaking within Tallurutiup Imanga would be in conformity with the Land Use Plan and would limit Qikiqtani Inuit Association's ability to ensure icebreaking does not impact Inuit values and rights.	Solomon Awa, Director of Inuit Qaujimajatuqangit and Engagement	NPC: Nunavut Planning Commission – Commissioners & Staff
		159		The Interim Management Plan for Tallurutiup Imanga is considered a co-management process. For Inuit, we have a plan. We are understanding of what needs to go into the plan, including specific restrictions on marine shipping , restrictions on icebreaking , measures to protect seasonal ice features, and the ability for Inuit to exercise their rights to travel with access to harvest in the region in general.	Richard Paton, Qikiqtani Inuit Association.	Registered Participants
		160		The deadline for the Commission to receive submissions, and then you mentioned the file will be closed on that date, although there are still very many concerns with the Land Use Plan, especially the cruise ships and larger vessels . Although I have not been participating that long, I am just starting to hear and learn what I am hearing. I was not supposed to be representing my community. The one that was supposed to be here had to go on medical. Now hearing this, I am quite anxious to participate. There are many cruise ships coming into the communities. It was mentioned and it was true that we don't even know what part of the shorelines or areas they are visiting or mooring for sightseeing. There is no information of who authorized their arrival. They have no idea where walrus haul-outs and other mammals are. Even at times, the Coast Guard has their own way where they stop and where they travel to.	Adrian Arnauyumayuq, Arctic Bay HTO	Community Delegates & Mitimataalik Hosts
		161		I will make a short statement. What was discussed regarding Tallurutiup Imanga, Lancaster Sound, I will give a brief description. With respect to oil exploration companies and ships becoming too numerous in the area, this was delegated to Parks Canada, and the site was marked in red. This was used to further protect the areas north of Baffin Island, as the current there moves towards Newfoundland.	Elijah	Community Delegates & Mitimataalik Hosts
		162		The cruise ships want to come up here. They are getting too much. When I just say there are too many ships , we actually know that there are too many ships . Even tourists are coming in on aircraft as soon as spring arrives. When you have a park, you have lots of people coming up to visit. We had that huge cruise ship , Crystal Serenity. I was mayor at the time. We were invited to the Crystal Serenity ship for dinner. My wife and I attended. We needed a passport to get on board. I did have a passport, but the captain said as long as you are mayor, you don't need a passport to get aboard this ship . My community members loved me so much as mayor, they all followed me like I was a rock star. I have never experienced about how great a mayor I was until that time. While the ship was there, there was a news report about the cruise ship , Serenity. Yep, lots of people want to come up here to visit the area. I explained part of that.	Charlie	Community Delegates & Mitimataalik Hosts
		163		Lancaster Sound was being planned for protection purposes. I believe QIA had that mandate. It is obvious that all these ships will want to travel to Alaska or from Alaska through Lancaster Sound, along with the exploration companies. It will be hazardous for oil exploration companies to travel through Lancaster Sound. Narwhal, walrus, harp seals, they have a place somewhere in Baffin Bay where they spend the winter. We don't get a lot of wildlife coming in from Alaska. [...] Our wildlife travels through Lancaster Sound. It is a sensitive ecosystem. We have exploration companies who want to look for oil and gas there. They want to do blasting in the oceans. So, to protect from that, we had wanted to build a conservation area. They have rangers or patrollers, and they are becoming more numerous. We have two boats here with QIA colors on them. The patrollers do have a net, so they support the community by catching fish and so on. I expect that there will be IIBA benefits from that sound.	Sakiasee Qaunaq from Arctic Bay from the hamlet	Community Delegates & Mitimataalik Hosts
		165		We have heard a lot about shipping .	Sharon Ehloak, Executive Director for the Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		165/166		Last year, the tourist company wanted to stay over there. They did not want us going over there. It is a park too. All these tourists want to go over there. They have helicopters. They have ships . They go into the area, and helicopters go everywhere. They have all these skidoos. Can we shade the parks area red too? QIA probably knows more about the situation		
		167		This area we call the Other Side, the Navy Board Inlet side, when the Elders met the community members, we were discussing mining. We call that area the Other Side Channel. Ships were not allowed to travel through there, as there was too much wildlife in the area. This was the feeling of the Elders of the community. So, I want further clarification on what else we can do. The community members, I believe are protective of the Other Side, because it does have lots of narwhals. Because of all the cruise ships , can we have more authority? Can we do something? I understand that we will be meeting with the Nunavut Planning Commission to discuss maps. That area is a very Valued Component, and the hamlet representative said that this was a Valued Component. This needs to be a part of the Valued Components. I am just reiterating that. Can we add to the borders before January 10th? Qujannamik.	Charlie	Community Delegates & Mitimataalik Hosts
				Absolutely. You still have the opportunity. You have the opportunity to deal with that. Yeah, I was amazed about this. I heard about a ship that travelled through there but did not understand who authorized that ship to pass through there. When there are ships , it is usually the HTO's responsibility to approve or disapprove ships travelling through there. I am thinking that ship had been approved to travel through there, so they were able to go through there.	Levi Barnabas, QIA.	Registered Participants
		168		Regarding Lancaster Sound, Levi and QIA want you to know that we all know the whole world is watching us very closely. The world even knows who is passing through Lancaster Sound. They are waiting for Lancaster Sound to melt so they can travel east-west through Lancaster Sound, for instance, China. The world is still holding onto the idea, and you know they found the Franklin ships . They were looking for the Northwest Passage when they got lost. So, when Lancaster Sound starts and ships travel through there, tourist companies plan for a long time. For examples, China and the Orient people, they plan to go through Lancaster Sound. Once they start travelling through there, we will have no authority to stop them. We need to request more assistance for that protection. Lots of countries are saying this is not Canadian waters but international waters. They are even saying that.	Larry Audlauk, HTO Grise Fjord	Community Delegates & Mitimataalik Hosts
		170		[...] There used to be a cabin there, but that cabin had to be removed. We talked with the Parks Canada people telling them we need to have a cabin there. A person wanted to make a cabin there, but they haven't started working on it. So, we need to have boats ready, but the land is owned by Parks Canada. Can QIA do something about the shore of that point?	Sakiasee	Community Delegates & Mitimataalik Hosts
		176		[...] It is expensive to buy a boat		
		177		Now we will focus on marine transportation. The Government of Canada understands the importance of the marine environment to Inuit and Inuit culture. Given this, a number of key considerations have guided the Government of Canada's comments about marine transportation, being that it is important that navigation is done in a way that reduces its potential environmental impacts. Where there is an exception or exemption that applies to a vessel that would otherwise be restricted, the vessel should follow what the Plan sets out for that area when and where possible. [...] The Plan could help provide protection to Tallurutiup Imanga National Marine Conservation Area in the period before it is fully established by legislation, and Canada has international legal obligations to meet. It has to have the ability to ensure proper control of foreign navigation in areas where icebreaking restrictions will be put in place. Plan requirements for the protection of the marine environment such as setbacks around walrus haul-outs, should not prevent the delivery of vital services required to maintain healthy communities or to protect the environment. The Government of Canada supports the exceptions in the Draft Plan for activities such as community resupply, emergencies, and safe navigation . We have recommended to the Commission that other activities, such as law enforcement monitoring and the placement and maintenance of navigational aids be added to the list of exceptions in the Plan, and the Plan define certain vital services for clarity.		
		178		For example, without definition, the meaning of "safe navigation " could be unclear. Someone could argue they can travel near a walrus haul-out when they think it is safe to do so. However, the Government of Canada's interpretation of safe navigation is that a vessel can travel near a walrus haul-out only when it is required for the safety of the ship , crew, and passengers.		
				The Plan includes seasonal prohibitions on icebreaking . Seasonal prohibitions on icebreaking through any part of the Northwest Passage could be challenging. Possible differences of views with some other countries regarding the status of the water of the Northwest Passage make it important for the Government of Canada to retain the flexibility to allow navigation in order to assert Canada's sovereignty over its Arctic waters. We must be able to meet all legal obligations, and the proposed restrictions may prevent this. The Government of Canada has considered how the Plan could provide necessary protection of sea ice during critical seasons, while at the same time providing the flexibility required to meet international legal obligations. We have recommended a collaborative approach to address the need for such protection, which would allow the Government of Canada to retain the capacity to consent to navigation , as well as proposing an exception of individual vessel movements from the requirements of the Plan. Regarding individual vessel movements, the Government of Canada recommends that Plan requirements which restrict icebreaking include an exception for individual vessel movements where a vessel is transiting through but not stopping in the Nunavut Settlement Area. The Government of Canada's understanding is that individual vessel movements are not typically considered projects. We note that these small number of individual vessel movements would still be subject to oversight including being required to follow applicable laws and regulations. As well, whenever the Government of Canada is contacted by vessels prior to their navigation in Canadian Arctic waters, we communicate about environmental considerations, such as ecologically sensitive areas or known mammal migrations, as well as recommended routing. For individual vessel movements, we could also encourage vessel operators to engage with communities as part of the voyage planning. It is our experience that these vessels take this advice into consideration. The collaborative process the Government of Canada is recommending for caribou crossings would be similar to the collaborative process for on-ice travel routes in the Draft Plan, which is itself similar to the model currently in place in the Kitikmeot region under the Proactive Vessel Management Initiative.	Terry Audla, Regional Director General with CIRNAC	Signatory Parties

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		179		As outlined for on-ice travel routes, project proponents would need to engage with communities and Hunters and Trappers Organizations before a project shipping occurs. Importantly, if a Plan requirement for a collaborative process to protect caribou sea ice crossings is included in the Plan, it would be enforceable under the Nunavut Planning and Project Assessment Act. It should also be noted that the proposed exception would not apply to shipping associated with a broader project, such as a mining project. The reason for this is that recurring shipping associated with such a project would not qualify as an individual vessel movement. In addition, the Nunavut Impact Review Board can impose additional terms and conditions that further mitigate the impacts of shipping in respect of such a project.		
		182		As required under the Act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations. The next topic I wanted to touch on was individual vessel movements. We had a brief exchange about this during the Cambridge Bay public hearing. Again today, the Government of Canada is suggesting that that the Nunavut Land Use Plan not apply to individual vessel movements not associated with a project. During the presentation, it was even indicated that the Nunavut Impact Review Board could, in fact, apply any additional terms and conditions as may be appropriate. I just wanted to return to that issue and note that under the Nunavut Planning and Project Assessment Act, Section 153, it is very clear that individual vessel movements not associated with another project are not to be reviewed by the Nunavut Impact Review Board, but it explicitly does not include such an exemption for the Nunavut Planning Commission's jurisdiction. So, again, the Commission believes these individual vessel movements not associated with another project are at face subject to the requirements of any of the Nunavut Planning Commission's land use plans. It would be a new exemption to include that in the Land Use Plan that it explicitly would not apply. During previous discussions in this planning process, it has been I believe agreed to that the Land Use Plan should not go above and beyond the Nunavut Planning and Project Assessment Act in terms of what type of activities are actually subject to the Land Use Plan generally.	Jonathan S	NPC: Nunavut Planning Commission – Commissioners & Staff
		183		I think further to that, in regard to individual vessel movements, as far as ships that transit through the Nunavut Settlement Area but do not stop or undertake activities, the wording that we presently have in our recommendation is meant to be an exception to the Plan requirement and not necessarily an attempt to take the exemption provision that is included in NuPPAA and apply it to land use planning, if that makes sense to you. Just to clarify as well, with respect to the Nunavut Impact Review Board and the comments in the speaking notes, that was to clarify or point out that all other vessels and transits that are considered projects and are subject to the Land Use Plan that would undergo a conformity determination, may also be required to undertake a Nunavut Impact Review Board assessment where additional terms and conditions to address project-specific concerns could be added.	Anita Gudmunson with Transport Canada	Signatory Parties
		187		I will answer some of that, but I will also refer to Anita from Transport Canada to add to the response. On the question of whether Canada views vessel movements as a project, it is the Government of Canada's understanding that the Commission does not apply currently the North Baffin Regional Land Use Plan or the Keewatin Regional Land Use Plan to vessels travelling through and not stopping in the Nunavut Settlement Area. To provide certainty to all Plan users, it is important that the final Nunavut Land Use Plan clearly state that it also does not apply to these activities, which the Government of Canada is calling "single vessel movements." Having the final Plan clearly state that the Plan requirement 2.2.5-1 does not apply to single vessel movements, will also allow Canada to more easily meet its international obligations and treaties regarding passage through the waters of the Nunavut Settlement Area.	Terry Audla, Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties
		191		I just wanted to clarify one response that Jon had asked about individual vessel movements. If you look at Article 12 of the Nunavut Land Claims Agreement, 12.2, which is Geographic Application, this article shall apply to both land and marine areas within the Nunavut Settlement Areas and to other Outer Land Fast Ice Zone shipping associated with project proposals in the Nunavut Settlement Area shall be subject to this article. However, normal community resupply or individual ship movements not associated with project proposals shall not be subject to parts 4, 5, and 6. That is where it stems from. We didn't just kind of draw it out of the air. We actually are using the Nunavut Agreement as the source.	Terry Audla, Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties
		192		This is a good matter to think about if there was to be oil exploration. NPC would have to plan for what cleaning materials they would need for under the sea ice and on the ocean. Of course, the sea ice forms every year. We have all these icebergs. Icebergs could be towed by ships , but we had these two ships try and tow one iceberg, and they could not do it. Apparently, the iceberg was grounded.	Elijah Panipakoochoo. I am actually Elijah Kujuluk	Community Delegates & Mitimataalik Hosts
		206		The other thing, when we started getting ships up here with the trawlers, we now have fishing trawlers in our community. We have had some members work on the fishing boats . We have stories from those who worked on fishing boats , and they said they would use the trawlers to haul anything, like manmade things. We heard this in our community. [...]	Limeekie Pallug, Hamlet of Clyde River	Community Delegates & Mitimataalik Hosts
		211		Regarding wildlife, impacted wildlife, even if it is being planned for, we have not really expressed simply, because we don't have anyone to talk to. The route to Milne Inlet, people have cabins up there. Families stay up there. There are several cabins up there. The area has fish char. There are many chars up there. There is a lake up there with char that migrate to the ocean. Those ships pass by very closely, all these ships , all going up there and all going back. They are crossing each other, and they pass close by the shore when you are up there. That inlet is pretty narrow. For these reasons, the federal government, we definitely need to talk with them for these reasons. The fish was spoken about a little bit. I don't know by who. I believe this was from a hamlet organization, the place with the most char. People can't even catch char anymore. It is close to Milne Inlet. The HTO had not wanted ships and people to go up there, but the char all has disappeared. I don't know where they went to.	Charlie	Community Delegates & Mitimataalik Hosts
		212		When Inuit don't want anyone, be it cruise ships , be it other land users, exploration companies, or what have you...I will use walrus haul-outs as an example as it relates to say aircraft or aerial setbacks	Terry Audla, Crown Indigenous Relations and Northern Affairs Canada	Signatory Parties
		224		So ships began ferrying oil and gas, and they even brought a whole bunch to Toneet (spelled phonetically). They took the gas, oil to the lake. They brought a whole lot of fuel up here. You had brought up a whole lot of fuel up here. They were doing research through helicopter. Nobody told about these. We didn't know about them. All those have been off. Initially, there were many helicopters there.	Charlie	Community Delegates & Mitimataalik Hosts
		225		The people who are at home, the hunters who have cabins, the huge ships pass right by. They are very close, and they are going to the other side. When this is happening daily, nobody talks about this. Nobody talks about this. The federal government or Qikiqtani Inuit Association don't talk about this. It is only the community members of Pond Inlet that try to talk about this. They are saying that matters should be researched. We don't tell lies about things. We want something done about this now that peoples to this matter be food security. It cost them. It has huge impacts to our food	Jonathan S	NPC: Nunavut Planning Commission – Commissioners & Staff
		233		During the community presentations and follow-up comments and questions heard this week, there were a large number of concerns expressed regarding the activities of cruise ships and other vessels . The Nunavut Planning Commission has attempted to outline our mandate in regard to the management of these vessels . I am wondering for the benefit of community participants and Commissioners here today if the Government of Nunavut could outline its mandate and responsibilities regarding the authorization of cruise ships and other vessels	Diane Lapierre, Government of Nunavut	Signatory Parties
		234		There is the Nunavut Tourism Act, which contains regulations, which cruise operators need to follow. This includes the responsibility of their passengers and crew and their conduct. Itineraries must be submitted to the Chief Tourism Officer within the Department of Economic Development and Transportation. All required permits must be obtained before visiting such. If cruise ship operators are observing or researching wildlife, they would require either a wildlife observation permit or a wildlife research permit. These are reviewed and issued by the Department of Environment. There are measures and methods outlined within the permit that need to be followed. Within the Nunavut Tourism Act contains the Nunavut Marine Tourism Regulations. Schedules A and B also identify specific activities that are not permitted, and behavior and conduct as I mentioned	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		235		Are there any thresholds on when these regulations apply? I am thinking in particular on the smaller scale between yachts and things of that nature that community participants have identified as a concern. Is there any sort of lower threshold at which these measures begin to apply?	Diane Lapierre, Government of Nunavut	Signatory Parties
		236		Within the Marine Tourism Regulations that I mentioned, they refer to a pleasure craft carrying 12 passengers or more, and a commercial passenger vessel carrying 12 passengers or more	Lisa Ningiuk, Aujjuittuq HTO	Community Delegates & Mitimataalik Hosts
		237		Your presentation, I was not very pleased with the presentation. I don't think I would be the only one who was not pleased. You mentioned vessels , smaller sized who have perhaps 12 or less crew. How did you come to that conclusion with the number of people on the vessels . We call them naboutalik (spelled phonetically). They are the ones that do most damage or go in anywhere they wish to go. Is there no proper regulations? Many of them are coming in from outside of Canada.	Eamonn Carroll, Department of Justice.	Signatory Parties
		238		There was an arrival one time coming in, a small boat coming into our community with one individual. We don't know where that person came from. It could be dangerous. It could have been a danger looking back. This person arrived from international waters coming in from perhaps Greenland. There should be more effort to control our Canadian borders, our waterways. I am urging that these things be looked after. Your department, government, I don't know how to say this, but someone should be more diligent. If there is a vessel of 12 or less people, sometimes these are the most nuisance.	Megan Lord-Hoyle, Vice President of Sustainable Development Baffinland	Registered Participants
		239		I believe you asked about the 12-person and how it arrived at that number. I can't tell you exactly how the Cabinet Ministers of Nunavut arrived at that number, but to explain what the regulation is about, it is about, as my colleague said, when people get off the boats . That regulation is about visiting communities. If you get off the boat into a community, 12 people was identified as the amount that would be a lot of people coming to a community, and there are requirements around that many people visiting a community at once. Also, if they got off somewhere else outside of the community, then that comes down to the other regulations around outfitters and outfitter regulations for outside of communities. With respect to vessels coming in from outside of Canada and vessels in the water, that is the Government of Canada. Really, it is about when they get off the vessels . That is why they identified 12 and visit the community.		
		240		Strong project requirements like our 9-knot vessel speed limit , the lowest shipping speed limit in Canada, as well as restriction zones along the shipping route and other management practices like setbacks or limits on the number of vessels in certain areas of the shipping route , came directly out of those discussions. We look forward to continued collaboration on these protection measures.		

