



# Inuvialuit Settlement Region **Cruise Ship Management Plan** **2022-2025**



**INUVIALUIT**  
REGIONAL CORPORATION

First Edition. Published in January 2022.

Suggested citation:

Inuvialuit Regional Corporation. 2022. *Inuvialuit Settlement Region Cruise Ship Management Plan*. [https://irc.inuvialuit.com/sites/default/files/ISR\\_Cruise\\_Ship\\_Management\\_Plan.pdf](https://irc.inuvialuit.com/sites/default/files/ISR_Cruise_Ship_Management_Plan.pdf)

## Message from Chair & CEO



**- Duane Ningaqsik Smith**  
Chair & Chief Executive Officer  
Inuvialuit Regional Corporation

**Since time immemorial, Inuvialuit have had the privilege of enjoying the Beaufort Delta's beautiful land and waterways while also relying on its vast resources for our livelihoods.** Today, our region is more accessible than ever before as the global climate changes and the Beaufort Sea is more navigable during the summer months – drawing in more and more adventurous tourists every year. There are considerable economic, cultural, and social opportunities in our newfound ability to share our spectacular landscapes and vibrant communities with visitors from around the world.

Visiting the Inuvialuit Settlement Region by cruise ship showcases our remarkable coastal communities in a unique and memorable way. While it is an honor to be able to host travelers

in this way, under section 1(c) of the Inuvialuit Final Agreement – to protect and preserve the Arctic wildlife, environment and biological productivity – Inuvialuit must remember that we are the stewards of this land and water, so we must ensure that it is maintained for generations to come. Together, Inuvialuit can ensure that cruise ships are managed in a sustainable, environmentally friendly way.

This Cruise Ship Management Plan aims to do just that, while proactively setting standards for respecting Inuvialuit lands, waters, and people. Thank you for taking the time to read and familiarize yourself with this important plan. We all have a part to play in protecting and preserving our land and waterways.

**Quyanainni! Koana! Quyanaqpak!**

## **Acknowledgements**

The Inuvialuit Regional Corporation (IRC) would like to thank all Inuvialuit beneficiaries and organizations who contributed to the creation and review of this management plan. IRC greatly appreciates the time and feedback provided by individuals and organizations throughout the engagement activities and consultations. IRC would like to thank the Inuvialuit Land Administration, Inuvialuit Community Economic Development Organization, Inuvialuit Development Corporation, Inuvialuit Game Council, Joint Secretariat, and the Environmental Impact Screening Committee for their roles on the Inuvialuit Cruise Management Advisory Committee and continued support of cruise ship management in the Inuvialuit Settlement Region (ISR). Feedback was also received from the Community Corporations, Hunters and Trappers Committees, Elders Committee, the Regional Youth Advisory Group, and the Wildlife Management Advisory Councils. IRC would also like to thank the ISR Hamlets, Government of the Northwest Territories, Coast Guard, Transport Canada, Parks Canada, Fisheries and Oceans Canada, and Crown-Indigenous Relations Northern Affairs Canada for their review and feedback. Finally, IRC would like to thank the Innovation, Inuvialuit Science, and Climate Change Division for coordinating the development and distribution of this management plan.



## Executive Summary

The Inuvialuit Settlement Region (ISR), home to the Inuvialuit, is located at the western entrance of the Northwest Passage (NWP) and accounts for approximately 20% of the Canadian Arctic. The ISR is designated under the 1984 Inuvialuit Final Agreement (IFA), the first comprehensive land claim agreement north of the 60th parallel. The IFA protects the Inuvialuit's strong connection to their traditional lands and waters.

The impacts of global climate change are posing new challenges in the Arctic, including the ISR. As the Arctic continues to warm at an accelerated rate, the amount of sea ice is being reduced, and Arctic waters are staying open longer each year. As new areas of the Arctic are being opened by melting sea ice, more people and vessels are venturing to the Arctic for both commercial and recreational purposes. A growing cruise ship industry is contributing to the increasing vessel traffic in the Arctic. While cruise ship tourism is not a new sector in the Canadian Arctic, it is relatively small compared to other Arctic countries. This provides Inuvialuit a unique opportunity to proactively manage cruise ship tourism and ensure that it supports Inuvialuit values and priorities while minimizing any negative impacts on the environment and/or people.