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		236		Baffinland also identified that ice bridging requirements over on-ice travel routes may not be feasible in a number of cases, and that a more site-specific approach is needed. Baffinland has proposed that in instances where shipping through ice overlaps known on-ice travel routes, the proponent be required to work with local communities to develop a safe travel plan. This plan can take unique features of the proposed activities, the local and seasonal ice conditions, as well as the local community priorities into consideration to develop solutions that are safe, effective, and achievable.	Lou Kamermans, Senior Director of Sustainable Development Baffinland	Registered Participants
		241		My question is, these reports, your application to NPC, we get ships going to Milne Inlet, and they are transporting ore. Is that not under Baffinland's jurisdiction, or are you doing research on the ocean too?	Olayuk Naqitavrik, Hamlet of Arctic Bay	Community Delegates & Mitimataik Hosts
		241/242		This comment we developed about the southern transportation corridor , so the shipping route would go through Hudson Strait, Foxe Basin, and into Steensby. There is an on-ice travel route that the Commission has marked that is about 50 kilometers south of Steensby Port. The recommendation is that an ice-bridging plan be implemented there. That may be possible, but it may not. So, we have asked that instead of being just given that one option that instead we be responsible for developing a crossing plan with the closest communities that works for them and for us and for that area. That is what this comment is in relation to. It is just where we may break ice along that one travel route.	Lou Kamermans, Senior Director of Sustainable Development Baffinland	Registered Participants
		242		I understand now that this submission tells of a part that they may or may not use on the Steensby side. Yep, the Steensby project has been completely approved by the federal government, and they would ship year-round in winter and summer. They would ship all year. So, the reason I asked about why you want to go through the sea ice, I know you had wanted to go through the sea ice. What I thought you were saying was that you would want to travel on Eclipse Sound during winter. He had thought that Baffinland's application would be submitted to NPC.	Charlie	Community Delegates & Mitimataik Hosts
		257		I have concerns after hearing Larry. The icecaps in their community, their areas are melting out. A cargo ship , a Chinese cargo ship travelled through Lancaster Sound. It was a big deal then. It was a big deal because this particular company cut their travel time by two weeks from China to European port . So, if that is good to the shipping companies, we are going to have an awful lot of traffic. Larry, who is with the HTO in Grise Fjord, mentioned that traffic alone was not very comfortable, and it is only going to get worse with travel time being cut by two weeks. I don't think we have any proper policies to deal with heavier traffic that will start coming in through Lancaster Sound, which is teeming with orcas, seals, walrus, and other species that are living in that area coming in and out throughout that sound to either side of the oceans. Lancaster Sound is also full of ptarmigan. Arctic Bay, when I was living there, we used to travel by boat to that area. As youngsters, we experienced an abundance of ptarmigan. They are still there today. I don't think it would be a problem if something was to occur in the waters. I would like to know if you ever meet about to see what troubles could occur in that area and suggest to NPC how they should proceed in their land use planning. The federal government appears to be letting traffic come and go as the vessels please. Suppose some regulations were to come into effect.	Charlie	Community Delegates & Mitimataik Hosts
		259		I want to mention and ask a question on the issue of ballast water that is taken out every time when the jet goes back south empty. Where is that water going? Are you going to have a report as part of your Nunavut Planning Commission report? Would I be able to look at it sometime when it is done, or after or before January 10th?	Larry Audlauk	Community Delegates & Mitimataik Hosts
				There are two parts to it as I understand. First, that is the ballast water . I believe you are concerned about the ballast water from the ships . This is a marine issue. [...] In this case, it would be dealt on a case-by-case basis. The Board reviews licenses and license applications on a project-by-project basis, so we would need to see where exactly that waste is going to in a given area and what the concerns are. Part of our licensing process is public review, so the public is able to give feedback on where a project would deposit its waste, such as ballast water .	Assol Kubeisnova, Nunavut Water Board	Registered Participants
		263		Under the Nunavut Marine Council Strategic Plan, there are two main goals. The first is to establish the Council as a key voice on marine shipping . The second is to establish the Council as a key voice on marine conservation. Under these two main goal areas, the Council will achieve its vision by performing the three key functions I introduced earlier as part of its mission: awareness, advice, and advocacy.[...] Some of awareness activities have included developing a new website; establishing a social media presence; conducting a logo contest; and participating in regional and federal level marine meetings that included the Nunavut Marine Conservation Target Steering Committee, the Canadian Marine Advisory Council, Arctic Shipping Forum, and Coastal Zone Canada Conference.		
		264		Advice and advocacy work has focused on providing recommendations to the Government of Canada. Some recommendations have been produced in the form of a response to ban on heavy fuel oil in May 2020; comments on Ocean Noise Strategy in 2021; comments on a Blue Economy Strategy in June 2021; and comments on the National Marine Conservation Area Policy in March 2022. The Nunavut Land Use Plan applies to all projects and project proposals within the Nunavut Settlement Area and Other Land Fast Ice Zones. The Nunavut Marine Council is acting as an observer in Nunavut Land Use Plan process in order to inform recommendations and advice to government agencies about non-project shipping , which is outside the scope of the Land Use Plan. The Nunavut Marine Council's potential recommendations and advice are very broad relating to the marine environment in Nunavut and are informed by the information shared in the individual Institutions of Public Government's processes, including these public hearings.	Assol Kubeisnova, Nunavut Water Board	Registered Participants
		264		The Nunavut Marine Council is attending these hearings to listen to the community feedback on what their concerns are over marine shipping and marine conservation, what those concerns are. These concerns will be brought to the Council. In addition to that, as you mentioned, you have not heard much from the Council. The Council is currently planning a symposium. That will bring together representatives from communities and Regional Organizations and co-management bodies, and also representatives from territorial and federal departments who have a mandate related to the Arctic Marine Conservation and Shipping . So, you will be hearing from the Council.		
		265		What we heard, it looks like this Council is there to protect the oceans. If I understood correctly from the statements made, it is not so much about the communities as there have been settlements for a long time. Transportation like ships , aircraft, whatever causes pollution from their motors and engines, and for people who want to mine because they use lots of water, are you looking for ways to protect either their environment or the ocean?	Elijah	Community Delegates & Mitimataik Hosts
		265/266		Yes, marine shipping and marine conservation is what the Council is focused on. Something of note that I would like to say is that the Council does not work on project-related activities or project proposals. That is something that is within the jurisdiction of the Nunavut Planning Commission and the Nunavut Impact Review Board. However, the Council has been participating in reviews of various initiatives and programs. The Council has contributed to the review of the ban for heavy fuel oil , the Federal Ocean Noise Strategy, and provided comments on the National Marine Conservation Area Policy. Especially, we have heard a lot of concern over shipping traffic . That is something that the Council was in discussions about during discussions on Transport Canada's initiative for the low-impact shipping corridors .		
				I believe you are talking about the ban on the usage of heavy fuel oil . The Nunavut Marine Council submitted a letter to the Ministers of Transport Canada and Fisheries Oceans, and the Canadian Coast Guard on May 6, 2020 regarding the decision to ban heavy fuel oil . We talked about the Council's mandate; acknowledged the benefits on the ban on the use and carriage of heavy fuel oil as fueled by ships operating in the Arctic waters; and recommended that the 10-year timeline for the application of the ban be considered. In the letter, the Council recognized the potential adverse economic implications of the ban for Arctic communities and local development and requested that measures be developed to offset the adverse economic implications of the heavy fuel oil ban . We recommended that spill response capacity be reviewed considering the change in types of fuel used in the Canadian Arctic and that associated capacity improvements be made. In June 2020, the Council received the response from then Minister of Transport, Marc Garneau that highlighted the work done by the Government of Canada regarding its impact assessment, on the environmental and socioeconomic considerations related to the ban , and domestically with regard to spill response. The letter from the Minister further outlined the government's spill response system through the Oceans Protection Plan and stated that the Government of Canada is "ready and able to respond quickly to potential oil spills throughout Canadian waters including in the Arctic." While the letter did not specifically address the recommendation put forward by the Council that the timeline for implementation by 2029 be reconsidered, the Minister noted that Transport Canada would be continuing to engage with key partners, including the Institutions of Public Government as part of its ongoing assessment of the potential impacts of the ban proposal through domestic implementation in Canada	Assol	Registered Participants
		266		It seems like it is time for me to repeat what I have been saying all along. The habits of our wildlife have completely changed with respect to ships , from Baffinland ships . It seems like we need to get the wildlife further away from the ships . They will affect our wildlife in our marine waters. Thank you. I believe you are the one that I should be talking to, and I do want something done about this. I would want Baffinland ships to move them further away from their current route.	Adrian Arnauyumaq, HTO	Community Delegates & Mitimataik Hosts
				I want to ask if I were to tell the concern on the Board of Land Claim Area and the international area. We are worried about European Space Agency dropping some of their fuel tanks when they go to space. It happens every now and then. Would you have any say on it as a Council? The other issue, who deals with it, maybe it is DFO. When the ships come to Canada from Europe to the North, sometimes they carry something underneath them or some clams. They go to the great lakes of Canada and introduce alien creatures underwater. It is a concern for some like me, and how do I join the Council? Do I have to apply or hopefully get appointed?	Larry Audlauk, Aujjuittuq Grise Fjord	Community Delegates & Mitimataik Hosts
		266		I do have two questions. What was recommended by the federal government that the huge ships are said to use cheap something when we were holding meetings. Cheap fuel, and they said that fuel causes very dangerous pollution, like battery acid being dumped into the ocean . The federal government said they had explained something, but they were not going to start using it right away. They were going to find better fuel. They told them to use better fuel in the ocean, and that is my first question. This matter needs to be dealt with for sure. What has been done about that? That is my question.	Charlie	Community Delegates & Mitimataik Hosts
		267		We talked about the Council's mandate; acknowledged the benefits on the ban on the use and carriage of heavy fuel oil as fueled by ships operating in the Arctic waters; and recommended that the 10-year timeline for the application of the ban be considered. In the letter, the Council recognized the potential adverse economic implications of the ban for Arctic communities and local development and requested that measures be developed to offset the adverse economic implications of the heavy fuel oil ban. We recommended that spill response capacity be reviewed considering the change in types of fuel used in the Canadian Arctic and that associated capacity improvements be made.	Assol	Registered Participants

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		267		The little marine wildlife, something started up here when they go into the animals. It beats it and kills it, and then infects another one. So, they can kill lots of fish and apparently they had found one of these worms or organisms. They had started something moving or starting. Baffinland had said how many ships would be checked or tested. We asked if all ships were checked. They said no. They only check some of the ship's ballast water . I am wondering if these marine organisms with their names I don't know, if they go to seals, they start eating the seal. Those types of parasites, have you done anything about that? That is my last question.	Charlie	Community Delegates & Mittimatalik Hosts
		268		Your report was pretty good that the Canadian government has prepared for these ships , the gas spills , that they are ready for oil spills . I do wish to ask for example about miners. If Baffinland goes through Steensby and they ship 18 million tonnes per year, the ships would probably be bigger than your average cargo ships . That area has reefs and multi-year ice. If a ship had grounded or hit multi-year ice and the Canadian government does not have a lot of icebreakers, has this scenario been looked at? That is my question.	Namen Inuarak, Pond Inlet	Community Delegates & Mittimatalik Hosts
		269		I won't have too many questions. I just want to show you something. We do deal with these matters too as Inuit, as hunters. The ocean can send noise a very long way. It does not have the same characteristics as the atmosphere. So, we asked questions about this, why the narwhal had been frozen in. What was the reason? Apparently off the coast of Greenland, there was an oil exploration company that was blasting underwater . Apparently, they were causing narwhal to stay in the area, and they were frozen in. We had to kill over 600 narwhals. They were scared to go back out. I believe this matter needs to be taken into consideration with respect to how far noise travels, especially with oil companies that do blasting underwater. I just wanted to relate that	Elijah	Community Delegates & Mittimatalik Hosts
		271		We do various tings with various organizations and communities, for those who need assistance. We have come to the communities over the years. We are concerned about vessels and their disturbances to mammals. We are very much concerned about that. We are concerned about ships that use heavy oil . Different communities, we have worked with them in many aspects, especially in wildlife. We will continue to do so.	Paul Okalik, Lead Specialist, Arctic WWF	Registered Participants
		271/272		These species travel island to island through ice routes. We support your concerns about icebreaking ships that would travel through sea ice, disturbing caribou ice crossings. We really should be concerned. If they intend to travel, there should be an advance to travel through, but regardless, there should be no icebreaking on ice for caribou crossings	Larry Audlauk, Ajujittuq HTO	Community Delegates & Mittimatalik Hosts
		272		There used to be a lot of walruses around Grise Fjord, and for some reason, they disappeared from our area. We were quite sad. We miss the species. Cruise ships and other vessels , for instance National Geographic documentaries, they like to do these documentaries disturbing, even if they think it is a serene document. They disturb these sites. I just wanted to make an example using walrus sites.	Caleb Sangoya, Pond Inlet resident	Community Delegates & Mittimatalik Hosts
		274		For sites for where land is planned for like parks, we have a park on Bylot Island on this site, and we have a mine, and we have hunters. We have ships: naval ships, mining ships, and cruise ships . Inuit Qaujimajatuqangit, the first ones when they arrive are not supposed to be disturbed. I want to give that to you, to the community members, and to the governments. You guys need to follow these rules too, along with the scientific and biological studies. When wildlife first come into the area, you are not to disturb them.	Marty Kuluguqtuk, Hamlet of Grise Fjord	Community Delegates & Mittimatalik Hosts
		279		We understand a lot better how we can forward our works. We want to assist with NPC's procedures to complete their project successfully. We had wanted to hear what other community member concerns were, for example, ecotourism and whether they had any concerns regarding ships and the duties we need to deal with respect to sailboats . We appreciate that we were given something to think about. Yep, we have some tasks to deal with from here, and we will be beginning to plan. We will use the government and others for assistance with respect to tourism, shipping , or even dealing with waters - the helicopters and those who come up here in ships that bring submarines and drones, and other types of transportation used by ships . We live in our communities. We will begin to deal with these, and we are grateful for that. We will try to make our projects succeed in writing. We will try to make ammunition with respect to tourism.	David N	Signatory Parties
		280		Nunavut Tunngavik Incorporated has heard clearly that protecting wildlife, wildlife habitat, and addressing marine vessels are issues that are very important to Inuit in this region. Nunavut Tunngavik has stressed that the Nunavut Land Use Plan must both ensure healthy vital animal populations but also provide economic benefits for Inuit as a whole as provided for in the Nunavut Agreement.		
		281		We heard yesterday a recommendation that Nunavut Tunngavik Incorporated engage with regulatory authorities to explore ways in which Inuit at the community level can be further involved in decisions as to whether or not cruise ships traverse within Nunavut around our communities and Inuit hunting grounds. We also heard that Inuit by way of Hunters and Trappers Organizations desire a greater role in monitoring shipping in Nunavut waters. While we recognize this is outside of the land use planning process, to a certain extent we commit to further exploring how Nunavut Tunngavik Incorporated can do better to engage the Hunters and Trappers Organizations in this work.	Levi	Registered Participants
		283		The Qikiqtani Inuit Association has taken into consideration in its 2022 submission engagements with Inuit and Qikiqtani communities. We have heard throughout this week about the need to protect the land and water surrounding us, community concerns over impact from dust, fuel, and from shipping including tourism, climate change, and other concerns. [...] An example of where we heard a lot of concern is about Lancaster Sound and Tallurutiup Imanga. The Qikiqtani Inuit Association will work to make sure that the areas that need to be protected from vessel traffic in this area are submitted to the Nunavut Planning Commission before the record closes.	Henry Coman, Assistant Deputy Minister for the Department of Environment, Government of Nunavut	Signatory Parties
		19		As stated in our presentation, the Government of Nunavut sees the need for revisions to the Draft Nunavut Land Use Plan in order to achieve an improved balance between conservation and responsible economic development goals. We have listened to and recorded the different perspectives we have heard regarding the 2021 Draft Nunavut Land Use Plan, and more broadly on the issues of caribou and cruise ships and development of calving grounds		
		20		Finally, Number 6: The Commission also considered what other regulatory tools are currently being used to manage a given issue. The Land Use Plan is not intended to duplicate management that other agencies are already providing. A good example is the issue of ballast water . Ships that enter Nunavut come in with ballast water within their hulls. Through existing regulations and international obligations, there are areas where ballast water needs to be exchanged based on federal and international regulations. When that issue was raised in the Nunavut planning process, it was determined that the Land Use Plan would not need to identify things like ballast water exchange zones because it was already being addressed. Of course, there are many other issues where there is not currently as robust a system in place. These are the areas where the Nunavut Land Use Plan is able to provide the most value		
		23/24		These Plan requirements are meant to guide how others use your land, so things like mineral exploration or tourism activities, whether that is a lodge or a cruise ship , would need to follow the requirements of this Land Use Plan. Also, things like scientific research that may be going on or different military exercises and training activities, again would need to follow these requirements, but not community members conducting traditional activities.		
		25		[Key Migratory Bird Habitat Sites] In addition to these prohibited uses, the Draft Plan also identifies detailed setback requirements or minimum distances that land users need to stay away from, particularly important areas within the larger Limited Use designation. For example, nesting areas on cliffs or bird colonies have proposed setbacks. Those are different for each type of land use, so there is aerial or altitude restrictions for aircraft, whether airplanes or helicopters, as well as different distances for boats or marine vessels that would come close to coastal habitats, and also land-based setbacks for land users who would be approaching from the land side of any of these locations. Again, all of these restrictions would not apply to community land users going out to harvest birds, for example. This would not apply to those users. But for example, tourism would be permitted in these Limited Use Areas, and any tourist vessels or lodge activities would need to abide or follow these setbacks.		
		26		[caribou sea ice crossings] shown on the left-hand side of the slide. There are a few identified near Igloolik and Sanirajak, for example. These areas are included in the Draft Plan as Conditional Use Areas with seasonal restrictions on shipping during the frozen water seasons in order to allow caribou to continue to cross the sea ice during their migration.		
		27		the Draft Plan proposes a Limited Use designation with year-round restrictions on a number of land use activities, but also very detailed setback requirements for other activities. So, depending on the size of ships or boats approaching the walrus haul-outs sites, there are different minimum distances that the vessels would need to stay away from these locations that would apply to things like film crews or tourism activities, but again importantly, not to community vessels .		
		28		[Whale Calving Areas and Atlantic Cod Lakes] In some instances, for example, in Clearwater Fjord near the Community of Pangnirtung, the beluga calving areas are Limited Use with restrictions on activities and vessels from entering these areas during calving season. Of course, Clearwater Fjord is a relatively small fjord or inlet separated from major shipping routes within the territory. The impact of restricting shipping in these areas was considered by the Commission to be acceptable. However, as you can see, some of the larger areas identified on these maps overlap significantly with the areas used within Nunavut for shipping . This is an example of the Commission relying on the potential for nonrenewable resources, transportation, and linear infrastructure to directly influence the recommended approach for the management of these areas. So, where the identified areas are larger and include significant overlap with shipping areas , the Commission has recommended a Valued Component identification for these areas rather than Limited Use. Again, this same approach was taken for beluga, nanwhal, and bowhead calving areas shown on Slide 31.	Jonathan Savoy with the Nunavut Planning Commission	NPC: Nunavut Planning Commission – Commissioners & Staff
		32		[Polynyas, Other Marine Areas of Importance, and Transboundary Considerations] On Slide 33, we also see on the right-hand side the North Water or Savarjuaq Polynya near Grise Fjord that is considered for joint management by the Inuit of Nunavut and Inuit of Greenland. In this case, the Commission has proposed a Conditional Use designation to seasonally restrict ship traffic from entering the small portion of the area that overlaps with the Nunavut Settlement Area.		
				[On-Ice Travel Routes] The first component of Community Areas of Interest applies Nunavut-wide. This is for community on-ice travel routes. As mostly coastal people, all communities rely on the sea ice for travel during the winter, both to harvesting and camping areas, as well as between communities. There is clear concern about potential shipping during the ice-covered months disrupting the ability of communities to travel and potentially creating safety concerns for community members who are already out and encountering ship tracks through sea ice. The 2021 Draft Plan proposes a new approach to managing these areas through a Conditional Use land use designation that would require project proponents that are interested in conducting shipping through ice to first contact all municipalities through both the Municipal Council as well as the Hunters and Trappers Organizations within 300 kilometers of any point of intersection between the mapped community travel routes and the proposed ship track . [...] In this case, the project proposals would conform to the Plan as drafted, but these project proponents looking to conduct the activities would then need to get in contact with the Municipal Council and Hunters and Trappers Organization and discuss potential solutions to address the concern about ship traffic and on-ice travel.		

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		32/33		The Commission did not recommend specific requirements that would need to be followed by project proponents, but this more general requirement for communication and consultation has been proposed in the 2021 Draft Plan. We have heard from a number of participants some concern with this approach that it does not go far enough towards restricting shipping activities during the winter months and that other alternatives should be considered in the development of the Draft Plan.		NPC: Nunavut Planning Commission – Commissioners & Staff
		39		[Marine Shipping] The next subsection is on marine shipping . In this case, what we are showing here on this slide and what is included in the Options and Recommendations Document are draft areas that are being considered through the Northern Marine Transportation Corridor Initiative being led by Transport Canada, the Coast Guard, and other partners. This work is ongoing to establish shipping corridors within the marine environment, including with the territory of Nunavut.		
		47		On a walrus haul-out, the Commission received very detailed information that aircraft, for example, the noise can startle walrus that are hauled out on the land. In general, an aircraft can fly over a walrus haul-outs, but they have to stay very high, so that is a form of a setback or a minimum altitude. We also heard that boats of different sizes approaching a walrus haul-out could also startle or disturb the animals when they are grouped together on the shoreline. Depending on the size of the ship , there are different setbacks or distances that the ship has to stay away from the haul-out. For example, if a large cruise ship was coming near, it would have to stay a larger distance away, but then they could launch smaller zodiac-style inflatable boats , for example, that could come closer but still not right up to the shore. So, those setbacks are the term we use for how far away different types of land uses would have to stay from the value, in this case the shoreline where the walrus are grouped together.	Jonathan Savoy with the Nunavut Planning Commission	
		73		I have a hard time hearing sometimes, so I am sorry for speaking again. I just want to make a clarification. There are so many boats coming in from the city to our community, our fishing areas. They come in through by boats . Our community does a lot of whale hunting and mammals in this region where heavy traffic is coming in from the city. They come into our area. They are all over the coast, the valleys. It is a very good hunting ground. A lot of disturbance is also created by people coming into self-stone quarries. I just wanted to clarify these problems we are facing	Jawlie Akavak, Kimmirut HTO	Community Delegates
		78/79		With the process that has been going on, we are aware over time with Nunavut and our community. Our wildlife that we harvest from communities that hunters hunt that our ancestors lived on, today we know and have seen the communities are affecting the animals, the wildlife. For example, not just the hunters, there is an accumulated impact on the wildlife that moves and travel. Those that are moving to Nunavut to do production or work and want to undertake activities that affect animals, and animals will travel. They have routes. The marine animals are seasonal, and the geese come and go from the south. The animals and the marine should have the least amount of impact or industrial impact possible. It is not just from hunters now that they are feeling the impact. They feel the effects of shipping and airplanes	Simigak Suvega, Kinnigait HTO	Community Delegates
		85		Exploration companies are a great concern to us. We appear to be surrounded by mineral explorations, and this will have to be resolved so we know what is going on. We are, after all, living in Nunavut, but still, we are never informed of what is going on in the immediate vicinity with ships, cargo ships , mining exploration, and other organizations in our lands	Jopie Kaernerik, Hamlet of Sarajrak	Community Delegates
		86		Something that keeps the economy going is not right. If we are going to bow to that kind of progress, Nunavik will be affected. I was talking about, the way I understand it, there was a man from Labrador that went by boat to Nunavik. The current out of Hudson Bay has a current. You have to go 20 miles out to avoid the current. That is the way it is when we talk about whales and ducks and the wildlife that are like that.	Jetaloo Kakee, Amaruq HTO	Community Delegates
		95		Our area of the Cumberland Sound is huge. It has plenty of wildlife, and there appears to be no real restrictions to date except for the cargo ships. Cruise ships are the problem. It should be regulated that the captain of the ship should be well aware and told what the regulations are. We would like to see this as a regulated industry, something that can make work, a regulation with teeth.		Community Delegates
		96		As I mentioned, our Cumberland Sound is teeming with mammals, whales, walruses, polar bears, and their calving areas. As even mentioned in these recommendations, we will accept what is written. We spoke of cruise ships coming in with their cameras and nothing else. They are the ones that we are really concerned with for interruptions. For tourism, nothing is really regulated, and sometimes this causes problems for the HTO in Pangnirtung. [At times, we are interested in making revenue. Because of that, I will talk about cod for a while. It is one of the things that we do in Pangnirtung. We have a quota of 500 tonnes, and 100,000 pounds are caught. For Pangnirtung, it is a good source of revenue. It is good for the economy.] We are shipping out a lot of cargo of these species. They load up with cod, and they are so limited with their weight scale going out. But still, it helps a lot. For those who buy the cod in Cumberland Sound, whenever they are shipped to America or elsewhere, they appreciate its delicacy. Because of that, this fishery is real to us. It is important we should protect the fishing industry.	Johnny Mike, HTO of Pangnirtung	
		102		[...] There are some problems, minor, that HTO has concerns. Iqaluit, Kimmirut, Pond Inlet, Qikiqtarjuaq, Clyde River, they have a joint venture of three fishery ocean-going vessels . They create an economy. They bring in about \$70 million dollars worth of fishery as a joint venture. Pangnirtung HTO has not really come to the conclusion of what else if any problem arises, how do we deal with offshore if it was to encroach on the Cumberland Sound? This is one of our worries. Still, it is good for economy. I will use my community, Pangnirtung as an example. It has been good to us. I think each community involved in this venture can say the same thing. So, we want to work on the economy. Because of these ventures, we have been able to buy ships . We are now working on a fishing hut where they can be used in the winter to the fisheries that they can use year-round. Pangnirtung HTO needs a lot of lumber so we could manufacture these and sell them to the fisheries, to the public.		
		110		What we need most, and we understood it has been mentioned that smaller communities are always neglected, we need small craft harbours , fiberoptics. That appears to be happening in larger communities, and we want to be part of this process. We need it just as anybody else in the other communities. The land use planning process will perhaps enable us to achieve these needs. Before I was born, these dams were established and built. I only know of a situation today. I have heard that there is so much cargo vessel traffic now as well. We have a river nearby. There is so much disturbance from the cruise ships coming into the area without our knowledge, compounding the problems to animals that are in dire straits. So, water everywhere, whatever it may be including the wastewater being drained to our areas, the water balance in the use in our area, we are very concerned about.	Lucy Appaqqaq, Mayor Aisa Surusilak, Puvirnituq, HTO member	Community Delegates Community Delegates
		113		[The Qikiqtani Inuit Association's key concerns about the NLUP] [...] Vessel traffic and marine shipping is not sufficiently restricted under the 2021 Draft Plan. We don't have a clear statement on where we stand on this. This is in relation to the 2021 Draft Plan.	Levi Barnabas, Secretary Treasurer & VP for Board of Director Executive Committee QIA	Registered Participants & Other Guests
		117		Additionally, there are no measures to restrict vessel traffic or icebreaking with in Tallurutiup Imanga in the 2021 Plan. Tallurutiup Imanga includes important marine mammal areas and are areas for Inuit use and harvesting, which must be protected from disruptive activities such as vessel traffic and icebreaking . We heard this message loud and clear from community representatives during the Pond Inlet regional public hearing. To help to address this concern, we will submit further comments to the Commission on specific areas in the Tallurutiup Imanga that should be protected from fishing and icebreaking activities . With vessel traffic and icebreaking , Tallurutiup Imanga is not the only area in the Qikiqtaaluk marine region that includes important marine mammal areas and sensitive areas for Inuit use and harvesting. We believe that stronger restrictions should occur with vessel traffic and icebreaking in the Plan overall. The 2021 Draft Plan is considerably weaker than the preexisting protections outlined in the North Baffin Regional Land Use Plan. Examples of these measures include requiring that all ships stay away 10 kilometers from the shoreline and 20 to 25 kilometers from the coast on highly sensitive areas; implementation of corridors for marine shipping ; and many more. At the minimum, we recommend that the Nunavut Planning Commission adopt these restrictions into the Nunavut-wide Land Use Plan. In addition, we will submit further comments to the Commission on specific areas where vessel traffic and icebreaking should be prohibited. In response to the concerns that we have heard from these communities at these hearings, we plan to submit further recommendations on areas of icebreaking and vessel traffic , including different types of cruise ships and yachts and friendly passage ships . Project-related ships and community resupply vessels should be restricted under the Plan	Solomon Awa, Director of Inuit Qaujimajatuqangit and Engagement QIA	Community Delegates
		124		Have you heard this message and whether outside of caribou, seal should be included, along with ships , sonar sounds, and various aspects of the ocean? That was mainly my question. Perhaps if you don't answer me right away, you can answer to Amaruq through a letter in written format. I know there are a lot of discussions going on.	Ben Kovic, Amaruq Hunters and Trappers Organization, Iqaluit.	Community Delegates
		150		Ships are a concern too. When you see the ships , when you see their films, they are close to the islands. It could be various animals that they approach very closely. The cruise ships are a concern to protect the islands. They should not come too close to the islands.	Eli Aullaluk, Akulivik Council	Community Delegates
		152		When we are talking about land on the main Baffin land, perhaps in the future minerals and animals that we know that there is of interest. There is a place near Pangnirtung that I just state there are lots of minerals. I am not afraid. I feel that, and from when I was young, I used to live past Pangnirtung in a really, really isolated area. I state that the police had a boat , the medical services had boats . Today, you can reach the water in a day. Nobody seems to know we were hidden from everybody.	Jetaloo	Community Delegates
		155		[...] we worry about cruise ships . The tourist ships visit the islands looking at the wildlife in July, August, September, open water. The season, we don't want disturbance when they are nesting. They will flee in fear, so we want them protected. There are a lot of auks on those islands.	Adamie Mangluk, Ivujivik Councilor	Community Delegates
		156		You mentioned the bird colonies. They are affected by planes. Auks nest in the spring. The shipping route is also straight through there. They should try to stay as far away from the island as possible, especially in July. Once the damming started, it affected our wildlife. Airplanes and boats , their feeding grounds have been affected. The bird colonies were also affected. They have been affected. They are not as fat as they used to be. We are affected even though we are quite a distance from the locations of the dam. Also, there was 45 gallons. 21 drums were spilled where it is full of wildlife in our inlet. When there was a spill , it would be good to see the effect of the spill on the local bottom dwelling fish, scalping. They can smell like fuel. It was a spill five years ago. The spill , I was out six miles. I could smell the fuel from the spill in Ivujivik by Hydro Quebec.	Paulusi Tarriasuk, Ivujivik	Community Delegates
		157		You mentioned ships . I did mention it to our Makavik representative for food for thought. The ship routes that go through the various places, you can see through the satellite the movement of ships . You can follow them online to see where they are. There is data where and when they are going, so we can monitor as Nunavik and Nunavut and check the islands and their travels. This will help monitor what is happening around the islands. I just wanted to mention that.	Johnny Kasudlauk from Inukjuak	Community Delegates
		157/158		The other thing is, QWB is working with QIA to develop a joint presentation on marine waters . If Northern Quebec...There are proposals existing for year-round ship traffic through Hudson Strait. If Northern Quebec communities could send us any areas or concerns that they may have for yearround shipping , that would be winter as well, through Hudson Strait area, it would be very helpful to the QWB. Those are my requests to the Northern Quebec communities.	Mike Ferguson, QWB	Registered Participants & Other Guests

File ID				Shipping quote/mention		
Name	Date	Page	Location	Sentence/quote	Was it attributed to someone? (identify speaker if available)	Participant Groups
21-160E-2023-01-04-Transcript of the Iqaluit Public Hearing on the 2021-DNLUP-ENG.pdf	November 14 to 19, 2022	159	South Baffin Region	Our forefathers including my father, had a Petehead, and my grandfather as well. He also had a Peterhead vessel . He travelled a lot to these two islands to harvest wildlife. As a youngster, I was part of the hunting party many times when they went to hunt walruses. We still hunt today, and many of you might know my father. His name is Kakiyuq (spelled phonetically) from Salluit. He has travelled considerably to distances, even to Kivalliq. He used to travel here as well by Peterhead coming in from Salluit.	George Kakajuk, Salluit Council	Community Delegates
		165		These are issues that during the hearings, Inuit and Nunavik Inuit are happy for the opportunity. We should defend Nunavut Tunngavik Incorporated's work. They want to work with us to benefit economically for Inuit. We understand the economic opportunity, but the wildlife issues and protection of the environment is paramount. The waters that we are talking about, it is becoming a major route , and the ice is going sooner in the spring. Shipping will only increase, and our northern waters, the outsiders will come into our waters. There is a mine. It goes through the northern route , and they ship to China. They were the first to go through that route. The icebreaking and the spills from the ballast water are not mentioned. When we talk and hear about Baffinland and the effects it had on the land, we too feel that under mineral exploration and work in our communities. That is a major concern where we value islands.	Adamie Alaku, Vice President of Makavik Corporation	Registered Participants & Other Guests
		178		Vessel traffic is becoming a lot each summer in Nunavut waters, and both levels of government are pretty much aware of that, and we can work with both levels of government on this. Inuit are impacted that their concerns are addressed. It would be best for all of us, and a better land use plan process would emerge. I know you are looking for a fine finished product. That is your wish, and I agree with that, but at the same time, a request to defer the closing date.	Aluki Kotierk, President NTI	Signatory Parties
		208/209		Now we will focus on marine transportation . The Government of Canada understands the importance of the marine environment to Inuit and Inuit culture. Given this, a number of key considerations have guided the Government of Canada's comments about marine transportation , being it is important that navigation is done in a way that reduces its potential environmental impacts. Where there is an exception or exemption that applies to a vessel that would otherwise be restricted, the vessel should follow what the Plan sets out for that area when and where possible. The Plan could help provide protection to Tallurutiup Imanga National Marine Conservation Area in the period before it is fully established by legislation. Canada has international legal obligations to meet and has to have the ability to ensure proper control of foreign navigation in areas where icebreaking restrictions will be put in place. Plan requirements for the protection of the marine environment such as setbacks around walrus haul-outs, should not prevent the delivery of vital services required to maintain healthy communities or to protect the environment. The Government of Canada supports the exceptions in the Draft Plan for activities such as community resupply, emergencies, and safe navigation . We have recommended to the Commission that other activities, such as law enforcement monitoring and the placement and maintenance of navigational aids be added to the list of exceptions in the Plan, and the Plan define certain vital services for clarity.		
		209		The Plan includes seasonal prohibitions on icebreaking . Seasonal prohibitions on icebreaking through any part of the Northwest Passage could be challenging. Possible differences of views with some other countries regarding the status of the water of the Northwest Passage make it important for the Government of Canada to retain the flexibility to allow navigation in order to assert Canada's sovereignty over its Arctic waters. We must be able to meet all legal obligations, and the proposed restrictions may prevent this.		
		210		For example, without definition, the meaning of "safe navigation " could be unclear. Someone could argue they can travel near a walrus haul-out when they think it is safe to do so. However, the Government of Canada's interpretation of safe navigation is that a vessel can travel near a walrus haul-out only when it is required for the safety of the ship , crew, and passengers. [...] The Government of Canada has considered how the Plan could provide necessary protection of sea ice during critical seasons, while at the same time providing the flexibility required to meet international legal obligations. We have recommended a collaborative approach to address the need for such protection, which would allow the Government of Canada to retain the capacity to consent to navigation , as well as proposing an exception of individual vessel movements from the requirements of the Plan.	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		212		Regarding individual vessel movements , the Government of Canada recommends that Plan requirements which restrict icebreaking include an exception for individual vessel movements where a vessel is transiting through but not stopping in the Nunavut Settlement Area. The Government of Canada's understanding is that individual vessel movements are not typically considered projects. We note that these small number of individual vessel movements would still be subject to oversight including being required to follow applicable laws and regulations. As well, whenever the Government of Canada is contacted by vessels prior to their navigation in Canadian Arctic waters, we communicate about environmental considerations, such as ecologically sensitive areas or known mammal migrations, as well as recommended routing. For individual vessel movements , we could also encourage vessel operators to engage with communities as part of the voyage planning . It is our experience that these vessels take this advice into consideration. The collaborative process the Government of Canada is recommending for caribou crossings would be similar to the collaborative process for on-ice travel routes in the Draft Plan, which is itself similar to the model currently in place in the Kitikmeot region under the Proactive Vessel Management Initiative .		
		219		As for on-ice travel routes, project proponents would need to engage with communities and Hunters and Trappers Organizations before a project shipping occurs. Importantly, if a Plan requirement for a collaborative process to protect caribou sea ice crossings is included in the Plan, it would be enforceable under the Nunavut Planning and Project Assessment Act. I had the acronym, and I was not sure if I said it correctly in the long form. It should also be noted that the proposed exception would not apply to shipping associated with a broader project, such a mining project. The reason for this is that recurring shipping associated with such a project would not qualify as an individual vessel movement. In addition, the Nunavut Impact Review Board can impose additional terms and conditions that further mitigate the impacts of shipping in respect of such a project.		
		220/221		In regard to disposal at sea , the Canadian Environmental Protection Act governs disposal activities in Canadian and international waters near Canada. The act prohibits disposal at sea without a permit. The Government of Canada prefers that the disposal at sea prohibitions be removed from the Draft Plan and suggest that disposal at sea continues to be addressed on a case-by-case basis under the Canadian Environment Protection Act using the mandated consultation processes. As required under the Act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations. As required under the Act, the Disposal at Sea Program will continue to consult on permits in Northern waters to address environmental concerns, including those in Marine Conservation Areas and Limited Use Areas. It should also be noted that vessel discharges are regulated under the Canada Shipping Act 2001, the Arctic Waters Pollution Prevention Act, and their regulations.		
		232		That information, together with Inuit Qaujimagituqangit, has informed the Commission's planning decisions. For example, the Draft Plan includes a beluga calving area in Cumberland South, west and north of Pangnirtung, which has Limited Use designations in the Draft Plan that prohibits oil and gas exploration, production, and restricts some vessel travel during Aujaq, during the summer season. These same restrictions apply to a Limited Use Area to protect beluga calving habitat that is adjacent to Clearwater Fjord. Disturbance of marine mammals, including by tourists on cruise ships is regulated under the Marine Mammal Regulations under the Federal Fisheries Act. Those regulations prohibit the disturbance of marine mammals with some exceptions. We can provide you with the contact information when you need to report on occurrence of a disturbance of marine mammals. If need be, I can provide all the contact information and the specific individuals to help.	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		235		We might to have land trails instead of going on the ice. I can go to Pangnirtung by going on the land without going on the ocean. The ice, we are getting less ice. Our ships , the icebreakers are a life saver that we give permission that an icebreaker is a useful ship . We have seen it here, but the routes are going through the hunting areas where the seals are, where the whales come through. They say it is a better route on the right side. The left side is shallower. The ship route , we have spoken about in Iqaluit. Looking forward, I think it is quite possible the ship going further down coming into Frobisher Bay, there are numerous channels. Can we adjust the way the ships come in? That is what I am saying. It is not my thoughts but others. We support the icebreaker in Nunavut. The DEW Line fuel delivery has to be shipped in annually if we are going to monitor.	Jetaloo Kakee, Iqaluit	Community Delegates
		238		Thank you very much for your question regarding the safe travel of the vessel through the Frobisher Bay. Thank you very much with regard to the safety of hunters and trappers, and also the location where the marine mammals are in Frobisher Bay when the vessels are transiting. I believe it is very important to know that Frobisher Bay is challenging navigation, especially in ice conditions. Also, the ships have limited room sometimes because of the ice conditions. There they can safely navigate , so there are safety precautions, which the captain should undertake when navigating in these areas. I believe it is very important for the communication to take place with the Hunters and Trappers and the ship's captain directly and come to a collaborative approach where a vessel can slow down or take an alternate route , which might be safer, to allow the Hunters and Trappers or to communicate in advance about where the Hunters and Trappers will be doing their marine mammal hunting.	Jaideep Johar, Transport Canada	Signatory Parties
		241		Also, the Government of Canada is working very closely on an initiative called Low-Impact Shipping Corridor where we are in Phase 2 of that process. More consultation is going with everyone, and also with our Indigenous partners to understand where we can locate or where we can track the vessels , or where we can provide enough charting so that the vessels stay in those lanes. This Low-Impact Shipping Corridor also takes into concern anything related with marine mammals, sensitive areas. So, the corridors are made to ensure that these are taken into consideration and the work is going on, which will surely help to address this issue. I am also aware that the Iqaluit deep seaport will be running very soon, I believe. That is, again, a very good opportunity to work with the port and inform the ships about the position of hunters and trappers in this area.		
		244		The examples include a dynamic collaborative process with specified critical times based on Inuit Qaujimagituqangit, and they also include communications processes between say, a vessel operator or a proponent and the local Hunters and Trappers Organization. That pilot project in the Kitikmeot, as mentioned before, included protective measures such as reduction of speed , the amount of traffic in the area, and sensitive areas for wildlife.	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		247		[...] Shipping in Nunavut, I saw. We also want it to be defended. I'll give that to you like that. It affects me. It affects Inuit. It affects hunters. It affects animals.	Johnny	Community Delegates
		250		This I have thought about. Let's say whales, we have different rules. We are limited. The season opens in November when the season is over, and the ice is not good for boating . So, they are trying to limit our hunting activities in that way. The desires of Inuit and looking at laws for us, they should be the same in Quebec for hunting as the Inuit are treated in Nunavut. That is my concern.	Adamie Angiyou, Puvirnituq Vice Chair of the Hunters and Trappers Organization	Community Delegates
		253		Concerning the shipping through the waters of Nottingham Island and Salisbury Island, it has not yet been implemented to pass a moratorium for the sea mammals and wildlife that need to be protected from the increasing sound of the ships , pleasure crafts, and whatever have you that pass by. This Planning Commission, I don't know who I will direct this to. Maybe it is the guy with a turban, turban hat. He's the guy under Canada Transport. You said earlier that you will abide by the Planning Commission implementation, and you are going to stick with it, but here I am concerned with the walrus, concerned with the ships that pass by, which are increasing there in Salisbury Island. We both have jurisdictions 50-50. Under Planning Commission, I want to state that there should be a moratorium for at least 5 to 10 miles from the asking Island for the walrus. That's that	Eli Angiyou, Akulivik Hunters and Trappers Chairman	Community Delegates
256	In addition to what Terry has mentioned, I think it would be good to know whether those restrictions, the proposed restrictions are already there in the Nunavut Land Use Plan with regard to protecting walrus. If they are there, then we can look at the measures to protect, which we already have. If they are not there, then I can surely look into this concern with regard to protecting marine mammals, similar to what we did for Southampton and Coats Island. So, further information would really be appreciated to look into it and to communicate with vessels .	Jaideep Johar, TC	Signatory Parties			