Inuvialuit identified the following key themes which are included in the Cruise Ship Management Plan (hereinafter referred to as "the Management Plan"):

- Vessel Management
- Marine Environmental Protection
- Community Visitation
- Shore Visitation
- Emergency Response
- Health and Safety
- Monitoring and Enforcement

The Management Plan provides clear expectations for cruise ship operators while transiting through the ISR. Expectations include timelines for connecting with communities, financial and employment considerations, wildlife interactions, and proper route planning.

Route planning is an important step to ensure that traditional activities, such as harvesting, and cultural sites will not be impacted by cruise ships visiting the ISR. It is important for environmental and cultural preservation that Operators and tourists comply with the wildlife viewing guidelines outlined in this Management Plan and refrain from any unscheduled stops. These guidelines were developed with Inuvialuit guidance and represent key local values. It is also essential that Inuvialuit are provided an opportunity to participate in the cruise ship economy, both while on board as Onboard Marine Monitors and Guides, and onshore through the provision of shore experiences. Inuvialuit should be hired whenever possible, and opportunities should be made available for guests to purchase local arts and crafts when in the communities. These actions support the second goal of the IFA: to enable Inuvialuit to be equal and meaningful participants in the northern and national economy and society.

Compliance with this plan will allow for a successful and respectful industry that can benefit both Inuvialuit and visitors.





# Table of Contents

## Part 1: Introduction

6

- 11 Inuvialuit Value Statements
- 12 Scope of Management Plan

## Part 2: Management Focus Areas

14

- 16 Principles of Vessel Management
- 24 Marine Environmental Protection
- 32 Community Visitation
- 36 Shore Visitation
- 40 Monitoring and Enforcement
- 42 Contact Information

## Part 3: Emergency Response & Safety

44

- 44 Emergency Response
- 46 Health and Safety

## Part 4: Conclusion

48

- 50 List of Acronyms
- 52 Appendix 1: ICEDO Community Engagement  
Questions to Discuss Cruise Ship Tourism
- 53 Appendix 2: Cruise Ship Operator Check List
- 54 Appendix 3: Environmental Impact Screening  
Committee Process
- 55 Appendix 4: Example Post-Visit Artist Sale Survey



# Part 1: Introduction

As the global climate changes, the Arctic is experiencing warmer and milder winters, which have caused a significant negative impact on the sea ice, both in terms of age and extent. An area that was historically considered inaccessible and inhospitable is now becoming more navigable in the summer and, as a result, a destination for the extreme adventurer. An increasing number of people are travelling north to see the “last frontier” and witness firsthand the iconic polar bears, belugas, and icebergs that the North is renowned for.

Positioned at the western entrance of the Northwest Passage, the Inuvialuit are the gatekeepers to this historic route. The Inuvialuit Settlement Region (ISR) (Figures 1 and 2) is consequently being impacted by this growing attention. The increase in vessel traffic, and specifically cruise ship traffic, has highlighted the need for an ISR Cruise Ship Management Plan (hereinafter referred to as “the Management Plan”) to proactively ensure that the Inuvialuit lands, waters, and people are respected.