File ID				Shipping quote/mention		
Name	Date	Page	Location	Sentence/quote	Was it attributed to someone? (identify speaker if available)	Participant Groups
		236		I had first just wanted to clarify the question regarding walrus haul-outs within the Areas of Equal Use and Occupancy and note that there are currently identified walrus haul-outs with Limited Use designations in both the Areas of Equal Use and Occupancy. There are varying setback distances depending on the size of the vessels . So, we have included those designations in the Draft Plan, and of course welcome feedback on the appropriateness of that approach.	Jonathan S	NPC: Nunavut Planning Commission – Commissioners & Staff
		237		When you look at Iqviulik shipping route , we want the ships to go right between the land at the furthest distance from those points of land to July, August 31st that we have to defend our wildlife. The nesting auks on the island, the ships come too close. It is deep water, so they drive close to the islands where there are colonies of birds nesting. Lots of auks will lose their eggs, as they are not in a nest but on a cliff. One thousand, two hundred sheer cliffs are on the Quebec side. There are high cliffs with eggs. When they are nesting, they should be defended seasonally, as they are being affected in numbers. They should go right between the islands July to the end of August. The shipping corridor for our community of Iqviulik, we have to defend those islands. The ocean is deep. They drive right by the site of the island when they are nesting because it is conveniently deep to go through there. They are affected, so we have to protect the animals. That is what we have been told to do as our culture. They have given us the strength that we too will pass on to the future generations. Be that I want to work with the industry, transport industry to get support for Iqviulik. We are the Hunters and Trappers Organization, and they live on those islands. I wanted to state that regarding shipping routes to work with the government.	Paulusi Tarriasuk, Iqviulik	Community Delegates
		238		The response from Jaideep from Transport Canada will include that as part of the response. It is always good to hear where there may be sensitive areas for wildlife purposes when it comes to marine vessel corridors and transport	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		239		I want to state about shipping . The disposal, they should not change ballast waters in the North. When they use ballast water to balance, there are rules that they are not allowed to dump these waters. They could come from Quebec rivers that have pollution from the south into our waters. I gets released into our waters. I mention this that outside of our community, there was a lot of shrimp that made even the beach smell bad. We assumed the ships might have spilled some that affected the shrimp, and the ship might have spilled some of their water in our areas. The shrimp are the food of the char, and the shrimp died off. What rules are in place for disposing of ballast water without the required approval? Is that the work of the federal government or will the communities close by get compensated? That was my question I will provide you with information of how Transport Canada looks into the ship in managing ballast . As you are all aware, ballast is very important for the stability of a ship . Before any ship enters our Canadian waters, they are required to change their ballast . If they have taken ballast , let's say for example in Europe in Rotterdam or anywhere else in the world, but before they come to our waters, they are required to exchange the ballast . Exchange of ballast for one means to protect the invasive species to come to our waters. Now with new regulations, we are asking the ships to treat the ballast also. So, any ship which comes to Canadian waters needs to exchange the ballast , report to Transport Canada at least 96 hours in advance. We look at reports from the ship , and if we find any nonconformity, we can direct the ship to leave our waters. Whenever we get an opportunity, we inspect the vessels in the Arctic. For example, going to Millport going to various other ports , this year we inspected ships in Millport and a lot of cruise vessels . To answer your question with regard to exchange , looking at the science from Department of Fisheries and Oceans, there was a ballast exchange zone in some part of Hudson Bay and also in Lancaster Sound, looking into our pristine waters and looking at DFO recommendations. We have taken it out from our regulations. The only place if the vessel needs to do some alternate exchange is in Baffin Bay. This is one of the examples of how we are considering the science and input from our Indigenous organizations and applying to our regulations. You spoke about compensation. We have, the Government of Canada has a very good compensation regime system in place whereby if any community member feels or are impacted by a spill , they can ask for compensation. The Government of Canada works towards providing that compensation. So, there is a regime in place to have compensations as required.	Aisa Surusliak, Puvirnituq Hunters and Trappers Organization member Jaideep Johar, Transport Canada	Community Delegates Signatory Parties
		240		I need to hear if Transport Canada and the federal government with especially cargo ships to Nunavut. They have no firm routes that are established yet for transport vessels , for cargo vessels to travel through. There has been mention on different sorts of vessels where they should be travelling in Nunavut. [...] Can you clarify exactly what the rules are surrounding registering when they go to travel in Arctic marine? My understanding is very limited. If I am correct, as long as the vessel has 12 or less people in the vessel , they do not have to register that they are going to be travelling in Arctic waters. There are two parts to the question. One is with regard to the ship's route . That is totally correct. The ships can move anywhere in the Arctic where they feel safe. There are a couple of things that should be realized. One is that Canadian Arctic is chartered to the modern standards up to only 15 persons, and the work is going on. So, it is very imperative and very important for the ships to take a safe route Most of the community resupply vessels that come to the Arctic, those companies have been there for ages. They know those waters very, very well. The challenges are for the new operators. That is where the Government of Canada has come up with an initiative, which is called the Low Impact Shipping Corridor Initiative where we are working with stakeholders, Indigenous organizations, and the industry to chart specific routes in the Arctic, which are safe, taking into consideration any issues with sensitive areas or marine mammals. That is the work that is being undertaken. Also, it should be noted that similar to how we drive cars, for the ships , there are collision regulations to follow, and they are very strict regulations of when they see a vessel close by, what they should be doing, and when they see a fishing vessel what they should be doing. If we find or are made aware that the vessel has not followed that rule and respected the rule, we will take enforcement action.	Archie Angnakak, Amaruq HTO	Community Delegates
		240/241		As you realize, the Arctic is huge. It is challenging for Transport Canada to be everywhere, and that is where we really have worked and would like to work further with our Indigenous organizations to let us know if there is a ship that they think is not following any rules and regulations. We will ensure that proper compliance is taken for those vessels . With regard to vessel reporting and being monitored, all the large vessels are required to report to MCTS, which is in Iqaluit here. I would really request that given an opportunity that it would be a very good eye-opener to see how the vessels are managed if given an opportunity. I can surely arrange that communities can probably visit MCTS in Iqaluit and to see the work that is being done. The large vessels are required to report and to report regularly. The challenges are with the small vessels , the small foreign pleasure crafts where there is no reporting requirement. These pleasure crafts inform Transport Canada of their voyage in advance. Sometimes they do, and sometimes we are not aware. When we are made aware, we provide information to the pleasure crafts to follow proper regulations to avoid areas where they should not be going, and most importantly before there I would communicate with the communities they would be heading to. Again, I realize that there are challenges with monitoring the small foreign pleasure crafts. We are working into looking into making the reporting mandatory for these vessels . I will also draw your attention to the latest OAG report, Auditor's General Report, which came about evidence of Arctic waters where it is recognized that there are challenges in monitoring the small vessels .	Jaideep Johar, Transport Canada	Signatory Parties
		241/242		I just wanted to point out, Mr. Chair, the challenges that they have on smaller vessels coming up here, especially with vessels that carry 12 or less. They don't have to register. That goes back to my point on Inuit Owned Lands where it does say archeological, historical, and cultural importance.	Archie Angnakak, Amaruq HTO	Community Delegates
		242		I will go back to one of the concerns that was brought up on the two items jointly managed, as well as the migratory bird nesting sites when it comes to ship traffic , and also the importance of specific Inuit Owned Lands that may have been selected for the purposes of archeological, historical, or cultural significance. [...] We are not suggesting that culturally significant or archeological or historically significant areas are to be disturbed for the purposes of development. That is not what we are saying. What we are saying is that we leave that with Nunavut Tunngavik Incorporated and Regional Inuit Associations to help us in identifying those areas that may be highly sensitive for non-Nunavummiut to be approaching or visiting, either through marine transport or land.	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		246		As it stands right now, the Government of Canada continues to support the development of a Plan that balances protection and conservation measures to reduce the impacts of marine shipping with the need to support marine transportation and project development. To support this balance, the Government of Canada, has recommended that where shipping restrictions are included, clear, consistent exceptions should be included in the Plan to reduce impacts to vital services, such as emergency response, community resupply, and law enforcement. The Government of Canada also recommended that the Plan be clear that the vessels transiting through the Nunavut Settlement Areas, which are not part of a project, are not subject to shipping restrictions .	Terry Audla, Regional Director General with CIRNAC	Signatory Parties
		249		The one other nonspecific area-based submission deals with migratory bird setbacks. This is based on Inuit Knowledge of how far, for example, flightless birds travel on the water and under the water away from their colony areas. The setbacks, according to Inuit for shipping near colonies of various species is far too close. We have asked for much larger setbacks. We need to know why those setbacks appear not to have been accepted. It is not a huge part of Nunavut, but these birds are very important for harvesting and for eggs. The Inuit do not want them at risk to be ground up in the prop wash of various ships , getting too close in areas where flightless birds cannot escape, among other issues. So, we would like some real hands-on feedback from the federal government as to whether or not they agree with those setbacks, as well as with the areas in the other 42 submissions	Mike Ferguson, QWB	Registered Participants & Other Guests
		273		[...] We have limited land in our community the past three years. This fall, they left by the ship . It would be good to do that again, perhaps the extension of our runway. It would reduce the cost of living	George Auksaq, Councillor Hamlet of Igloodik	Community Delegates
		286		The research that we are doing also helps to inform and to identify critical habitat for polar bears or areas that are important for polar bears that will also help to inform decision making as it relates to development, shipping , and those types of things.	Drikus Gissing, Department of Environment, Government of Nunavut.	Signatory Parties
		312		We started last summer, and we started the summer cleanup all along our shores, the coast. Not only that will be worked on, but we have six people with boats doing the cleanup on the shorelines. There is a lot of clean-up of scrap metal or wood. The animal parts, the bones, we don't touch them. We let them decompose where they are.	. Loasie Alikatuktuk, HTO	Community Delegates
		315		Baffinland also identified that ice bridging requirements over on-ice travel routes may not be feasible in a number of cases, and that a more site-specific approach is needed. Baffinland has provided that in instances where shipping through ice overlaps known on-ice travel routes, the proponent be required to work with local communities to develop a safe travel policy. This policy can take unique features of the proposed activities, local and seasonal ice conditions, as well as the local community	Lou Kamermans, Senior Director of Sustainable Development Baffinland	Registered Participants & Other Guests
		321		The songbirds, it is the same issue as caribou. There are very low densities. We work with Environment Canada on monitoring songbirds, and Environment Canada with support from Baffinland study the seabird colonies along the northern shipping route . As well as in the future, they are studying seabirds along the southern shipping route as well to collect years and years of monitoring data.	Mike Setterington, wildlife biologist for Baffinland	Registered Participants & Other Guests

Research Scan - Raw Data						
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		321/322		You are telling us of what your projects are like. You mentioned that caribou and other mammals are being monitored. We are not into shore mammals, but perhaps some mammals do come ashore. I wonder how the shore mammals are being affected by the traffic going through that area. The traffic is from taking loads for shipment . As the ships are coming into the harbour are registered carriers, they should adhere to ship ballast when it is released and where. Where they are drained, what contaminates are part of the ballast water ? I would be interested in hearing how you handle incoming. I will say this in English briefly. (English); The research that you do, ballast , I did not see anything about marine life, especially with the ship , the vessel that picks up all the ore. Is it possible to have information on any research done on the way or from the port where you pick up the ore, and along the route around Nunavut and monitoring data? The research that you do, is it possible that there could be a third-party verification or validation? I think that is basically it	Johnny Kasudluak, Inukjuaq	Community Delegates
		323		Baffinland has approval already to ship 18 million tonnes of ore out of Steensby Inlet in northern Foxe Basin. That would be three times as much as I think you have approval for out of Milne Inlet. Also, the approval I believe, and you can correct me if I'm wrong, is for year-round shipping through Foxe Basin and Hudson Strait. That has potential to impact the harvesting resources of all of the communities that I just mentioned, plus also Nauyasat, Coral Harbour, and all of the Kivalliq communities. Hudson Strait is an area with the opening ends of it reportedly wintering areas for Hudson Bay narwhal and Hudson Bay beluga. Those resources, if there is year-round shipping , it could impact all of those communities. Kingait and Kimmirut have in our submissions in the QWB and those HTOs requested no shipping and no traffic along the coast of Foxe Basin and southern Foxe Basin, Foxe Channel, and northern Hudson Strait. In looking at the 2021 Draft, those areas of Limited Use were not included in the Plan, but I have not completed the analysis yet. So, there are definite community concerns about the Steensby Port development if it goes ahead. I have a few questions. One is does Baffinland know yet when they may develop Steensby Inlet and start shipping ore through Foxe Basin, Foxe Channel, Hudson Strait? Will they engage in further community consultation?	Mike Ferguson, QWB	Registered Participants & Other Guests
		325		Beyond that, when the ice is frozen, there are a lot of logistical considerations that go into a program like this. Where I think it is most widely known for being used is at Voisey's Bay. That is a much different operation than what ours would look like in Steensby. There are very few vessels that go through in the winter season, the MV Arctic. It is a much smaller vessel than what we would be using at Steensby. Because there are so much fewer and because the draft is so much smaller, it can take the same path over and over so you have consistency with where you are deploying the bridge. It is a much shorter bridge. It is actually very close to main, so it has a logistical center to deploy from. In our situation where one of the on-ice travel routes overlaps our shipping route , it is quite far from any infrastructure, community, or Steensby Port .	Lou Kamermans, Senior Director of Sustainable Development Baffinland	Registered Participants & Other Guests
		327		My fellow Inuit, I love you for getting your voices close. I have not been with the NWMB for a long time, but the shipping routes need to be defined. Who is representing? I would like the Nunavik without, so as we stopped by our chairman when we want to comment.	Meeka Mike, City of Iqaluit	Registered Participants & Other Guests
		331		World Wildlife Fund Canada is a not-for-profit organization with a focus on conservation. We have a permanent office here in Iqaluit, and we work on a variety of environmental issues in partnership with local, territorial, and federal organizations across the North. Our work includes supporting the development of local inshore fisheries, advocating for cleaner fuel and practices in the Arctic shipping industry , intervening where appropriate in regulatory processes such as this one, and supporting Inuit-led protected and conserved areas and initiatives.	Erin Keenan, Manager Arctic Marine Conservation WWF	Registered Participants & Other Guests
		334		We have heard directly of the importance of ensuring no disturbance or discharge is allowed upstream of these areas to ensure the pristine nature. We have heard more discussion about that this week as well. In either this or future iterations of the Plan, we recommend the consideration of these watershed areas as identified by communities as off limits to exploration and mining development to ensure the health of lakes, rivers, and fish important to each community. We heard a lot this week about the need to potentially exclude single transits of international ships , and we can understand that, but at a minimum, there must be clearly stated restrictions on domestic projects operating within Canada to not include any sort of icebreaking activities in these areas in the seasonal timelines. We note the great work in the Kitikmeot region led by the Cambridge Bay Hunters and Trappers Organization but note that those are still voluntary mechanisms. The Land Use Plan is a great avenue to put forward regulatory mechanisms to prevent icebreaking on caribou sea ice crossings. We note that research and IQ suggests that walrus may return to abandoned haul-outs sites in the future. Given the relative feasibility of shipping proponents to avoid these geographically small areas, we recommend that at least voluntary measures be in place around the abandoned haul-outs just to create a precedent of ship planning that does not interfere with an area that walrus are known to and may return to in the future.	Brandon Laforest, World Wildlife Fund Canada	Registered Participants & Other Guests
		349		As stated earlier in Baffinland's presentation, Baffinland has several monitoring programs and tools to support the environment, such as aerial and tagging surveys, underwater noise recorders, and as well, passive dust collectors to mitigate and monitor the dust at Baffinland's Mary River operations. Baffinland's Bruce Head Shore-Based Monitoring Program helps to evaluate potential effects to marine mammals, including narwhal of the Milne Inlet from shipping activities that may lead to changes in animal behaviour, relative abundance, distribution, and migratory movements within the project's local and regional study areas.	Priya Sharma, General Manager of the NWT and Nunavut Chamber of Mines	Registered Participants & Other Guests
		369/370		Also, we feel that we have gained a lot this week. The hearings we had in Pond Inlet, and this will guide the final Land Use Plan for the future of Nunavut. We have heard this week that we have to defend the land, the waters, and the resources, and the concerns of the communities when they are affected by mineral exploration through the air, from the ships , and various things that happen, contaminates as well. They need to be pristine and clean and to include the issues of global warming or climate change. [...] We will keep meeting with the Qikiqtaaluk Wildlife Board and work with Nunavut Tunngavik Incorporated and the Government of Nunavut and the federal government on improving the concerns that are brought forward by Inuit and to look at possible benefits with shipping and other related issues.	Levi, Qikiqtani Inuit Association	Registered Participants & Other Guests
		375		Under the Nunavut Marine Council's strategic plan, there are two main goals. The first is to establish the Marine Council as a key voice on marine shipping , and the second is to establish the Marine Council as a key voice on marine conservation. Under these two main goal areas, the Marine Council will achieve its vision by performing three key functions related to awareness, advice, and advocacy. The Marine Council is acting as an observer in the Nunavut Land Use Planning process in order to inform recommendations and advice to government agencies about non-project shipping , which is outside the scope of the Plan, as well as project shipping in shared regulatory jurisdictions. The Marine Council's potential recommendations and advice are very broad, relating to the marine environment in Nunavut and are informed by the information shared in the individual Institutions of Public Government's processes, including these hearings as well as others. Potential recommendations for shipping regulation outside this process and through the Canadian domestic regime include recommendations to the Low-Impact Shipping Corridors Framework, for example. We have also heard specific recommendations or sorry, concerns related to vessels carrying less than 12 passengers , for example both this week and in the hearings in Pond Inlet, which will be brought to the Council for consideration for specific recommendations.	Colleen Parker with the Nunavut Marine Council	Registered Participants & Other Guests

	Research Scan - Community concerns on vessel management and impacts					
Communities	Pollution (Blackwater, grey water, underwater noise, ballast water, oil spill)	Climate change & Fuels (Black carbon, greenhouse gas emissions, particulate matter emissions, heavy fuel oil)	Disturbance (Icebreaking, anchoring, traffic, tourism)	Governance and monitoring (Routing, emergency response, policies and regulations, access to information, monitoring, marine protected areas)	Local navigation/shipping (Shipping use, needs and services)	Unspecified/Other
Cambridge Bay	Doing underwater noise pollution studies	We asked for that [heavy fuel oil] to be banned as the Kitikmeot Regional Wildlife Board. Nobody has ever communicated to the HTOs from the Marine Council. I have never been approached, our office.	There is so much shipping	Notice to Mariners in place for shipping - get a lot of communications from the ships and the companies coming and going.	To the other areas and to the mainland, we travel by canoe and by land, through the rivers and by boats	
	If there was any oil spill that is going to contaminate the waters and narwhals. We have many, many char; many, many char. We want to protect the char, seals. The noise and vibration from icebreaking disturbs animals and shouldn't be allowed at any time.	We did support the World Wildlife Fund on the heavy fuel oil ban. I am just wondering if you could elaborate a little bit more on any consultation you had with the World Wildlife Fund.	We are very concerned about the Northwest Passage. There is a lot of traffic now. Like I said, arctic char and seal, that is our livestock. That has to be clean. I am just wondering is there a cleaning kit in place, especially for the Northwest Passage. Again, that is our food, or lifestyle. Icebreaking would be banned during that time (seasonally. Support for the identified on-ice travel route. Additional on-ice routes should be added.	As for the two ships that were found near our area, Parks should really be assisted to do the kind of work they need to do with heritage in our area		
			the ice is here 8 to 9 months of the year, and the ice is our highway. I would like to keep that in mind, especially with newer and bigger icebreakers that are capable to go through at the ice at some point in, maybe not our lifetime but in the left time for our generation. We need to respect our ancestors, where they used to live, and where their family members now today still go to visit [...] we need to respect our ancestor's wishes and continue to be stewards of land and water	Concern about the impacts of the restrictions on shipping and future mines in the area. Some members thought the restrictions were too strict.		
	Who is going to be responsible to cleaning if there was a spill?			Notice to Mariners, which is just for everybody out there going through [the area]. It is just a courtesy basically for each ship. It is not a law. [...] it works great so far.		
				[Rangers Program] We use our small boats and then they let us identify the kind of movement of the ships and the vessels going around our land, Nunavut. They tell us to report it to headquarters in Yellowknife, and Yellowknife passes it on to Ottawa. Now, the freeze-up comes, I guess we are going to use the snowmobiles. That is the only way. Our little boat can't break the ice and can't go.		
	When the ships are in town, we just need to have the cargo ships and vessels to be more careful for noise. The noise is what we are really concerned about. The char has gone up river now.	cargo ships are not the only problem. Climate change is a problem as well.	the marine traffic is quite disruptive to the mammals	I am aware of where the ships come to my region	People are travelling far now carrying Hondas on their small boats in order to reach the herd.	glad that we go the opportunity to represent our community, especially around caribou, and also around shipping
	Other communities here have been able to harvest caribou when the weather is good, but our community has a lot of vessels passing through. Many come to town for a gas-up, and some pass through.	The Northwest Passage up in the high Arctic according to the map and hearing this through tv and radio, climate change is such a big topic right now.	how do we know that area of abundance of fishing is not being affected by the marine shipping, along with the seals and walrus?	It appears that this proposal [marine traffic] is quite new to many of us. Transport Canada and the Government of Nunavut, either one should have given us notice why the marine traffic is how it is now.	There are no harbours or coves to protect these small vessels [used for rescue]. The swells are huge. So, even at that time when certain rescues travel to assist boats in distress, it is us from the community we work of what is needed of us.	
	Suppose there was an oil spill? Where is the Coast Guard? Where would this come from to reach any oil spill? It would take about four days at the earliest, so it is pretty dangerous. It is always in our minds about oil spills with that much traffic in our vicinity. We worry about this today, and it is always the foremost of certain rescues in our community	Now with concerns to all of us, climate change, and vessel marine traffic is becoming intense as a result. Marine mammals are moving away from our egion.	The shipping route is too close to Southampton Island on the east side, even between Coral Harbour and Coats Island.	We [smaller communities] don't receive information as the regional centers do.[this marine traffic] touches my community greatly. Community committees are never informed. As it is [marine traffic], it is quite alarming when you hear and look at this at a moment's notice without prior knowledge or explanation to us	[Baker Lake] have numerous ships, not only for community resupply but for development, fuel resupply for both development and the community. [...] but all those ships don't make it all the way to the community of Baker Lake. They do have anchorage points, mainly around an area called Helicopter Island just past the Chesterfield Inlet narrows. From there, the majority of the shipment is being shipped upon tugs and barges. That adds more and more shipping in between Helicopter Island and the Community of Baker Lake.	
	mining footprint is not only the mine. It is the transportation, by airplane or helicopter, sea by water, ships, barges, roads with trucks [...] That is the footprint of your operation, not just the mine site.		Our marine mammals are being affected very badly, not just by cargo ships but many other small-vessel traffic coming through our community over and over again throughout the whole summer season.	[2014 and other years] was the last time I saw a shipping route for marine traffic. This appears to be a new route. [...] I want to talk to departments and have questions about it.		
			We have not complained nor made statements for better traffic, but we have a lot of mammals.	[Government] had a plan that they wanted to start to make sure ships aren't too close to the island and Baffin area. This was decided, and I believe we had support from KIA that we don't want ships between Coral Harbour and Southampton and Coats Island. I think this is outdated. It would be nice if it was updated. don't know if we are going to get benefits for this, the Kivalliq region, or there might be more that we didn't even hear on the slides that we saw today.		
			with heavy vessel traffic, they [caribou] are not nearby.	we are the major gas-up stations for all the local regional vessels travelling. We are also the ones who have to respond to these emergencies travelling through our regions. This happens every summer.		
			Now we always have concerns with the many big vessels coming through.	We have met these ship owners more than once and, on many occasions, to see what is the best solution for safeguarding the environment. We are pleading. We are pleading, and they assure us that there is nothing really to think about.		

	Research Scan - Community concerns on vessel management and impacts					
Communities	Pollution (Blackwater, grey water, underwater noise, ballast water, oil spill)	Climate change & Fuels (Black carbon, greenhouse gas emissions, particulate matter emissions, heavy fuel oil)	Disturbance (Icebreaking, anchoring, traffic, tourism)	Governance and monitoring (Routing, emergency response, policies and regulations, access to information, monitoring, marine protected areas)	Local navigation/shipping (Shipping use, needs and services)	Unspecified/Other
Rankin Inlet			We need protection in our land, especially with freshwater crossings and migration, and the vessels don't appear to very concerned about these crossing points for caribou. There is just too much traffic going up to Baker Lake. They just turn back because the vessels are so many that the caribou does not cross anymore. This is a big concern to the harvesters in Chesterfield.	some time ago, [Chesterfield Hunters and Trappers] were going to have ship monitors working on ships along the shores of Chesterfield Inlet and Baker Lake. is that still ongoing?		
			In spring, even before the ice is gone, there are ships anchored out there to travel up the river to deliver cargo to the mines.	We [Chesterfield Hunters and Trappers] don't have any monitors on the ships. We have requested for it, but apparently, they had monitors from Iqaluit cadets. We never get any information on any of the ships or any data.		
			Looking at the news with wildlife harvesting of seals, we envy them now, the communities who do not have large heavy traffic from vessels	The tours and cruise ships coming into the region came into our community at one point. Because of that, we heard now that the region, most of it should become a protected region. The size of this protected region is quite small. I think we could do better.		
			I realize that the cargo vessels are not the only problem. I think I can say for sure now that ships delivering to Baker Lake area cargo, especially the bulk fuel cargo, they are huge.	shipping routes are very heavy between Southampton Island and Coats Island, where in the past the residents of Coral Harbour were requesting that the shipping route should be rerouted to the south side of Coats Island.		
			Coats Island, Coral Harbour, they [vessels] are still coming in through the island and the communities. It is concerning. On Coats Island, there are a lot of walrus species there, and we don't want any disturbance on that island and the community.	[Coral Harbour] have not been able to move the shipping route to the south of Coats Island. It has been our concern for many years.		
				We don't want any shipping around that area [between Lyon Inlet and White Island]. A few years ago, there was a search and rescue that happened. The Canadian Coast Guard ship went right in there. That part I understand, but it is a very important place for marine animals. They get together every year in that area. Between Lyon Inlet and White Island, that part of the main route for marine mammals every year, we would like to stop shipping around that area. That is what we are going to push for.		
			Lyon is not too far from shipping traffic. The HTOs in our community have a concern with that.			
			The vessel traffic is becoming numerous, and they are even thinking now through Mittimatalik area, Igloodik area to start hauling ore. The shipping routes are so close to our region, and it affects the narwhal population.	Our manager along with I think everybody else, they are concerned about overwork. It would be nice if we could get an assistant. With the current budget we receive every year, our manager is dealing with all this besides with the shipping, increasing mining activities happening, besides her regular role. That is another load on our manager.		
			The American ship came in over 10 years ago, I think. It came into our area to do some research. this American ship years back really had disturbed the population. Mammals have really gone down. They moved elsewhere, so we are travelling further and further now to harvest our mammals.	The marine traffic coming in through narrow channels should be prohibited, closed to marine traffic.		
			The marine traffic is becoming numerous, and this area we call Sugluk. It is even being used now. It is a narrow part in our area. The ships are coming in through these small channels now. Marine traffic coming in will disturb marine mammals.	We don't get sealifts anymore. Shipping companies are so busy with priorities with big companies. The building season is becoming very late in Whale Cove [...] cargo vessels are not coming in. [...]The service is deteriorating.		
			vessel coming into their vicinity unannounced. This is also a problem. They are coming in so close to the shores now. The other vessels are anchoring in areas they never used to. When the ice goes, we used to have a lot of mammals. There are hardly any anymore. They just came in last week, a couple of weeks ago. Muskox, we were told that they are coming into the community, and they are starting to be put in our region.	how does a shipping company be granted an area, which we normally don't see as an anchorage point, while they are waiting for what we call the motherships, the ships that are too big to go up the narrows. Who approves these anchorage points?		
			for the past decade we are seeing ships, mainly tankers and ore cargo vessels setting up new anchorage points in very pristine areas of our hunting grounds, both terrestrial and marine. Our fishing spots are being affected by it. We have asked for studies and reports in the past public meetings.	The routing should be in place. Smaller communities are never aware of where the shipping routes are. We don't hear as a small community. Your concentration appears to be to larger centers.		
			Marine transport, the icebreaking activities can be problematic as well.	Mittimatalik, the mining company in that area is going into phase two, and Naujaat will be greatly affected now because of the new proposed routing.		
			the large ships travelling back and forth. The ice will not be able to ice properly for any use to heavy traffic on icebreaking. The traffic of the icebreakers and larger vessels will become problematic. What is causing it? Perhaps these vessels? There is no real hard freeze-up now in many areas of that part during the winter. We saw an icebreaker on the video presentation. We see that it is breaking the ice, and it is too much	saw a ship coming into the Kivalliq region from overseas. Who gives permission for travel to Canadian waters? They were from Poland. Who is responsible? Which department is responsible for vessels entering Canadian waters? I am worried about vessels coming in unannounced.		

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				the ships travelling through Southampton and Coats Island has been a problem for some time. We have many marine calving areas in our region. The Coast Guard are also travelling through Southampton and Coats Island. As we have been stressing for a few days, we have a lot of mammals, walrus, walrus haul-outs near Coral Harbour. Walrus is one of our main foods. [...] it could be one of the Coast Guard infractions.		
				[about anchorages] Who sits on this [ad hoc Anchorage Working Group] working group and how are the members appointed to this working group is my question?		
				if a ship did get grounded, which department within the federal government would respond, knowing that in the region, I know Rankin Inlet has a Canadian Coast Guard auxiliary. Baker Lake being an inland community and out of federal waters, we don't have that capacity.		
				Who are your ship monitors, and where are they from? And where are the reports, and what is in the reports? who sits on the Environmental Climate Change Committee?		
	I think ship traffic, the propulsion noise is too much for many of these mammals to handle.	climate change has made it that much more difficult to travel, let alone any vessels starting to come in and perhaps travel during early spring and early fall. This would be disturbing our trails considerably.	We get many ships during the summer here. Some are tourist ships, and there are many of them. When all these ships arrive to the community, we do have tourists disembark to the community, which is okay. I believe this impacts wildlife in the area.	[about heritage centers and using designated areas of important historical area] thinking about the Northwest Passage becoming a World Heritage Site, because of the Northwest Passage history. The world knows about it, and it becomes a no-ship zone. It becomes a place that people can go see but not by ship, because it is too important. [...] in summertime there are more and more ships wanting to go there. I know it is to go see it, but there must be some way to protect it further from too much traffic.	The community members do travel with the cruise ships and do disembark passengers back and forth and driving back and forth real fast.	
	Perhaps it has cost many mammals to migrate to safer areas away from Lancaster Sound with so much shipping traffic noise. When it was relatively free some years back, we had a lot of mammals in our areas.	Sometimes our hunting depends on how the ice forms. It forms later and later every year and thaws out faster. With climate change, we have some researchers up there all year round checking on climate and whatnot.	When the ships starting shipping from Milne Inlet, all these issues started showing up. There were more issues arising from those issues, and this was after the federal government had approved the project.	This summer we had a Navy ship pass through our waters. We had not been informed why that Navy ship was up here and what it was doing [...] Who can we talk to regarding that navy ship and what it was doing, and how can we stop them from coming here?	We were very poor to be able to buy supplies. Around 1950 in Arctic Bay, four men had boats, but today, we need to agree on things, to work together with others today. We need to cooperate with others today.	
	[Mary River] would use a loader to ship the ore onto the ships, and they would have all this dust coming off of it. Most of those people that were working there all have died. [...] This chemical was added to water, and this chemical would be dumped into the ocean, but there were no dead sculpin or cod dying from this chemical. I did see a seal one time with no fur on it. We suspected that it was this chemical that was causing this to happen.	Even during the month of December, people hunt seals by boat now when we used to travel by sea ice in the past. Today, there is boating during the Christmas season when the sea ice should have formed long ago. These days, the ocean does not get saltier as soon as it used to. It is much more fresh water today.	all these ships are disturbing the hunting and wildlife. You had said we can halt these activities, like shipping activities along with Navy ships.	[NPC] had said during hunting season that the naval ships can be asked not to come here. That seems to be not a true statement [...] Who did the naval ship tell the community what they were doing?	Those hunting narwhal have used up the quota for the narwhal hunt. The reason being I had heard before, men hunting by boat have not been catching very many seals. It is probably due to the fact that there are less seals because they have less food.	
	We have it very bad here due to heavy traffic. We don't even know how clean our waterways are here now. It is bad now	It is bad now in many of our waters. They appear out of nowhere. I do a lot of travel by boat, and there are not too many safety areas where we can beach until the weather improves. It is not like that anywhere where we could partly predict what the weather will be like in our areas.	[Mary River] have three huge ships, and they are in a convoy. They are counted that as one. You can't count three ships as one. They have removed so much from our hunting areas. They are affecting hunting areas.	[HTO] need to be better informed of both these matters of people and ships coming up into the area.	We have exploration companies who want to look for oil and gas [in Lancaster Sound]. They want to do blasting in the oceans. So, to protect from that, we had wanted to build a conservation area. They have rangers or patrollers, and they are becoming more numerous. We have two boats here with QIA colors on them.	
	ballast water that is taken out every time when the jet goes back south empty. Where is that water going? Are you going to have a report as part of your Nunavut Planning Commission report? Would I be able to look at it sometime when it is done, or after or before January 10th?	The current is the way it is where when these mammals are shot. They sink and are lost. Animals, is it because of the climate change that the salt water has lost its saltiness and become less dense? Could it be due to traffic that is being made a problem by vessels?	we need to be concerned as a community with cruise ships and tourism. [...] the cruise ships coming into our area are becoming numerous. N	We need more help about the cruise ships and where they are going. We need more cameras [...] They should have a camera. We are losing animals, and us hunters, we are less hunting animals. We see barely narwhals today.	We have all these icebergs. Icebergs could be towed by ships, but we had these two ships try and tow one iceberg, and they could not do it. Apparently, the iceberg was grounded.	
	hen the ships come to Canada from Europe to the North, sometimes they carry something underneath them or some clams. They go to the great lakes of Canada and introduce alien creatures underwater.	huge ships are said to use cheap fuel, and [the] fuel causes very dangerous pollution	Our area has heavy traffic on ships.	The areas where we go for hunting, boating, relaxation areas, we want any form of commercial ships to be prohibited in those areas that I have mentioned, regardless of the size of the commercial vessel. We have agreed, and it is a priority as well.	getting ships up here with the trawlers, we now have fishing trawlers in our community.	
	We asked if all [Baffland] ships were checked. They said no. They only check some of the ship's ballast water. I am wondering if these marine organisms with their names I don't know, if they go to seals, they start eating the seal. Those types of parasites, have you done anything about that?		cruise ships are an inconvenience and nuisance, and we worry about their disturbance, especially to walrus haul-out areas and to bird sanctuaries.	We are adamantly against icebreaking ships coming through our seaways. So, the federal government should also be aware that these inland waters should be regulated stringently for the future.		

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			The smaller vessels coming through are so numerous, and there are problems. They come through our areas, and they come in without regard to walrus haul-outs and other mammals. They come in and take tour without any concern.	We want these ships regulated. We don't want icebreakers in our areas should these explorations [of oil fields] take place. We are starting now to voice our concerns that Lancaster Sound and our seaways should be free of these.		
			The tourism ships go to these places towards where the animals are [including the bird sanctuary], and that is a concern for us where the wildlife gather. The tourist ships go there. [...] That really bothers some of us, because it is one of the destinies that these cruise ships want to go see this protected area when we say don't go there.	we are able to track these ships through computer locators. I think we had many ships over our seaways this past summer. Some are yachts, and others are larger. Who is allowing these vessels to come through these waters? Who is the authority? Communities are not informed at all what vessels are within our waterways. Which department is responsible for these vessels to come through? Is it Nunavut Government or federal government? We will need to know which level of government is responsible for authorizing these vessels to pass through our waterways.		
			Before the disturbance came, this is when this population [of caribou] was healthy and living in their traditional grounds for calving migration routes, and their traditional routes are being heavily used even with vessels at times and exploration companies. This is why we thought that the population was becoming extinct. There was too much disturbance on their traditional migration and calving grounds	There are just too many vessels coming in that we are not aware of. At times, we don't even know how many are coming through.		
			main concern is the thing that happened all summer with cruise ships and tourists coming back after the COVID pandemic [...] the walrus haul-outs are no longer hauling out in some of the haul-outs on Devon Island anymore. Narwhals used to hang around all in the bays, all along the shoreline. They [tourists] are having a hard time seeing most of them over there now.	The best path appears to be right now through the Nunavut Planning Commission, how we can have your organization assist us in controlling of these ships coming through our seaways. Sometimes we are aware of which vessel is coming in or going through our waterways. Who is the authorizing authority for these vessels to pass through these waterways?		
			One of my main concerns with the wildlife we have up in Resolute, we have a lot of animals that are rare, endangered species, species at risk that come to nest and migrate up there. More cruise ships and yachts are coming up and asking where they all are and starting to harass more animals. All summer long, like I said, cruise ships and yachts and Coast Guard are asking where all the wildlife are.	If there is a way to control these vessels from travelling, it may be best for the mammals to live disturbance-free [...] Even as a person out of this community, it should be controlled in such a way that there is not much disturbance to the mammals.		
			vessels of any size are very much a concern to us. They are a nuisance, a disturbance to the wildlife. Perhaps the sound of their propellers during transportation, they are creating disturbance. Our mammals, our wildlife is starting to move away from our traditional seas.	We have to find ways to control this traffic coming through, mariners, vessel traffic		
			There is a sailboat company [...] that goes through Devon Island and through Lancaster Sound and goes into the inlet. Some of those inlets do not have whales on them anymore because of the ships, the cruise ships. There is too much trouble from the cruise ships going into the inlets.	How many ships did you get [Mary River]? How many tonnes of ore did they mine in a year at Nanisivik?		
			The route that the vessels take isn't populated anymore with beluga whales and other larger animals. When the shipping season stops for the winter, we see whales in the spring. Now since that mine shut down we are starting to see mammals starting to come back.	The iron ore waiting for the ships, were they kept outside in the open air? Were they covered, or were they kept inside a building?		
			shipping traffic is creating disturbance to these mammals [belugas] [...] so much traffic is coming and going. The shipping, we have concern in these regions, especially to the mine here, the wharf where they are.	We had ships going to Tremblay Sound, and we will want an answer on why they were able to. Who approved them to go into Tremblay Sound? They had helicopters. I don't think those ships got approved from the Hamlet or HTO. We don't know who approved them to come up here		
			vessel traffic is out of control from large vessels to sail ships. We don't even know where these vessels are coming from, but they are creating disturbance to that region.	Cruise ships also need approval to come up here. Some of their applications are approved. Some of them are not approved, but they still come up anyway.		
				the cruise ships are coming in more and more each year, especially to Pond Inlet and to Inuliakjuit. [...] these are ventures that are coming in for money-making purposes. We want to have these ships curbed and making less stoppages in our area as hamlet councilor or through organizations like Nunavut Planning Commission. If they do not have any restrictions imposed on them, it will get out of hand and become more and more numerous.		
			There are a lot of ships during the summer [from Mary River].			

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Pond Inlet, Nunavut			we get many cruise ship visit [...] these huge ships from cruise ships and Mary River Mine ships, cargo ships. This year, we had 25 cruise ship visits. Next year if cruise ship visits will be allowed, we will have more ships with more tourists coming into the Pond Inlet into Eclipse Sound.	Some of the ships have helicopters, and they even have submersibles. We have gone to them asked them what they are doing and asked to see their permits. They don't even want to show us their permits at all. They say they can only show them to the RCMP. The cruise ships need approval if they are going to have submersibles or helicopters.		
			We are the entrance way and exit through the so-called Northwest Passage. The Northwest Passage is a huge deal for tourists. For that reason, it seems like we have been getting an influx of cruise ships here. Be that as it may, the mining company ships still pass through here on their way to Milne Inlet.	When the cruise ships are doing too much, going anywhere too much regardless of Nunavut Impact Review Board and other organizations, they are not in the community. So, the cruise ships do whatever they want, and people are not watching them.		
			I have pictures of ships with helicopters that were flying anywhere willy-nilly, pretty much close to where the caribou are, and in the areas where we hunt.	Some of us here have seen from their yachts, they go ashore. You see people hiking. When people are asked why you are here on the land walking around, they say they are just enjoying the scenery. We know that they are not just enjoying the scenery. They are searching for things, some extensive things like rocks or minerals. The organizations that give out these permits like Inuit Heritage Trust, government, and NTI, we know they met annually. Some of us know this now. We want the HTO to be a member of these committees because we do have rights regarding our environment.		
			During the summer, there is no wildlife in Eclipse Sound at all when all these ships that had been approved to be coming up here start coming here. Especially with those cruise ships, they do whatever they want compared to Baffinland ships. They go pretty much anywhere they want to go. As soon as they are approved to come up here, some of them start going into the sounds.	I am noticing that the cruise ship visits, they don't exactly follow the rules. [...] We do make money from the cruise ships, but how they are set up, they are not properly set up		
			The ships going into the Pond Inlet area are increasing, and the small boats called yachts	It has been explained that sailboats will go pretty much anywhere. We are not dealing with these matters.		
			The ships were not that big too. [...] They are taking huge amounts of ore, and the ships are huge too.	If we are going to have so many ships, we need to try and limit the number of ships that would be coming up		
			I believe [cruise ships] will only become numerous in the future. They will start arriving more and more and more to the communities.	We have heard that there are more cruise ships and other ships coming into the area now today. [...] some communities have set up boundaries, but others don't respect or follow the boundaries at all.		
			We have more important concerns [than cruise ships], such as our harvesting areas. Once it is disturbed, it is very hard for mammals to come back to an area where we would harvest. There are no economic benefits for us. The sail ships are becoming numerous. Yachts coming into our area. They are all over the coast, so at this time.	we met a huge cruise ship to an area where we are going to harvest beluga whale. We were not aware. No one has mentioned this cruise ship will be at that place. [...] certain areas are out of bounds.		
			there are too many ships	We went up to a certain area for beluga whale, because there is none in our community [there] was a Coast Guard ship [there]. As a government vessel, they must have been aware that these areas are a concern to the community and recommended out of bound areas to large vessels.		
			While the [Crystal Serenity ship] was there, there was a news report about the cruise ship [...] lots of people want to come up here to visit the area.	I am always against cruise ships, although I have been told that we will benefit economically You will be able to sell your crafts, and you will be acquiring extra cash for yourselves. They go to an area where there is no population, no community, and we are usually a last resort for these cruise ships to stop. Even when they come into town, there is no economy. There is no selling of arts and crafts, so I am very much against these cruise ships.		
			Those ships pass by very closely, all these ships, all going up there and all going back. [...] they pass close by the shore That inlet is pretty narrow.	[cruise ships] will start arriving more and more and more to the communities. For those of us who live in Nunavut, let's put a stop to this.		
			The HTO had not wanted ships and people to go up there [route to Milne Inlet], but the char all has disappeared.	We need to have these shores monitored. [cruise ships] come in the land without invitation, without much care. They do pretty well as they please. Would NTI and QIA and other governing agencies be able to do something [related to monitoring]?		
			The people who are at home, the hunters who have cabins, the huge ships pass right by. They are very close, and they are going to the other side. Nobody talks about this. They are saying that matters should be researched. We want something done about this now that peoples to this matter be food security. It cost them. It has huge impacts to our food	there are concerns about cruise ships and other vessels 9in CLyde River] [...] We do not know of their locations anymore, either north of us or south of us		