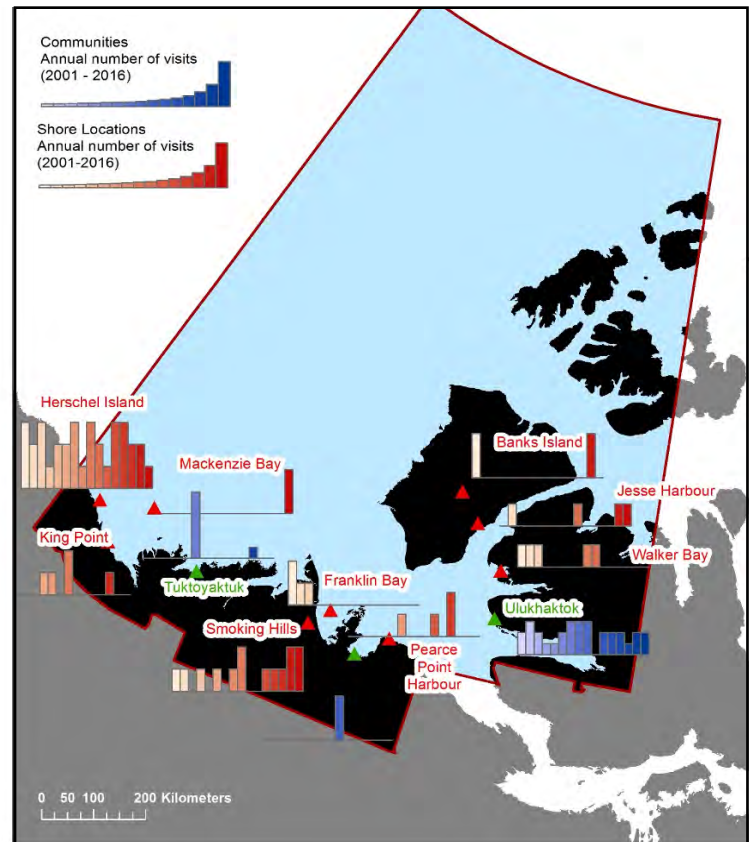
As seen in Figure 1, cruise ships have been visiting the ISR since 2001. Generally, Ulukhaktok receives the most community visits, while Herschel Island receives the most shore location visits. Given the delicate nature of the Arctic ecosystems and their pristine condition, it is important for Inuvialuit to manage cruise ships proactively and meaningfully, as per the Inuvialuit Final Agreement (IFA).

In 1984, after 14 years of negotiations, the Government of Canada and the Inuvialuit signed the IFA, the first comprehensive land claim agreement north of the 60th parallel. The IFA highlights the responsibilities of visitors to not cause significant environmental damage or interfere with fish and wildlife harvesting activities while within the ISR. The ISR, an area designated under the IFA, spans approximately 20% of the Canadian Arctic.

The basic goals of the IFA, as expressed by the Inuvialuit and recognized by Canada under Section 1, are:

- to preserve Inuvialuit cultural identity and values within a changing northern society;
- to enable Inuvialuit to be equal and meaningful participants in the northern and national economy and society; and,
- to protect and preserve the Arctic wildlife, environment and biological productivity.

This Management Plan has been developed to uphold the values outlined in the IFA. It focuses on strengthening Inuvialuit beneficiaries and communities through the optimization of economic, cultural, and social opportunities. This Management Plan also complements the Inuvialuit Settlement Region Cruise and Yacht Management Strategy 2018-2023, (hereinafter referred to as "the Strategy"), drafted by the Inuvialuit Community Economic Development Organization (ICEDO).



**Figure 1.** The annual number of cruise ship visits (including expedition ships) to community and shore locations in the ISR (2001-2016). Graphic courtesy of ESPG University of Ottawa.

In 2017, ICEDO conducted extensive community engagement and a review of global best practices to develop the Strategy. Over 100 community members were given the opportunity to reflect on the benefits of cruise ship visitation and indicate areas for improvement. The schedule for the individual community consultations is shown in Table 1. The full list of questions presented to the community members during the ICEDO engagement sessions is outlined in Appendix 1.

As a result of the consultations, key themes, values, and recommendations were identified. These have been integrated into the Management Plan.

This Management Plan was also developed with guidance from the Inuvialuit Cruise Management Advisory Committee (ICMAC), a group of local marine and Arctic experts. The ICMAC Tier 1 includes members from the Inuvialuit Regional Corporation (IRC), ICEDO, the Inuvialuit Development Corporation (IDC), the Inuvialuit Game Council (IGC), the Environmental Impact Screening Committee (EISC), and the Joint Secretariat (JS). The second ICMAC tier consists of non-Inuvialuit organizations:

- Government of the Northwest Territories (GNWT)
- Fisheries and Oceans Canada (DFO)
- Coast Guard (CCG)
- Transport Canada (TC)
- Parks Canada (PC)
- Crown-Indigenous Relations Northern Affairs Canada (CIRNAC)
- ISR Hamlet Offices

In addition to the ICMAC reviewing this Management Plan, the Community Corporations (CC), the Hunters and Trappers Committees (HTCs), Elders Committee, Regional Youth Advisory Group, Wildlife Management Advisory Councils (WMACs), and general public were also given an opportunity to review the plan and provide feedback. The complete community Engagement Campaign 2020 – 2021 breakdown can be viewed in the table below (Table 2).