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			A cargo ship, a Chinese cargo ship travelled through Lancaster Sound. It was a big deal then. It was a big deal because this particular company cut their travel time by two weeks from China to European port. So, if that is good to the shipping companies, we are going to have an awful lot of traffic.	Many times, we have no idea where the cruise ships are arriving from.		
			The habits of our wildlife have completely changed with respect to ships, from Baffiniand ships. It seems like we need to get the wildlife further away from the ships. They will affect our wildlife in our marine waters.	It would be so simple just to be aware of what the needs are and do something about these vessels causing problems, undue hardship, disturbing the wildlife		
			There used to be a lot of walruses around Grise Fjord, and for some reason, they disappeared from our area. Cruise ships and other vessels, for instance National Geographic documentaries, they like to do these documentaries disturbing, even if they think it is a serene document. They disturb these sites	I would like to ask where [Nunavut Tungavik] stand on cruise ships travelling through our territorial waters within our region. There is a lot of disturbance to narwhal, seals, and other mammals. Where do you stand on that?		
				The cruise ships are not numerous in my community. They are more to this area. Some you are aware of their arrivals, and sometimes you are not. The cargo ships transporting minerals, the traffic is hard enough. It is too congested. The water noise disturbance travels a long way through the water. How will this be curbed disturbing animals?		
				Perhaps if we are going to discuss these shipping matters, perhaps next year NTI could come to the community just to deal with this matter. I believe we have huge concerns among other things.		
				These matters regarding cruise ships, these aren't new issues to the community members.		
				Here in the high Arctic, we get so many ships. If we were like Iqaluit, there they get a ship like once a year, but here we get so many ships along with sailboats and smaller ships. If these rules won't be set in place now, it will take 10 years whether it will take effect. It will be too long		
				asking to NTI, the HTOs that allow cruise ships and sailboats to authorize them to come up here, can HTOs join the committee or whoever permits authorizations to cruise ships?		
				I would want Nunavut Planning Commission to fix this process and allow HTOs to join the committees or authorities in charge of authorizing cruise ships to come up here.		
				There are many cruise ships coming into the communities. It was mentioned and it was true that we don't even know what part of the shorelines or areas they are visiting or mooring for sightseeing. There is no information of who authorized their arrival. They have no idea where walrus haul-outs and other mammals are. Even at times, the Coast Guard has their own way where they stop and where they travel to.		
				With respect to oil exploration companies and ships becoming too numerous in [Tallurutiup Imanga, Lancaster Sound], this was delegated to Parks Canada, and the site was marked in red. This was used to further protect the areas north of Baffin Island, as the current there moves towards Newfoundland.		
				Lancaster Sound was being planned for protection purposes. It is obvious that all these ships will want to travel to/from Alaska through Lancaster Sound, along with the exploration companies. It will be hazardous for oil exploration companies to travel through Lancaster Sound. Narwhal, walrus, harp seals, they have a place somewhere in Baffin Bay where they spend the winter.		
				Ships were not allowed to travel through [the Navy Board Inlet], as there was too much wildlife in the area. Because of all the cruise ships, can we have more authority? Can we do something?		
				They were looking for the Northwest Passage when they got lost. So, when Lancaster Sound starts and ships travel through there, tourist companies plan for a long time. For examples, China and the Orient people, they plan to go through Lancaster Sound. Once they start travelling through there, we will have no authority to stop them. We need to request more assistance for that protection. Lots of countries are saying this is not Canadian waters but international waters. They are even saying that.		
				[small vessels] are the ones that do most damage or go in anywhere they wish to go. Is there no proper regulations? Many of them are coming in from outside of Canada.		
				There should be more effort to control our Canadian borders, our waterways.		
				I don't think we have any proper policies to deal with heavier traffic that will start coming in through Lancaster Sound, which is teeming with orcas, seals, walrus, and other species that are living in that area coming in and out throughout that sound to either side of the oceans. Lancaster Sound is also full of ptarmigan.		

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				The federal government appears to be letting traffic come and go as the vessels please. Suppose some regulations were to come into effect.		
				I would want Baffinland ships to move them further away from their current route.		
				If a ship had grounded or hit multi-year ice and the Canadian government does not have a lot of icebreakers, has this scenario been looked at?		
				We will use the government and others for assistance with respect to tourism, shipping, or even dealing with waters - the helicopters and those who come up here in ships that bring submersibles and drones, and other types of transportation used by ships		
South Baffin Region	When there was a spill, it would be good to see the effect of the spill on the local bottom dwelling fish, scalping. They can smell like fuel. It was a spill five years ago. The spill, I was out six miles. I could smell the fuel from the spill in Ivujivik by Hydro Quebec.		They come in through by boats. Our community does a lot of whale hunting and mammals in this region where heavy traffic is coming in from the city. They are all over the coast, the valleys. A lot of disturbance is also created by people coming into self-stone quarries	We are, after all, living in Nunavut, but still, we are never informed of what is going on in the immediate vicinity with ships, cargo ships, mining exploration, and other organizations in our lands	Iqaluit, Kimmirut, Pond Inlet, Qikiqtarjuaq, Clyde River, they have a joint venture of three fishery ocean-going vessels. They create an economy. They bring in about \$70 million dollars worth of fishery as a joint venture. [...] Because of these ventures, we have been able to buy ships	
	Concerning the shipping through the waters of Nottingham Island and Salisbury Island, it has not yet been implemented to pass a moratorium for the sea mammals and wildlife that need to be protected from the increasing sound of the ships, pleasure crafts, and whatever have you that pass by		The marine animals are seasonal, and the geese come and go from the south. The animals and the marine should have the least amount of impact or industrial impact possible. It is not just from hunters now that they are feeling the impact. They feel the effects of shipping and airplanes	Our area of the Cumberland Sound is huge. It has plenty of wildlife, and there appears to be no real restrictions to date except for the cargo ships. Cruise ships are the problem. It should be regulated that the captain of the ship should be well aware and told what the regulations are. We would like to see this as a regulated industry, something that can make work, a regulation with teeth.	smaller communities are always neglected, we need small craft harbours	
	[ships] should not change ballast waters in the North. When they use ballast water to balance, there are rules that they are not allowed to dump these waters. They could come from Quebec rivers that have pollution from the south into our waters. We assumed the ships might have spilled some that affected the shrimp, and the ship might have spilled some of their water in our areas. The shrimp are the food of the char, and the shrimp died off. What rules are in place for disposing of ballast water without the required approval? Is that the work of the federal government or will the communities close by get compensated?		there is so much cargo vessel traffic now as well. There is so much disturbance from the cruise ships coming into the area without our knowledge, compounding the problems to animals that are in dire straits.	We spoke of cruise ships coming in with their cameras and nothing else. They are the ones that we are really concerned with for interruptions. For tourism, nothing is really regulated, and sometimes this causes problems for the HTO in Pangnirtung.	We started last summer, and we started the summer cleanup all along our shores, the coast. Not only that will be worked on, but we have six people with boats doing the cleanup on the shorelines.	
	I wonder how the shore mammals are being affected by the traffic going through that area. The traffic is from taking loads for shipment. As the ships are coming into the harbour are registered carriers, they should adhere to ship ballast when it is released and where. Where they are drained, what contaminates are part of the ballast water?		Have you heard this message and whether outside of caribou, seal should be included, along with ships, sonar sounds, and various aspects of the ocean?	there are no measures to restrict vessel traffic or icebreaking with in Tallurutiup Imanga in the 2021 Plan		
			When you see the ships, when you see their films, they are close to the islands. It could be various animals that they approach very closely. The cruise ships are a concern to protect the islands. They should not come too close to the islands.	Tallurutiup Imanga includes important marine mammal areas and are areas for Inuit use and harvesting, which must be protected from disruptive activities such as vessel traffic and icebreaking. We heard this message loud and clear from community representatives during the Pond Inlet regional public hearing.		
			we worry about cruise ships. The tourist ships visit the islands looking at the wildlife in July, August, September, open water. The season, we don't want disturbance when they are nesting. They will flee in fear, so we want them protected. There are a lot of auks on those islands.	Tallurutiup Imanga that should be protected from fishing and icebreaking activities. With vessel traffic and icebreaking, Tallurutiup Imanga is not the only area in the Qikiqtaaluk marine region that includes important marine mammal areas and sensitive areas for Inuit use and harvesting. We believe that stronger restrictions should occur with vessel traffic and icebreaking in the Plan overall.		
			The shipping route is also straight through there [bird colonies]. They should try to stay as far away from the island as possible, especially in July. Once the damming started, it affected our wildlife. Airplanes and boats, their feeding grounds have been affected. The bird colonies were also affected. They have been affected. They are not as fat as they used to be. We are affected even though we are quite a distance from the locations of the dam.	The 2021 Draft Plan is considerably weaker than the preexisting protections outlined in the North Baffin Regional Land Use Plan. Examples of these measures include requiring that all ships stay away 10 kilometers from the shoreline and 20 to 25 kilometers from the coast on highly sensitive areas; implementation of corridors for marine shipping; and many more. At the minimum, we recommend that the Nunavut Planning Commission adopt these restrictions into the Nunavut-wide Land Use Plan.		

	Research Scan - Community concerns on vessel management and impacts					
Communities	Pollution (Blackwater, grey water, underwater noise, ballast water, oil spill)	Climate change & Fuels (Black carbon, greenhouse gas emissions, particulate matter emissions, heavy fuel oil)	Disturbance (Icebreaking, anchoring, traffic, tourism)	Governance and monitoring (Routing, emergency response, policies and regulations, access to information, monitoring, marine protected areas)	Local navigation/shipping (Shipping use, needs and services)	Unspecified/Other
			[...] Shipping in Nunavut, I saw. We also want it to be defended. I'll give that to you like that. It affects me. It affects Inuit. It affects hunters. It affects animals.	In addition, we will submit further comments to the Commission on specific areas where vessel traffic and icebreaking should be prohibited. In response to the concerns that we have heard from these communities at these hearings, we plan to submit further recommendations on areas of icebreaking and vessel traffic, including different types of cruise ships and yachts and friendly passage ships. Project-related ships and community resupply vessels should be restricted under the Plan		
			I am concerned with the walrus, concerned with the ships that pass by, which are increasing there in Salisbury Island. [...] I want to state that there should be a moratorium for at least 5 to 10 miles from the asking Island for the walrus.	The ship routes that go through the various places, you can see through the satellite the movement of ships. You can follow them online to see where they are. There is data where and when they are going, so we can monitor as Nunavik and Nunavut and check the islands and their travels. This will help monitor what is happening around the islands.		
			When you look at Ivujivik shipping route, we want the ships to go right between the land at the furthest distance from those points of land to July, August 31st that we have to defend our wildlife. The nesting auks on the island, the ships come too close. It is deep water, so they drive close to the islands where there are colonies of birds nesting.	The ice, we are getting less ice. Our ships, the icebreakers are a life saver that we give permission that an icebreaker is a useful ship. We have seen it here, but the routes are going through the hunting areas where the seals are, where the whales come through. They say it is a better route on the right side. Can we adjust the way the ships come in? We support the icebreaker in Nunavut. The DEW Line fuel delivery has to be shipped in annually if we are going to monitor.		
				I need to hear if Transport Canada and the federal government with especially cargo ships to Nunavut. They have no firm routes that are established yet for transport vessels, for cargo vessels to travel through. There has been mention on different sorts of vessels where they should be travelling in Nunavut. [...] Can you clarify exactly what the rules are surrounding registering when they go to travel in Arctic marine? My understanding is very limited.		
				smaller vessels coming up here, especially with vessels that carry 12 or less. They don't have to register. [it is a challenge]		

Nunavut Land Use Plan (NLUP) – Community Vessel Management Project

Research Scan

By Elissama Menezes & Andrew Dumbrille, commissioned by Friends of Land Use Planning (FLUP)

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Project Overview

The Nunavut Planning Commission (NPC) has been actively consulting on the development of a Nunavut Land Use Plan (NLUP) for the past several years, with multiple in-person community visits, hearings, and written submissions. As it begins to wrap up its work and finalize the Plan, there is a need to synthesize views and testimony related to community concerns and impacts from shipping and advocate for the NPC to adopt measures to address these concerns within the NLUP.

The project aims to support the development of measures within the NLUP to address community concerns on vessel management and impacts.

Methodology

The transcripts of the public hearing from the 2021 Draft Nunavut Land Use Plan were used to extract information on community concerns on ship impacts and management. The raw data can be found in this file [NLUP Hearings & Shipping](#). Other documents, such as presentations, provided background information on communities' perspectives. A set of keywords (Table 1)

were established, and an advanced search of the words and their variations was performed using Adobe Acrobat. When the terms were used metaphorically or outside the context of the maritime sector, they were not considered.

Table 1 - Keywords used to perform the research scan

Keywords	ship*, boat(s), vessel(s), maritime, navigation, *craft, cruise*, sailboat, container, yacht,*breaker, spill, oil, discharge, emission, ballast, passage, heavy, noise
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The information gathered from the hearings was separated by communities and participant groups. Only the concerns and inputs from community delegates and hosts were reflected in the final result. The shipping concerns from the communities were classified into five categories (Table 2) and summarized in a result table. Categories were merged for some communities to facilitate the presentation of the results.

Table 2 - Categories of shipping impacts used to classify communities' concerns

Shipping Impact Categories	
Pollution	Blackwater, grey water, underwater noise, ballast water, oil spill
Climate change & Fuels	Black carbon, greenhouse gas emissions, particulate matter emissions, heavy fuel oil
Disturbance	Icebreaking, anchoring, traffic, tourism
Governance and monitoring	Routing, emergency response, policies and regulations, access to information, monitoring, marine protected areas
Local navigation/shipping	Shipping use, needs and services

Results

Concerns on vessel management and impacts across all communities consulted during the 2021 Draft Nunavut Land Use Plan hearings were summarized in Table 3. The summary in Table 3 is generic and does not reflect the nuances shared by community participants. For instance, reflection on too-restricted shipping measures and support for icebreaker activities were part of the community's inputs, yet they are not reflected in this table.

A summary of shipping impacts for Cambridge Bay, Rankin Inlet, Pond Inlet, and South Baffin region can be found in Tables 4, 5, 6, and 7, respectively. There were no inputs on shipping impacts and management from the community in Thompson, Manitoba.

Way forward

An effort was made to summarize communities' perspectives on shipping impacts in a table. There needs to be more than a table to capture the complexity and connections of shipping impacts with other social, economic, environmental, and even historical issues. In the future, it may be beneficial to investigate better ways to holistically represent the layers of complexity within the concerns shared by communities.

Participant groups who were not classified as community participants or hosts had value to offer to the concerns and issues presented by the communities. Their views are not reflected in the summary tables. A further effort to reflect the views on shipping concerns and management by the signatory parties, Nunavut Planning Commission, and registered participants and guests could enrich this work and support answering some of the questions posed by the communities.

Result tables

Table 3 - Summary of communities' concerns on vessel management and impacts

Pollution	Climate change & Fuels	Disturbance	Governance and monitoring	Local navigation/shipping
Noise and vibration	Thinner ice connected with ship traffic which facilitates access to the region	Too many ships - heavy traffic and tourism, impact the community's activities, hunting, food security, and wildlife.	Communication to communities about ship route, activities, origin, destination, and feedback to the communities on the HFO ban. Implementation of corridors for marine shipping.	The community relies on boats to monitor vessel activities in some areas. Boats are also used for travelling, hunting, shore cleaning, and fishing.
Oil spill contamination	Climate change is connected to heavy ship traffic and increased challenge in navigating due to hard-to-predict weather events	Bigger vessels, navigation through tiny channels, and too close to communities, wildlife, and other areas of importance for Inuit	Call for a ban on icebreakers; ban ships independent of size and form from some regions of interest for the communities; stop navy vessels from coming unannounced to the region; moratorium for ships and pleasure crafts to protect wildlife.	Communities support rescuing and emergency response in the area. They need small craft harbours to safeguard their small vessels.
Shipping pollution connected to mining operations	Changes in water density due to climate change	Anchorage points in pristine areas	Shipping activity monitoring by and for communities - giving communities more authority. Reroute options for vessels.	The sea lifts services are deteriorating.
Ballast water and introduction of parasites, contaminants, and invasive species	Heavy fuel oil pollution	Cruise ships, yachts, cargo vessels, icebreakers, passenger vessels, and large vessels, navy ships, and coast guard vessels activities were identified as a concern to communities	Information about shipping regulatory scope and responsibilities. Differentiate local shipping governance from national and international. Knowledge of regulatory mechanisms for shipping impacts.	Fishery ocean-going vessels are creating economic opportunities and supporting communities to buy ships.

Table 4 - Cambridge Bay's Concerns on Vessel Management and Impacts

Pollution	Disturbance & climate change	Governance and monitoring	Local navigation/shipping use, needs and services
The noise and vibration from icebreaking disturb animals and shouldn't be allowed at any time. [need to do] underwater noise pollution studies	There are too many vessels.	Notice to Mariners in place for shipping - get communications from the ships and the companies. It is not a law. [...] it has worked great so far.	Use of boats to travel to other areas
If there is any oil spill that contaminates the waters and narwhals. We want to protect the char and seals. Who is going to be responsible for cleaning?	Too much traffic in the Northwest Passage impacts Arctic char and seal - our livestock.	Parks to be assisted to do the kind of work they need to do with [ships in] heritage area	[Rangers Program] uses small boats to identify the kind of movement of the ships and the vessels going around Nunavut. In the winter, snowmobiles are the only way to do the work. Our little boat can't break the ice and can't go.
	Newer and bigger icebreakers can go through the ice.	Concern about the impacts of the restrictions on shipping and future mines in the area. Some members thought the restrictions were too strict.	
		Icebreaking is [seasonally] banned	
		Kitikmeot Regional Wildlife Board asked for [heavy fuel oil] to be banned - supported WWF on the ban. There has yet to be any communication to the HTOs from the Marine Council. Our office has never been approached. Need more information on any consultation with WWF.	

Table 5 - Rankin Inlet's Concerns on Vessel Management and Impacts

Pollution	Disturbance & climate change	Governance and monitoring	Local navigation/shipping use, needs and services
Cargo ships and vessels to be more careful about noise. The char has gone upriver.	The marine traffic is quite disruptive to the mammals - affected by cargo ships and small-vessel traffic; how do we know the abundance of fishing is not affected by shipping, along with the seals and walrus?	[marine traffic] is quite alarming. TC or the Government of Nunavut should have given notice of the [changes in the] maritime traffic; [smaller communities] don't receive information as the regional centers do. Smaller communities are never aware of where the shipping routes and information.	Has the major local gas stations for vessels.
Where is the Coast Guard [in case of an oil spill]? It would take about four days at the earliest, which is dangerous; oil spills are always on our minds with that much traffic in our vicinity.	Cargo ships are one of many problems. Climate change is a problem as well. Climate change and vessel marine traffic is becoming intense. Marine mammals are moving away from our region.	Shipping routes are burdensome between Southampton Island and Coats Island; the residents of Coral Harbour have requested that the shipping route be rerouted to the south side of Coats Island.	There are no harbours or coves to protect the small rescuing vessels. The community responds to emergencies in the regions.
Mining [pollution] footprint includes transportation by ships.	Vessels don't appear to be very concerned about caribous crossing points. The traffic of the icebreakers and larger vessels will become problematic. There is no real hard freeze-up in many areas during the winter. What is causing it? Perhaps these vessels?	Vessels coming into their vicinity unannounced. Which department is responsible for vessels entering Canadian waters? HTO managers are concerned about overwork in dealing with shipping issues.	The sea lifts services are deteriorating.
	The ships are coming in through the small channels and close to our region, affecting the narwhal population. Ships are also huge. Vessels are setting up new anchorage points in very pristine areas. Who approves these anchorage points? [about anchorages]	We don't want ships between Coral Harbour, Southampton, and Coats Island. This was decided and supported by KIA. The Coast Guard is travelling in this region. Push for stopping shipping around [Lyon Inlet and White Island].	

Table 6 - Pond Inlet concerns on vessel management and impacts

Pollution	Climate change & Fuels	Disturbance	Governance and monitoring
<p>Ship noise is too much and travels a long way forcing mammals to migrate to safer areas away from Lancaster Sound.</p>	<p>Climate change has made it difficult to travel, and vessels are starting to come in early spring and early fall, disturbing the trails.</p>	<p>Heavy ship traffic impacts wildlife and hunting in the area; cruise ships, small vessels and yachts are an inconvenience and nuisance, disturbing walrus haul-out, mammals, and bird sanctuaries. Because of the cruise ships, some inlets no longer have whales. The tourists go to places where the community says don't go.</p>	<p>Navy ships pass through our waters unannounced - who can inform us what it was doing and how can we stop them from coming? Communities need to be better informed about ship activities and help monitor them; which level of government is responsible for authorizing the vessels to come? Cruise ships need approval to go here and restrictions - they bring some economic benefits, but they must be properly set up.</p>
<p>The chemical from Mary River ship loading activities was dumped into the ocean. How many ships does Mary River have? Was the iron ore waiting for the ships kept outside in the open air? Were they covered, or were they kept inside a building?</p>	<p>Animals, when hunted, sink and get lost. Is it because of climate change making the water less dense or due to vessel traffic? Huge ships use cheap fuel, and they cause hazardous pollution.</p>	<p>When the ships started shipping from the mine, many issues started arising. They have impacted hunting; the vessels' route isn't populated with beluga whales and larger animals. Wildlife habits have completely changed due to Baffinland ships - we must get the wildlife further away from the vessel.</p>	<p>Northwest Passage is becoming a no-ship zone - there must be some way to protect it further from too much traffic. Parks Canada was delegated to control oil exploration and shipping activities in Tallurutiup Imanga, Lancaster Sound. We had ships going to Tremblay Sound; who authorized them to go there? Shipping issues are familiar to communities. Countries say that the Northwest Passage is not Canadian waters but international water.</p>
<p>Heavy traffic pollutes the waterways. Where is the ballast water going? The parasites in ballast water can impact the seals? International ships carry invasive species and introduce them to our waters.</p>	<p>There is boating during Christmas when the sea ice should have formed long ago. The ocean does not get saltier these days as soon as it used to. It is much more fresh water today.</p>	<p>There are too many ships. Caribous traditional routes are being heavily used by vessels and other exploration companies. Ships with helicopters flying anywhere, close to the caribou and hunting area. Ships pass close by the shore, cabins, and in narrow inlets - ship impacts are a matter of food security. A Coast Guard ship was seen in a beluga whale area - gov vessel must be aware of the areas of concern and out of bound for boats.</p>	<p>We want any form and size of commercial ships to be prohibited in some areas. We are adamantly against icebreaking ships coming through our seaways, and they need to be regulated. How can we have the NPC assist communities in controlling ship traffic? Vessels with helicopters and submersibles need authorization to come to this area, and small boats are adequately regulated. Baffinland ships to move further away from their current route.</p>

			Inuit Heritage Trust, the government and NTI form a committee that meets annually and gives permissions to vessels. HTO needs to be a member of this group and participate in authorizing ships in the region. Would NTI, QIA, and other government agencies be able to monitor vessels coming to this area? Can communities have more authority with shipping activities in the area?
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Table 7 - South Baffin region concerns on vessel management and impacts

Disturbance and pollution	Governance and monitoring	Local navigation/shipping use, needs and services
<p>Tourists from cruises disturb the bird colonies. Shipping routes are too close to bird colonies and have affected them - they are not as far as they used to be. Shipping impacts hunters, animals, and communities.</p>	<p>Communities are never informed of shipping activities. Vessels need regulation with teeth, and the cruise ship captain should be aware of the concerns in the region. There is so much vessel traffic and disturbance from the cruise ships - they should not be allowed in some areas. Communities could use satellites to monitor ship activity in the area. A moratorium for the vessels and pleasure crafts (5 to 10 miles) to protect sea mammals and wildlife from underwater noise. Ships should not change ballast waters in the North. What rules are in place for disposing of ballast water without the required approval? Is that the federal government's work, or will the communities close by get compensated?</p>	<p>Fishery ocean-going vessels are creating economic opportunities and supporting communities to buy ships.</p>
<p>Through ballast water, ships can bring pollution from the south. How are the shore mammals being affected by the ship traffic? What contaminants are part of the ballast water?</p>	<p>There are no measures to restrict vessel traffic or ice-breaking within Tallurutiup Imanga in the 2021 Plan - it must be protected from vessel traffic and icebreaking. Icebreakers are useful ships in Nunavut, but their routes go through the hunting areas- can we adjust them? Need clarification about the rules on when vessels travel in Arctic marine, including small craft?</p>	<p>Smaller communities are neglected - need small craft harbours. Communities are using boats to clean up the shorelines.</p>
	<p>The 2021 Draft Plan is considerably weaker than the preexisting protections outlined in the North Baffin Regional Land Use Plan, including ships to stay 10 kilometres from the shoreline and 20 to 25 kilometres from the coast in highly sensitive areas; implementation of corridors for marine shipping; and many more. At the minimum, the Nunavut Planning Commission adopts these restrictions into the Nunavut-wide Land Use Plan.</p>	

Nunavut Land Use Plan (NLUP) – Community Vessel Management Project

Policy Menu

By Andrew Dumbrille & Elissama Menezes, commissioned by Friends of Land Use Planning

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BACKGROUND AND JURISDICTIONS

Generally speaking, vessel management measures can be put in place by states within 12 nautical miles of shore, known as the territorial sea; beyond that, a proposal to the IMO must be undertaken and agreed by the international marine community. However, as outlined in Article 234 of UNCLOS (see below) there are special provisions for ice covered areas which give Arctic states expanded jurisdiction outside of 12 nautical miles.

UN Convention on the Law of the Sea (UNCLOS)

- Article 22¹ allows a coastal state to unilaterally establish sea lanes and traffic separation schemes within its territorial sea and require ships to follow these lanes or schemes.
- Article 211 requires states to establish both international standards and domestic regulations regarding marine pollution.
- Article 234 (particular relevance to the Arctic), gives each coastal state the right to unilaterally adopt and enforce laws for the “prevention, reduction and control of marine pollution from vessels in ice-covered areas” in its EEZ where “particularly severe climatic conditions and the presence of ice covering such areas for most of the year create obstructions or exceptional hazards to navigation, and pollution of the marine environment could cause major harm to or irreversible disturbance of the ecological balance’.

Mandate and authority of the Nunavut Planning Commission

The Nunavut Planning Commission² is mandated under Article 11 of the Nunavut Agreement to develop, implement and monitor land use plans. The purpose of a land use plan, as stated in Article 11.3.2 of the Nunavut Agreement is to “protect and promote the existing and future well-being of the residents and communities of the Nunavut Settlement Area, taking into account the interests of all Canadians, and to protect, and where necessary, to restore the environmental integrity of the Nunavut Settlement Area.” Under Article 11, the definition of “land” includes water and resources including wildlife. The Article applies to both land and marine areas within the Nunavut Settlement Area and the Outer Land Fast Ice Zone. Land use plans developed under the authority of the Commission apply to all land use activities that occur on Crown Land, Inuit Owned Land or other privately held lands. Plans do not apply to, or within, the boundaries of National Parks, National Historic Parks or National Historic Sites administered by the Parks Canada Agency, or Territorial Parks once they have been established. Land use plans have the authority to direct resource use and development by placing obligations on all federal and territorial government departments and agencies, the Nunavut Impact Review Board, Nunavut Water Board, Nunavut Wildlife Management Board and Inuit organizations to conduct their operational activities relating to the management, regulation, and use of land in accordance with applicable land use plans, within the extent of their mandates and jurisdictional responsibilities. All federal and territorial government departments and agencies conduct their activities in accordance with approved land use plans.

¹ https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf

² <https://www.nunavut.ca/land-use-plans>

Transport Canada

Transport Canada is the primary agency that implements, updates, regulates and enforces the [Canada Shipping Act \(CSA\) 2001](#). The CSA is the principal legislation governing safety of marine transportation and recreational boating, as well as protection of the marine environment. The [Arctic Waters Pollution Prevention Act](#) (AWPPA) and its [Arctic Shipping Safety and Pollution Prevention Regulations](#) (ASSPPR) are the key legislative components under the CSA which manage vessel traffic in the Arctic.

The Polar Code

*The Polar Code*³, agreed through the International Maritime organization (IMO) governing safety and environmental protection for shipping in the polar regions, is embedded through national regulations in Canada within the CSA, AWPPA and ASSPPR.

International Maritime Organization (IMO)

International Maritime Organization⁴ (IMO) is a specialized agency of the United Nations which is responsible for measures to improve the safety and security of international shipping and to prevent pollution from ships. It was established by means of a [Convention](#) adopted under the auspices of the United Nations in Geneva on 6 March 1948 and met for the first time in January 1959. Inuit Circumpolar Council was granted provisional consultative status at the IMO in November 2021. This gives Inuit a direct voice to the international marine community during discussion and rule making for global shipping and shipping in Inuit Nunangat.

The Canadian Coast Guard

*The Canadian Coast Guard*⁵ owns and operates the federal government's civilian fleet and provides key maritime services. As a special operating agency of the Department of Fisheries and Oceans Canada, CCG helps the ministry meet its responsibility to ensure safe and accessible waterways for Canadians. In the Arctic CCG is responsible for spill preparedness and prevention, search and rescue, environmental response, icebreaking, Notice to Mariners, and aids to navigation.

Environment and Climate Change Canada (ECCC)

Environment and Climate Change Canada (ECCC) [supports](#) TC on marine governance and on issues related to water pollution and air emissions for marine transport.

³ <https://www.imo.org/en/ourwork/safety/pages/polar-code.aspx>

⁴ <https://www.imo.org/en>

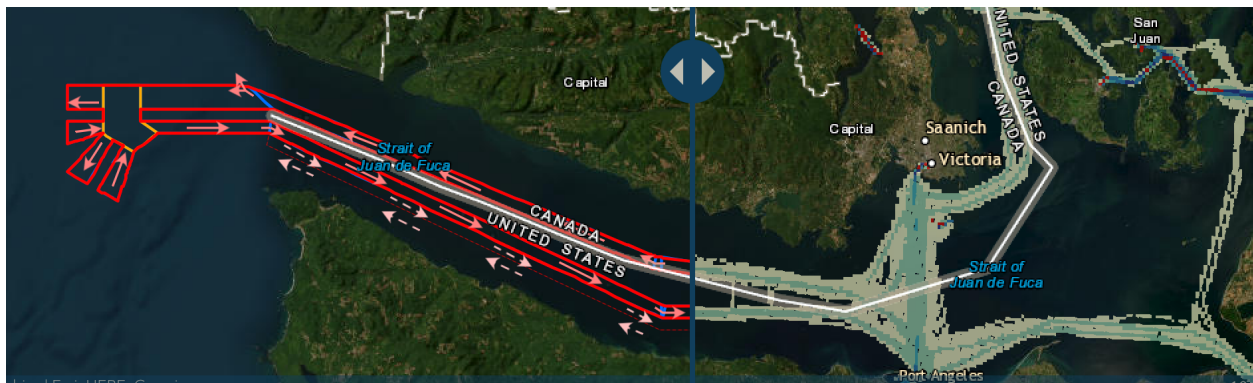
⁵ <https://www.ccg-gcc.gc.ca/corporation-information-organisation/mandate-mandat-eng.html>

POLICY DESCRIPTIONS AND RECOMMENDATIONS

Traffic Separation Scheme (TSS)/Low Impact Corridors/Notice to Mariners (NOTMAR)

A [TSS](#) is a vessel routing regime to separate traffic through establishing vessel lanes; [The Arctic Low Impact Corridor Initiative](#) is a project co-led by CCG and TC to designate transit areas for vessels in the Arctic; the [NOTMAR](#) provides detailed information on navigation and marine safety in Canadian waters.

Example: [TSS Feasibility](#) study for Southern Resident Killer Whale habitat



Source: TSS Feasibility study for Southern Resident Killer Whale habitat

NLUP recommendation

- TC and CCG should designate through all three of these policy tools: the NOTMAR; a TSS at the IMO; and the Low Impact Corridors Initiative, shipping lanes throughout Nunavut based on community input. Examples:
 - Shipping lanes that align with the Baffinland transit route through Milne Inlet and Eclipse Sound. Including a TSS at the IMO along with the domestic NOTMAR and Low Impact Corridor will ensure all international and domestic ships are mandated to transit in this designated lane.
 - Routing around the outside of Coats Island instead of vessels transiting inside close to Coal Harbour
 - Ships transiting near Ivujivik in the summer months should be well off shore to protect nesting Auks
- *Jurisdiction:* TC and CCG for the Low Impact Corridor initiative; TC for the TSS at the IMO; and TC and CCG for the NOTMAR

Area to be Avoided (ATBA)

An ATBA⁶ is a defined area which limits vessel navigation for safety and environmental purposes.

Example, [Roseway Basin](#)



Source: [TC website](#)

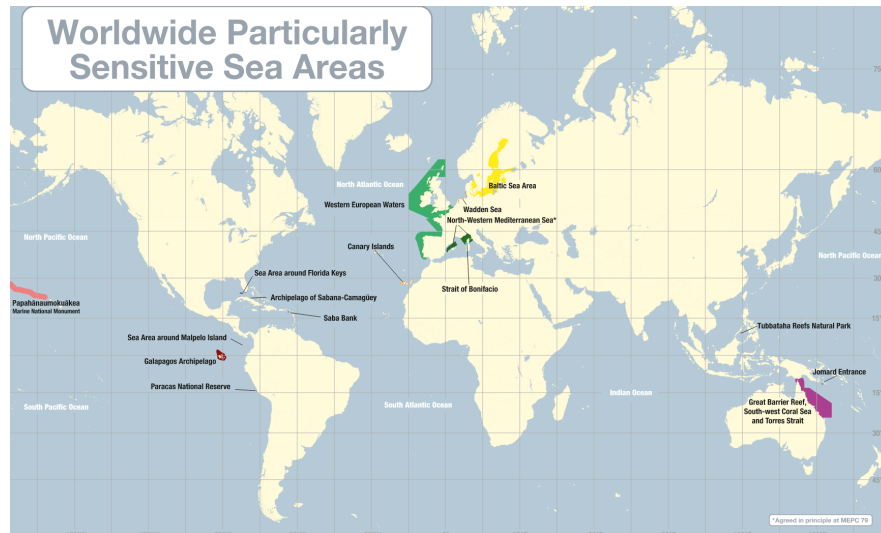
NLUP recommendation

- Designate a suite of seasonal or permanent areas including walrus haulouts, important bird areas, Inuit cultural and harvesting areas, and caribou sea ice crossings within Nunavut waters (out to 12 nautical miles) as areas to be avoided by vessels. Examples of areas that could be included:
 - Lyon Inlet and Winter Island
 - Chesterfield Inlet caribou sea ice crossings
 - Sugluk Inlet
 - Cumberland Sound
 - Navy Board Inlet
 - Tremblay Sound
- *Jurisdiction*: TC, in collaboration with Inuit Circumpolar Council, submission to the IMO, as well as inclusion in the yearly Canadian Arctic NOTMAR and designation within the low impact corridor initiative.

Particularly Sensitive Sea Area (PSSA)

⁶ <https://www.imo.org/en/OurWork/Safety/Pages/ShipsRouteing.aspx>

A PSSA⁷ is an area that needs special protection through action by IMO because of its significance for recognized ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities.



Source: [IMO website](https://www.imo.org/en/ourwork/environment/pages/pssas.aspx)

NLUP recommendation

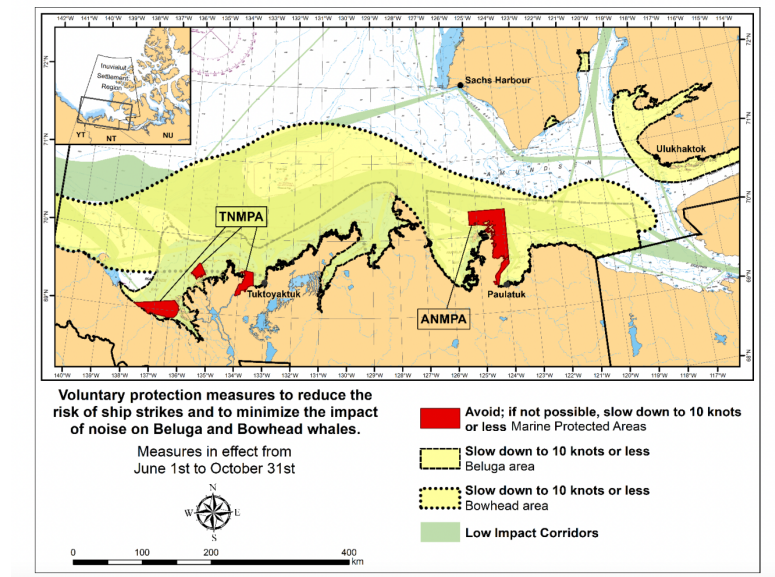
- TC should, through a designation at the IMO and collaboration with Inuit Circumpolar Council's status at the IMO, establish a PSSA for Tallurutiup Imanga NMCA and use community recommendations within the NLUP to form the basis of Associated Protective Measures (APM) to support such a designation. For example, the 9 knot slow down (see policy menu), no discharges (scrubber wash water, greywater, sewage), designated anchorage areas, and a TSS would all be APMs within the PSSA designation.
 - *Jurisdiction*: a PSSA is an IMO tool and TC leads Canada's delegation at the IMO and would be responsible for proposing and seeking support from the international marine community for the adoption of the PSSA.

Speed Recommendation

As in the western Arctic (below), speed recommendations can be put in place to reduce conflicts with marine mammals (and reduce GHG emissions and underwater noise).

⁷ <https://www.imo.org/en/ourwork/environment/pages/pssas.aspx>

Example: Western Canadian Arctic



Source: [2022 NOTMAR](#)

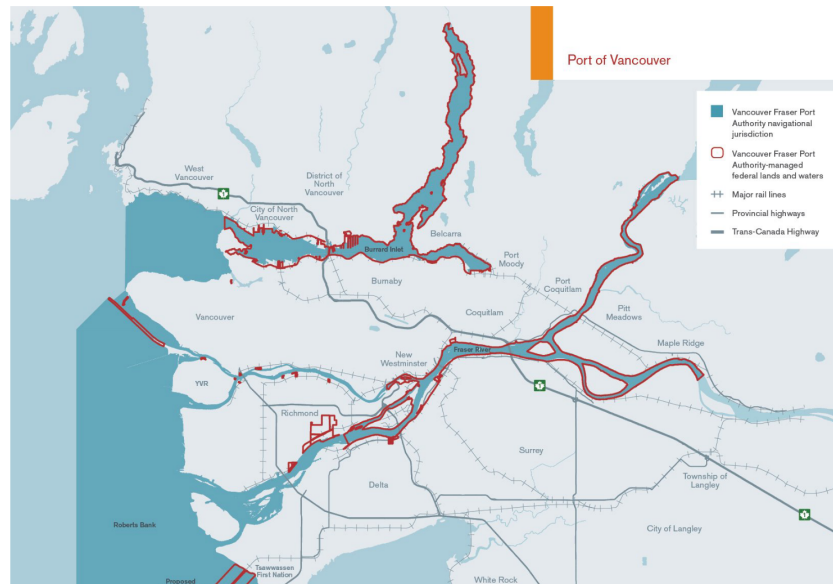
NLUP recommendation

- Designate Milne Inlet and Eclipse Sound (out to 12 nautical miles) a 9 knot slow down area to harmonize vessel speed measures with traffic servicing Baffinland Mine.
 - *Jurisdiction:* TC has full authority to put this measure in place, especially measures such as this within 12 nautical miles (UNCLOS Article 22).

Vessel Pollution Restrictions

Various piecemeal measures exist, that go above regulations, to limit pollution (greywater, sewage, scrubber wash water) from vessels. For example, the Port of Vancouver has committed to phasing out the use of exhaust scrubbers and the discharge of scrubber wash water within their port (3 nautical miles) jurisdiction.

Example: [Port of Vancouver](#)



Source: [Port Information Guide](#)

NLUP recommendation

- There are currently no national discharge rules for scrubber wash water pollution. An Arctic wide approach to banning the use of scrubbers is feasible with ECCC and TC taking the lead. Calling for a Nunavut approach, on a non-regulatory and voluntary basis, would be a good foundation for an Arctic wide ban. The NPC has the ‘...authority to direct resource use and development by placing obligations on all federal and territorial government departments and agencies...’ (NPC mandate) and is well placed to include this type of pollution measure in its plan.
 - *Jurisdiction:* NPC has the authority to include voluntary vessel pollutant restriction measures for all of Nunavut waters in the NLUP, and TC and ECCC can take a collaborative and mandatory approach to an Arctic wide ban on scrubbers.
- Greywater discharges from ships aren’t regulated north of 60 degrees in Canada, nor internationally. South of 60 degrees in Canada, the [Vessel Pollution and Dangerous Chemical Regulations](#) prohibit discharges of untreated greywater within 3 nautical miles of shore from large cruise ships or other passenger vessels carrying more than 500 passengers. Additionally, discharges of greywater from any type of vessel must not leave visible solids or sheen in the water. In 2022 TC implemented [voluntary cruise shipping discharge](#) rules for all waters under Canadian jurisdiction, including areas north of 60 degrees, which apply to smaller ships. These voluntary measures prohibit the discharge of all greywater within 3 nautical miles from shore, and prohibit the discharge of untreated greywater between 3 and 12 nautical miles from shore. They also have a mandatory reporting provision. NPC should go beyond these existing measures and recommend to TC to mandate all ships, not just cruise ships, discharge treated greywater 12 nautical miles from shore.
 - *Jurisdiction:* TC has full authority to put this measure in place, especially measures such as this within 12 nautical miles (UNCLOS Article 22).

Emission Control Area (ECA)

An ECA establishes mandatory air pollution restrictions from shipping which reduce pollutants such as nitrogen oxide (NO_x), sulphur oxide (SO_x), particulate matter and black carbon. In 2013 Canada implemented an ECA below 60 degrees in Canadian waters, but there remains no ECA in Canadian Arctic waters.