Operators of a cruise ship or yacht (hereinafter referred to as an “Operator” or the “Operators”) should refer to this Management Plan when planning a visit through the ISR. Additionally, Appendix 2 provides an ISR checklist to ensure that the Operators address each of the steps necessary to plan a successful and respectful ISR visit.

This Management Plan will be reviewed again in 2024/2025 and will include any amendments or lessons learned from the first two years of its implementation. After that, future reviews of the plan will take place every five years.

Community	Consultation Date	Number of Participants
Aklavik	May 30, 2017	6
Inuvik	May 21, 2017	6
Paulatuk	May 25, 2017	27
Sachs Harbour	May 23, 2017	3
Ulukhaktok	May 17, 2017	16
Tuktoyaktuk	May 19, 2017	29

**Table 1:** Community Consultation Schedule for the 2017 ICEDO Engagement.



↑ Ulukhaktok is a popular community to visit for cruise ships, including the Crystal Serenity. Photo courtesy of the Inuvialuit Communications Society.

Group	Consultation Date	Consultation Format
ICMAC Tier 1	October 1, 2020	Written Feedback Request
CCs (all)	October 7, 2020	Written Feedback Request
HTCs (all)	October 7, 2020	Written Feedback Request
General Public	October 15, 2020	Public Survey
Ulukhaktok HTC, CC, Elders Committee	November 12, 2020	In Person Meeting
Ulukhaktok Hamlet	November 12, 2020	In Person Meeting
IGC	December 3, 2020	In Person Meeting
CCs (all)	January 28, 2021	Written Advice Request
HTCs (all)	January 28, 2021	Written Advice Request
Elders Committee	February 2, 2021	Written Feedback Request
Youth Advisory Group	February 2, 2021	Written Feedback Request
WMAC NS/NWT	February 2, 2021	Written Feedback Request
Aklavik HTC, CC	February 19, 2021	In Person Meeting
IGC	March 10, 2021	In Person Meeting
ICMAC Tier 2	March 10, 2021	Written Feedback Request
ICMAC Tier 1	September 9, 2021	Written Feedback Request
ICMAC Tier 1	November 10, 2021	Video Conference
IGC	December 8, 2021	In Person Meeting

**Table 2.** Engagement Campaign 2020 – 2021 for the Cruise Ship Management Plan where a Written Feedback Request is a formal request to review the plan and provide written feedback, a Public Survey is an online copy of the Management Plan and online survey questions, an In-Person Meeting is where the Management Plan was presented to a group in person, a Written Advice Request is a request for advice on a specific aspect of the plan, and a Video Conference is a virtual meeting to review the Management Plan.







## Inuvialuit Value Statements

The following value statements are the key messages heard during the 2017 ICEDO community consultations and presented in the Strategy. These key themes and values are the foundation of this Management Plan and will guide all cruise ship management decisions.

### **Protect the Environment**

Protection of the marine and shoreline environments is fundamental and needs to be at the core of the Strategy and Management Plan. Any negative impacts of cruise and yacht tourism must be avoided where possible and in all other instances, reported and mitigated. Inuvialuit are aware of the potentially negative impacts of vessel traffic in the ISR. This includes impacts from yachts, small pleasure crafts, and large expedition cruise ships due to a lack of enforcement or other indirect actions (including cumulative effects).

### **Protect and Preserve Sensitive Sites**

There are a large number of Ecologically and Biologically Significant Areas (EBSAs) as well as Culturally Significant Marine Areas (CSMAs) that have been identified within the ISR. No development would be worth the loss of these sites or other important areas. The combination of regulation and voluntary compliance mechanisms is viewed as an effective protection approach. The development of site guidelines is strongly supported and seen as a key tool to communicate expectations about behavior and acceptable cruise and yacht tourism activities in the ISR.

### **Preserve Inuvialuit Culture**

There is a need to preserve Inuvialuit culture and a desire to celebrate and share it through tourism activities. There is also a need to preserve cultural and heritage sites within the ISR. Local cultural values must thrive and be respected by all tourism operators.

### **Ensure Effective Communication, Monitoring, and Enforcement**

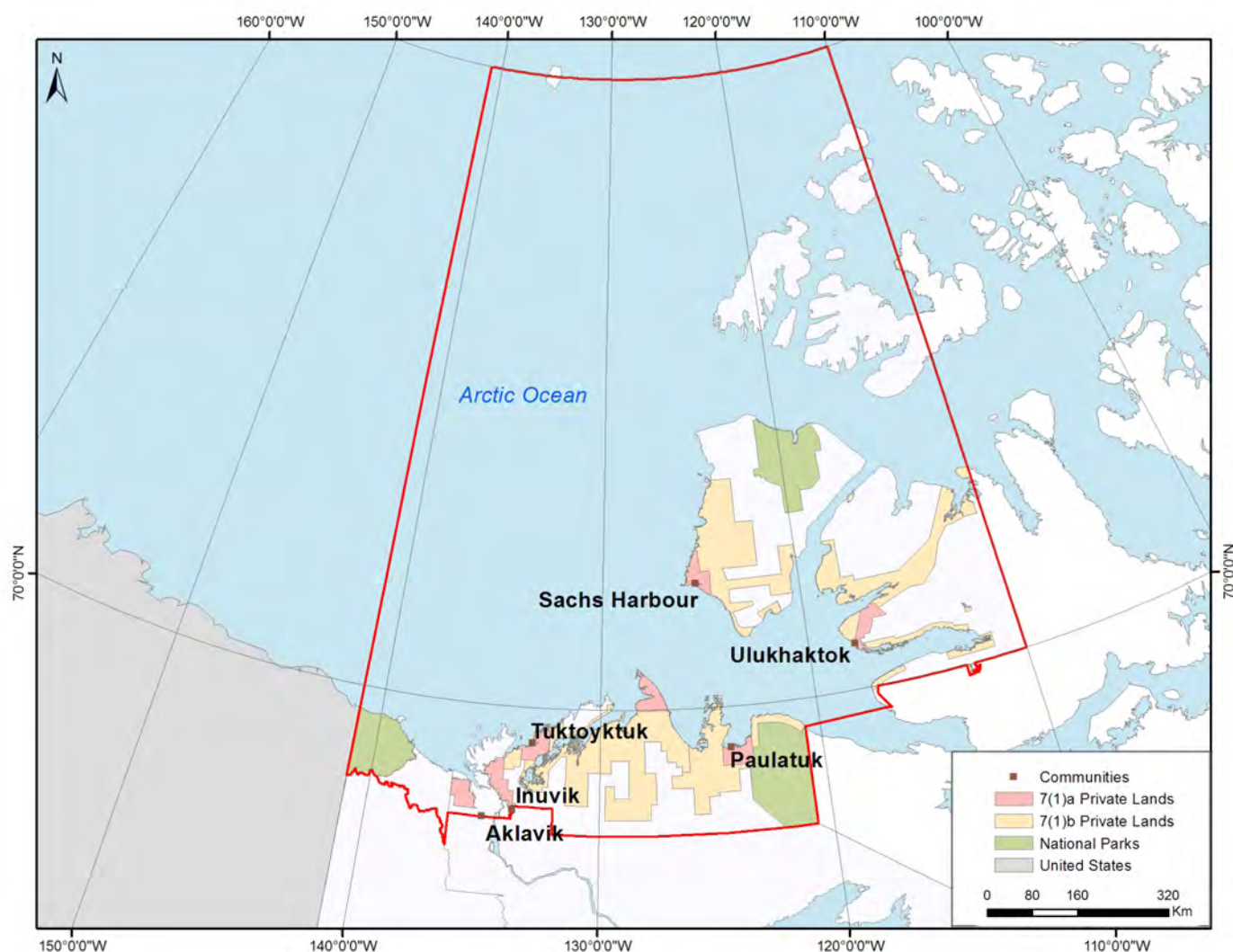
Effective communication and coordination between the Operators, cruise tourists, and ISR communities are critical to the success of the strategy and to the future of sustainable tourism in the region. The EISC is seen as an important entity in facilitating the formal communication channels between the Operators and ISR communities. It is recognized that there is a strong need to improve monitoring and enforcement capabilities within the ISR. Considering the current monitoring and enforcement capacity, it is imperative to create a partnership between communities and the Operators to ensure the success of this Management Plan and the interests of the Inuvialuit.