Source: [Shipowners website](#)

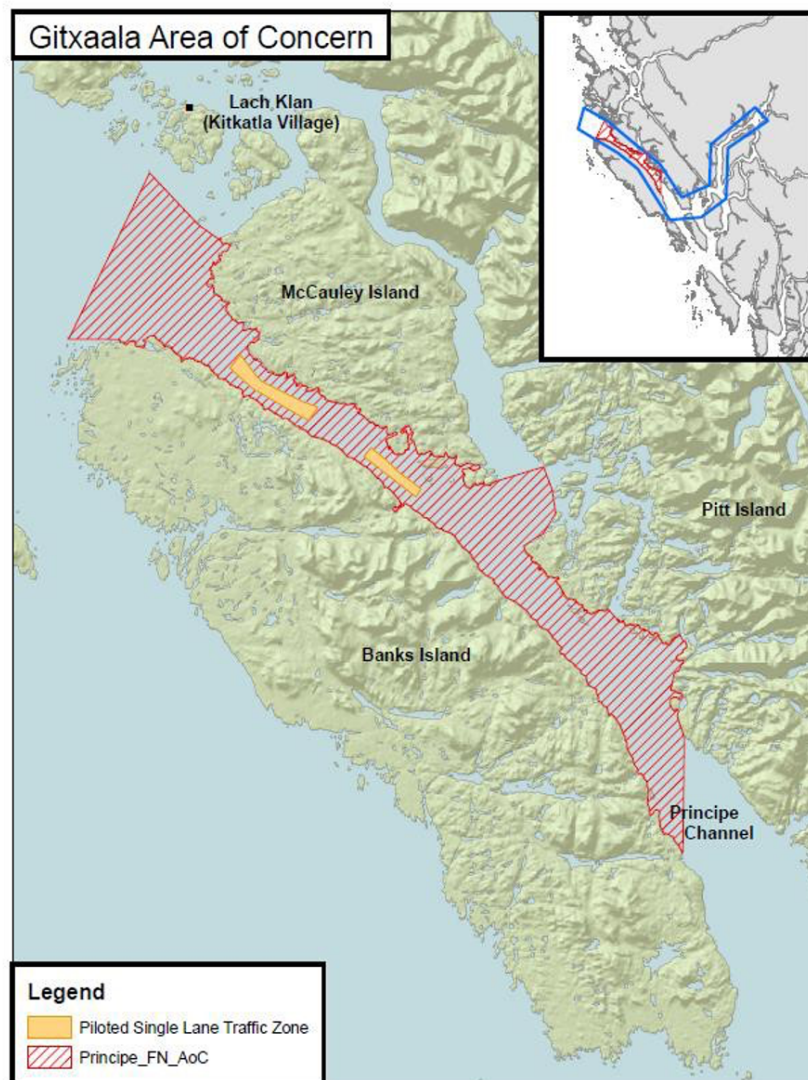
NLUP recommendation

- Designate Nunavut waters, and all Canadian Arctic waters, an ECA which would reduce air pollutants, and especially black carbon to limit ice/snow melt. Work with Inuit Circumpolar Council and their status at the IMO to ensure Inuit are involved in the proposal.
 - Jurisdiction: TC first proposes an ECA to the IMO and once adopted in that international forum the regulations are embedded in Canadian law.

Voluntary Waterway Management Guidelines/Notice to Mariners

Indigenous led shipping measures have been developed in Canadian waters in various forms. The Gitxaala and Gitga'at Nations [Waterway Management Guidelines](#) for vessels, and the Council of the Haida Nation [voluntary shipping protection zone](#) are measures which could be used as templates in the context of the NLUP.

Example: Gitxaala Area of Concern



Source:: [British Columbia North Coast Waterway Management Guidelines](#)

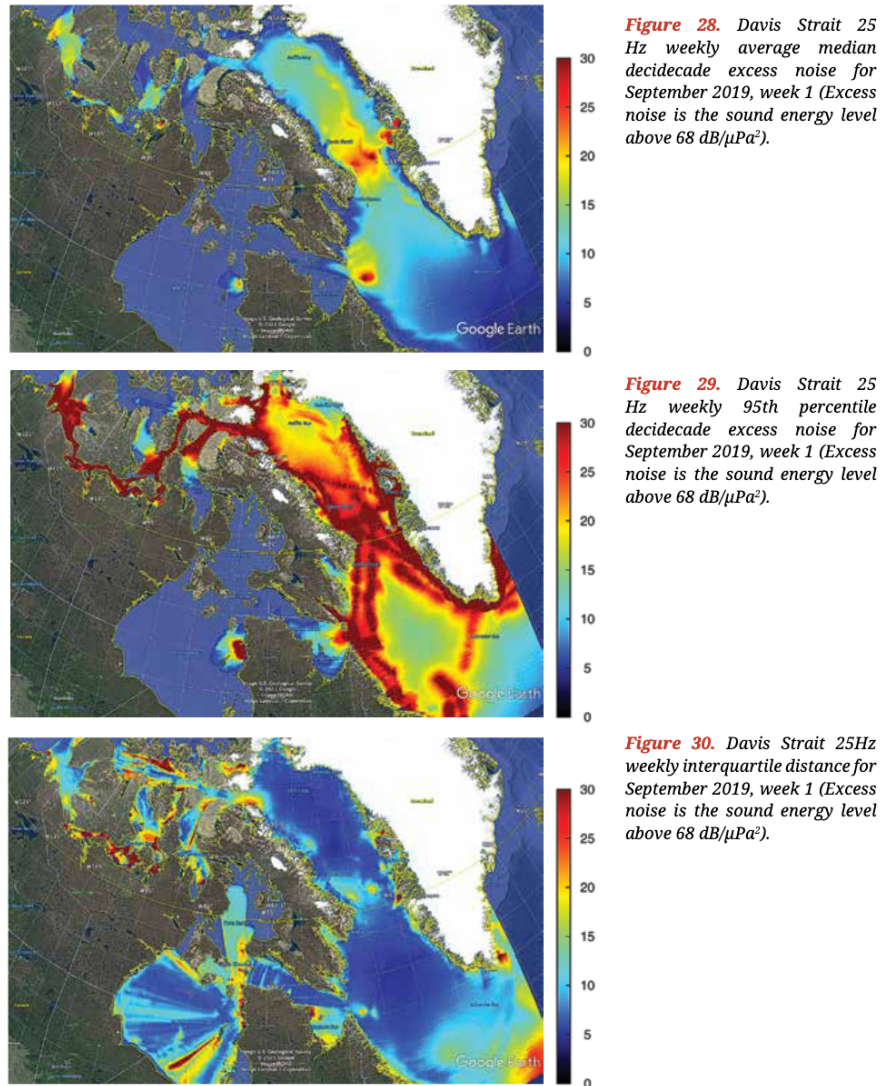
NLUP recommendation

- NPC develops a 'Notice to Mariners' ([NOTMAR](#)) which would be a comprehensive yearly updating of all the mandatory and voluntary measures for vessels in Nunavut waters to ensure shipping operators have the most up to date and relevant information for safe and low impact navigation.
 - *Jurisdiction:* TC publishes yearly Notice to Mariners which could include yearly NPC updated submissions for Nunavut waters.
- As the Haida Nation has [done on the west coast](#) in collaboration with TC, call for the designation of a Voluntary Protection Zone to guide vessel operators in Nunavut waters.
 - *Justification:* TC has undertaken this approach with other Indigenous Nations in Canada and should engage Regional Inuit Organizations to do the same.

Underwater Noise Limits

Establishing mandatory vessel noise management plans and noise reduction targets for ships would significantly quiet Nunavut waters and benefit marine mammal populations.

Example: [Arctic Council Underwater Noise report 2021](#) (image: page 44 of the report)



Source: [Arctic Council Underwater Noise report 2021](#) (page 44)

NLUP recommendation

- Call for the implementation of the IMO's new revised underwater noise guidelines which include specific measures to include Indigenous Knowledge and operations in Inuit Nunaat; and mandate noise management plans on all vessels transiting Nunavut waters with associated noise reduction targets to phase down noise levels for each ship. Speed reductions, such as those proposed in this policy menu, will also contribute to quieter Nunavut waters.

- *Jurisdiction:* TC has the federal lead on vessel management and regulations in the Arctic and could mandate all vessels transiting Nunavut waters to adhere to these measures.

Marine Fuel Equity Fund

As the Heavy Fuel Oil (HFO) ban comes into force, July 1 2024, there is potential that any extra costs associated with using cleaner fuels will be passed onto communities. A similar situation exists with implementing an ECA in the Canadian Arctic (an ECA south of 60 degrees in Canada has existed since 2013, many vessels are already using cleaner fuels). A Marine Fuel Equity Fund would support the transition and enable the implementation of the HFO ban and Arctic ECA which would bring environmental benefits on par with south of 60 degrees without economically burdening northern families.

Example: HFO used ([ICCT 2020](#))

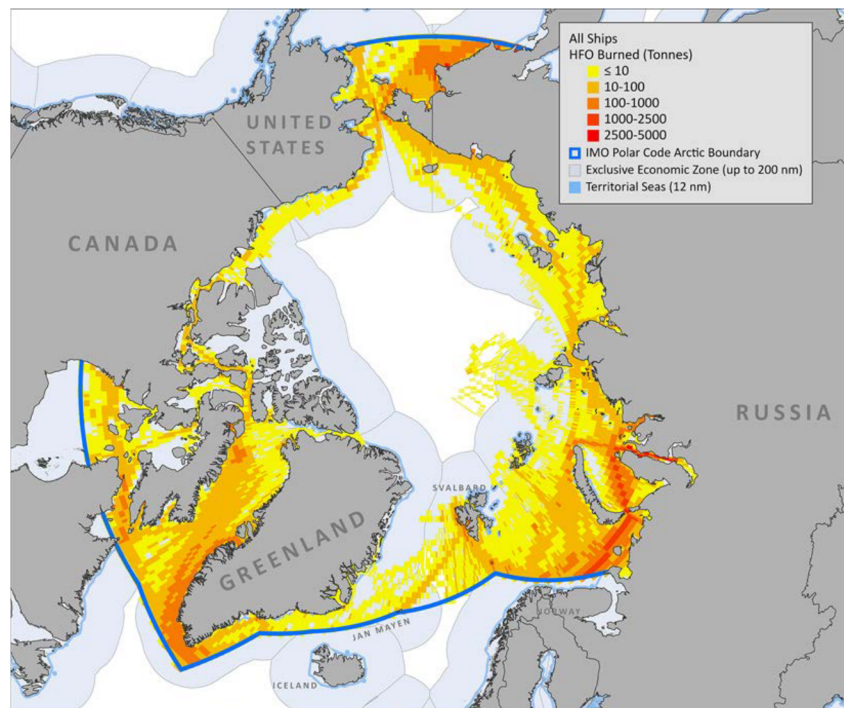


Figure 6. HFO used by ships in the Arctic in 2019

Source: page 10 of the report

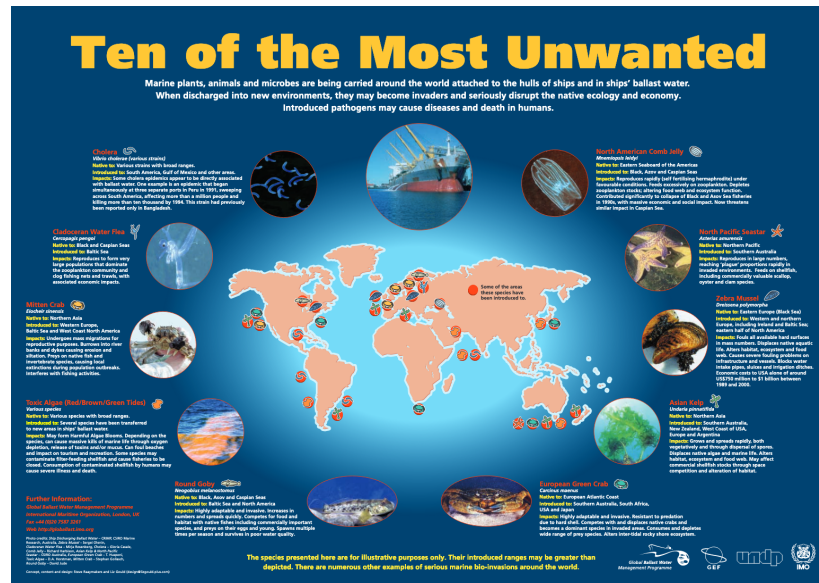
NLUP recommendation

- To support the call for both the full implementation of the HFO ban and the establishment of an Arctic ECA and Nunavut waters, recommend the establishment of a federal fund to support the use of cleaner marine fuels in Nunavut waters.

- **Jurisdiction:** TC has the federal lead on vessel management and regulations in the Arctic and could allocate budget for this initiative.

Ballast Water and Hull Fouling Management

To limit and control the spread of invasive species, Nunavut waters should be more comprehensively protected by ensuring best practices and voluntary measures are mandatory for all vessel traffic.



Source: [IMO infographic](#)

NLUP recommendation

- Recommend the current voluntary hull fouling guidelines are mandatory for all ships transiting Nunavut waters, and ensure ALL ships are following the 'D2' ballast water management protocol by both treating all discharges of ballast water and exchanging ballast water outside of Canada's Exclusive Economic Zone (200 nautical miles).
 - **Jurisdiction:** TC has the federal lead on vessel management and regulations in the Arctic and could mandate these measures.

Cruise Ship Oversight Committee

As cruise traffic grows so do the impacts, risk, and concerns over jurisdictional infringement. Dialogue between land claim organizations and communities needs to be more systematically managed to ensure sufficient notice and local rules and guidance are followed.



The Clipper Adventurer grounded in Coronation Gulf, August 2010. (Photo: Sven Commandeur.)

NLUP recommendation

- Establish a committee of community members and land claim organizations to review and give guidance to cruise operators in Nunavut. And, call for a zero tolerance enforcement regime which would fine and ban/sanction future cruise transits for violations of the land claim and Canadian regulations.
 - *Jurisdiction:* TC grants permission to transit in Nunavut waters and has the federal lead on vessel management and regulations in the Arctic. CCG enforces vessel regulations and can be involved in fines and vessel sanctions.
- Develop a 'Community Engagement Certificate for Vessel Captains' program which would allow community members to speak, educate and inform vessel captains directly about go/no go areas, safe vessel operations, appropriate anchorage sites, preferred transit routes, importance of harvesting rights, and further integrate communications channels in case of emergencies and situational awareness.
 - *Jurisdiction:* If it was a voluntary certificate, social pressures could be the enforcement. Cruise ship associations like AECO (Arctic Expedition Cruise Operators) could partner to help develop and deliver the program.
- Community concerns regarding anchorage sites within Nunavut waters persists. Including community recommendations within the NOTMAR could help alleviate some of these concerns.
 - *Jurisdiction:* CCG and TC collaborate on the development every year of the NOTMAR.
- Empower Inuit Guardians and Canadian Rangers with more monitoring and enforcement powers to board vessels and check for regulatory compliance.

- *Jurisdiction:* CCG and TC can partner with Inuit Guardians and Canadian Rangers to jointly implement a more comprehensive cruise enforcement regime in Canadian waters.

Icebreaking Restrictions

CCG or other vessel icebreaking can damage caribou crossings, impact the acoustic hearing space of marine mammals, create leads which interfere with whale migration, render ice highways unusable, and disrupt harvesting activities. Specific and seasonal restrictions can be put in place to remedy these impacts.



The Canadian Coast Guard Ship Louis S. St-Laurent makes an approach to the Coast Guard Cutter Healy in the Arctic Ocean Sept. 5, 2009. While the Canadian Arctic is a matter of Canadian concern, alliances and partnerships remain important, and Canada's Arctic does not exist in geographical isolation, writes Thomas Hughes, the Canadian Defence and Security Network's 2022-2023 Post-Doctoral Fellow. *Photograph courtesy of U.S. Coast Guard*

NLUP recommendation

- Recommend a blanket Nunavut wide ice breaking restriction when transiting above ice numerical 3/10, for all of Nunavut waters, except for emergency and safety purposes.
 - *Jurisdiction:* TC grants permission to transit in Nunavut waters and has the federal lead on vessel management and regulations in the Arctic.

Community Spill Response Planning and Reform of the Marine Liability Act

It's rare for communities in Nunavut to have a fully resourced community-based spill response and preparedness plan with accompanying training and regular updating. Spill response times in the Arctic are drastically longer than south of 60 degrees, and communities can be the first responders for many days prior to outside support.



Source: [Canadian Sailings](#)

NLUP recommendation

- Recommend concrete targets for CCG to complete and resource community spill and preparedness plans for every Nunavut community.
 - *Jurisdiction:* CCG is responsible for spill response and preparedness and response in Nunavut waters.
- Part 7 of Canada's [Marine Liability Act](#) deals with the administration of the [Ship Source Oil Pollution Fund](#) (SOPF). NLUP should call for the reform/modernizing of Part 7 of the Act to: 1) allow a more Indigenous centered approach to how the Ship Source fund is administered (very few Indigenous claims have been granted); 2) consider non-economic loss, preparedness and pre-impact studies, restoration, and long-term monitoring and recovery projects within the remit of compensation in the (SOPF).
 - *Jurisdiction:* TC is responsible for the administration of the Marine Liability Act and oversight of the SOPF.

Vessel GHG Reduction Targets

Shipping accounts for nearly 3% of global climate emissions. The Arctic is warming nearly four times the rate of the rest of the planet. [Canada's Emission Reduction Plan](#) does not include concrete GHG reduction targets for vessels, nor a resourced plan to get there.

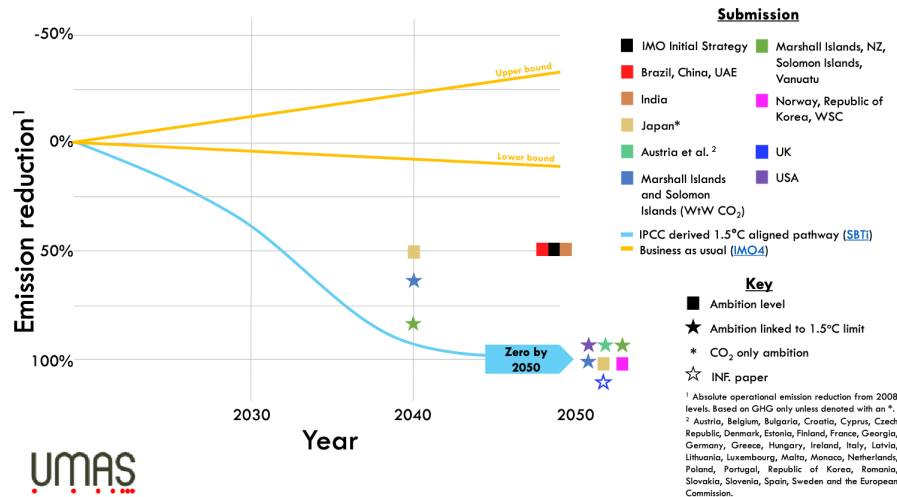


Figure 11: Summary of different levels of ambition in discussion at ISWG 13 and MEPC 79

NLUP recommendation

- Recommend concrete targets and timelines for GHG reduction from vessels transiting Nunavut waters and call for a revision of the IMO GHG reduction strategy in line with 1.5 degree warming: 50% by 2030 and 100% by 2040.
 - Jurisdiction*: TC leads Canada's delegation at the IMO and regulates domestic shipping in Canadian waters.

Daily Shipping News

Shipping traffic is increasing, and many communities are unaware of when, where, how, who, and what vessels are transiting Nunavut waters. Systematic communication needs to be established to answer these community concerns.



The Kiwi Roa off the coast of Greenland in 2019. Peter Smith, 72, is sailing his yacht in the Northwest Passage in violation of COVID-19-related orders prohibiting most foreign ships from entering Canadian waters. (PeterSmith.net.nz)

NLUP recommendation

- Recommend a 'Daily Shipping News' broadcast over the radio giving listeners an understanding of vessel traffic in Nunavut waters.
 - *Jurisdiction:* TC and CCG in coordination with regional communications networks and the [Inuit Marine Monitoring Program](#) (IMMP).
- NPC should develop an app/website, with support from CCG and engagement of the IMMP, to allow Nunavummiut to click and see vessel transits in real time.

UN Declaration on the Rights of Indigenous People (UNDRIP)

On June 21, 2021, the [United Nations Declaration on the Rights of Indigenous Peoples Act](#) received Royal Assent in Canada and came into force.

As the Canadian Justice Department's website states: 'References to "free, prior and informed consent" (FPIC) are found throughout the Declaration. They emphasize the importance of recognizing and upholding the rights of Indigenous peoples and ensuring that there is effective and meaningful participation of Indigenous peoples in decisions that affect them, their communities and territories.'

With the adoption of the UNDRIP Act, federal agencies such as Transport Canada have even more of a responsibility to uphold and implement the mandate of the NPC as an Indigenous governing body in Nunavut. The mandate of the NPC unequivocally states: Land use plans have the authority to direct resource use and development by placing obligations on all federal and territorial government departments and agencies.

Ocean Protection Plan (OPP)

Stronger partnerships with Indigenous and coastal communities are at the centre of the Canadian government's OPP marine transportation initiative. Taking direction from the NPC and implementing its recommendations through the lens and budget allocations of the OPP would enable stronger protections and addressing community concerns.