### **Ensure a Balance Between Economic Benefits and Environmental Preservation**

Striking a balance between economic benefits and environmental preservation is not a new concept but operationalizing the idea can be a challenge. The ISR communities would like to see a balanced approach contained within a robust strategy and management plan. With a carefully considered plan in place, a balance between environment and economy can be reached to benefit everyone.

### **Support Community Capacity Development and Economic Development**

There are numerous opportunities for both capacity development within communities as well as business development – both tied to cruise ship tourism. The Operators will be encouraged to hire local guides to work onboard vessels that are transiting the ISR. While visiting the ISR communities, the Operators will be asked to support the local economy through the procurement of local performance arts, guides, crafts, and carvings.



## Scope of Management Plan

The scope of this Management Plan was determined by the key findings of the 2017 ICEDO community consultations (refer to Table 1 and Appendix 1), a review of global best practices completed by ICEDO, the Engagement Campaign 2020 – 2021, and the provisions under the IFA. These results were summarized in the draft ISR Cruise and Yacht Management Strategy 2018 – 2023 and are presented here. Each aspect reflects the unique needs and perspectives in the ISR. This Management Plan complements the IFA, as well as existing management plans, conservation plans, legislation, and guidelines. In addition to this Management Plan, Operators should continue to reference documents such as the Guidelines for Passenger Vessels Operating in the Canadian Arctic (Transport Canada), and community conservation plans when organizing a trip to the ISR.

## Region

This Management Plan applies to the marine and terrestrial areas of the Inuvialuit Settlement Region. The ISR spans 1,172,749 km<sup>2</sup>, including the northern portion of the Yukon and the northwest portion of the Northwest Territories (Figure 2). There are six communities located in the ISR: Aklavik, Inuvik, Paulatuk, Sachs Harbour, Tuktoyaktuk and Ulukhaktok.

## Vessel Categories

This Management Plan will apply to the following vessel categories: cruise ships, expedition cruise ships, and commercial yachts. In addition, certain elements of this Management Plan may also apply to the following vessel categories, as applicable: non-commercial yachts (pleasure craft), industrial vessels (re-supply, trade, natural resource transport), and recreational boats.



## Balance, Protection, and Celebration

In accordance with the Strategy, this Management Plan promotes balance, protection, and celebration.



### Balance

To balance risks and opportunities to ensure tourism activities do not conflict with traditional marine and land-based activities, and to establish safe and sustainable tourism practices that adhere to best practices globally.



### Protection

To protect the environmental integrity of the region and to exercise stewardship over Inuvialuit lands and water, while enhancing local economic opportunities.



### Celebration

To celebrate and share Inuvialuit cultural identity and values and to inspire visitors to learn, understand, and appreciate the region.

Each of the above values must be honoured and reinforced in every aspect of cruise ship visitation. To balance risks and opportunities, Operators must:

- Ensure that tourism activities do not conflict with traditional marine and land-based activities.
- Establish safe and sustainable tourism practices that align with Inuvialuit priorities and adhere to best practices locally and globally.
- Protect the environmental integrity of the region and exercise stewardship over Inuvialuit lands and water while enhancing local economic opportunities.
- Celebrate and share Inuvialuit cultural identity and values and inspire visitors to learn, understand, and respect the region.



# Part 2: Management Focus Areas

This Management Plan is comprised of five management focus areas:

- Vessel Management (Ship)
- Marine Environmental Protection (Ocean)
- Community Visitation (Community)
- Shore Visitation (Shore)
- Monitoring and Enforcement (Monitoring and Enforcement)



## Management Focus Areas



Vessel Management  
**Ship**



Marine Environmental  
Protection  
**Ocean**



Monitoring &  
Enforcement



Shore Visitation  
**Shore**



Community Visitation  
**Community**





## Principles of Vessel Management

*Cruise ships are welcome to visit the ISR from July through September to minimize negative impacts on the people, animals, and harvesting activities.*

### Visitation Timing

The open water season generally occurs between early July and mid-September. It is essential that Operators plan their trips through the ISR within the open water season as the use of icebreakers for non-resupply activities is not supported by the ISR. Sea ice is crucial for caribou migration and for harvester safety. Operating without permission when ice is beginning to form or melt can lead to ice fragmentation and stranded harvesters.

### Code of Conduct

The Code of Conduct will be provided to each cruise ship once the Environmental Impact Screening Committee (EISC) reviews the tourism application, and the Government of the Northwest Territories (GNWT) Department of Industry, Tourism, and Investment (ITI) grants the tourism license. The Onboard Marine Monitors and Guide will remind the cruise ship crew to review the Code of Conduct with passengers prior to entering the ISR and prior to landing.



## Code of Conduct for Vessels Operating in the ISR

### **Passenger Safety**

To ensure the safety of your passengers and crew, please ensure all passengers remain with their guides.

### **Do Not Disturb a Hunt**

While witnessing a local hunt/harvest may be considered a unique cultural experience, harvesting is a livelihood for many Inuvialuit, and any interference may cause a hunt to be unsuccessful. This includes remaining in the vicinity of an active hunt. Inuvialuit are entitled to compensation under the IFA – including, but not limited to – any loss incurred by interference. Offenders may also be charged under the *NWT Wildlife Act* or the *Yukon Wildlife Act*.

### **Do Not Feed Wildlife**

Feeding wildlife is not permitted under any circumstances as it encourages human dependence and unwanted interactions.

### **Follow ISR Wildlife Viewing Guidelines**

Do not approach or harass wildlife. Always follow the Wildlife Viewing Guidelines for the ISR, as presented in this Management Plan.

### **Leave No Trace**

Always maintain a “Leave No Trace” attitude when on the water, on the shore, or when in a community. This includes exercising restraint from conducting any activities which leave behind unnatural materials and disturb the natural environments (e.g., messages in a bottle).

### **Removal of Materials**

It is not permitted to remove or collect natural materials including rocks, pebbles, and driftwood. These are valuable components of the ecosystem.

### **Respect Privacy**

You are a guest in the community. Please be respectful of the privacy of those who live there. It is not permitted to take photos of any individuals without their prior consent.

### **Proper Waste Disposal**

Please ensure all passenger waste is properly disposed of in approved containments. Do not litter.

### **Dog Team Interactions**

Dog teams in the ISR are working dogs, not pets. Please do not approach any dog teams unless given permission from the handler.

### **Alcohol Consumption**

Please remember that alcohol may be restricted in some communities as well as the public consumption of alcohol. Do not bring in or consume alcohol when in the community.

### **Construction of Inukshuks**

Though they may be a true image of the North, please do not construct any inukshuks in the wild. This may have negative impacts on mammal migrations.

### **Found Artifacts**

Do not remove any bones, tools, or artifacts you find. They may be of value to the local heritage and removal is illegal under the *Archaeological Sites Act*. Any found artifacts should be reported with photo documentation, GPS location, and a brief description to the Prince of Wales Northern Heritage Centre, IRC, and Inuvialuit Land Administration (ILA).

### **Local Services**

When possible, hire Inuvialuit beneficiaries and local services.

### **Local Arts and Crafts**

Please consider supporting the local artisans. All crafts are handmade from sustainable materials and traditionally harvested furs.

### **Use of Drones**

The use of drones to view wildlife is not permitted as this creates undue stress on the animals. Harassment of wildlife is chargeable under the *Wildlife Acts*.



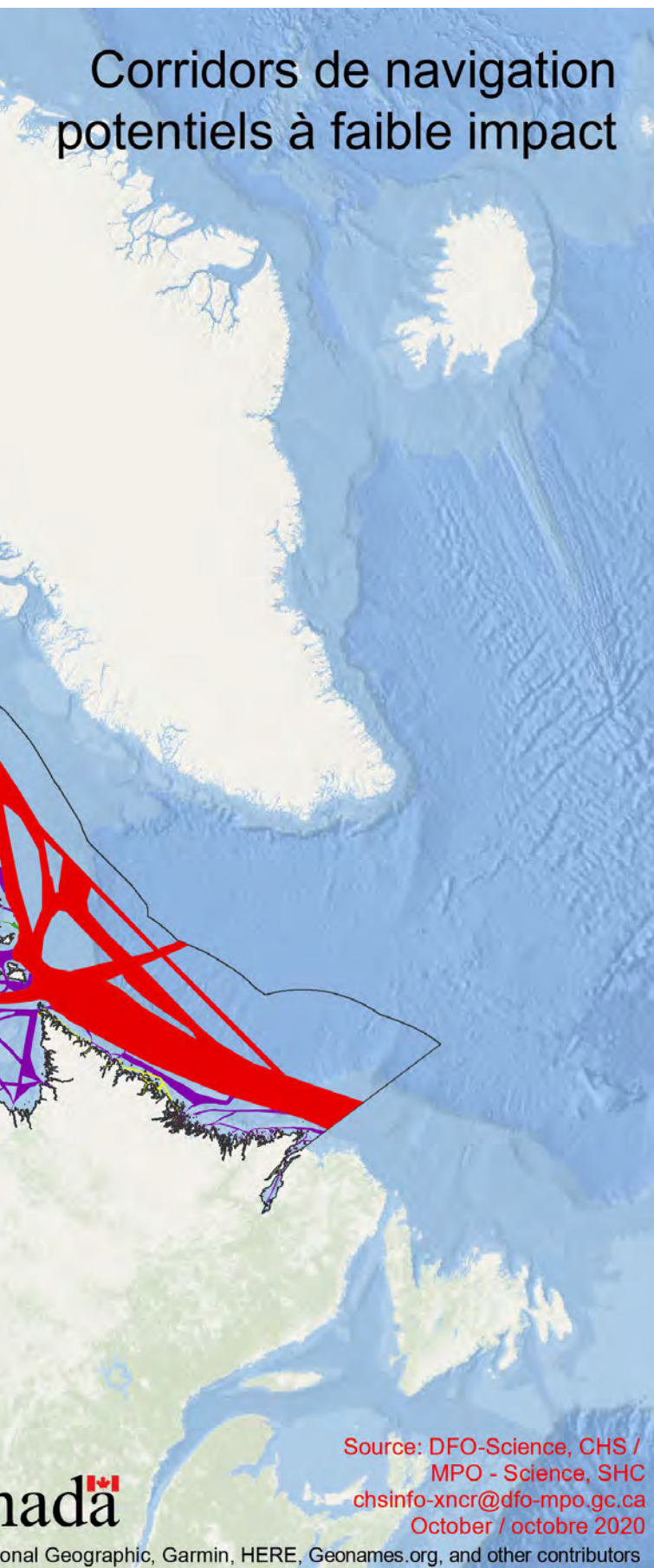
## Potential Low Impact Shipping Corridors



**Figure 3.** The proposed primary, secondary, and tertiary Low Impact Shipping Corridors (LISC) in the Arctic Region. Map courtesy of the Canadian Hydrographic Service.



## Corridors de navigation potentiels à faible impact



### Low Impact Shipping Corridors

The Arctic Ocean is well known for its delicate ecosystems and near-pristine conditions. The Low Impact Shipping Corridors (LISC) is a federal initiative being co-led by Coast Guard (CCG), Transport Canada (TC), and the Canadian Hydrographic Service (CHS) and works to maintain these conditions through engagement with Indigenous and industry partners. These proposed corridors could receive priority federal investment to increase safety. Additionally, there is an academic initiative – Arctic Corridors and Northern Voices (ACNV) – that reviews the proposed corridors through an Inuvialuit lens.

The proposed corridors will be strategically placed to minimize potential environmental and cultural impacts resulting from increased Arctic vessel traffic. The use of these corridors by marine vessels is voluntary; however, their use will be incentivized through investments in charting and marine infrastructure and services. Figure 3 shows the proposed LISC based on historical shipping routes. TC and CCG are engaging with Indigenous coastal communities to identify areas of potential conflict and suggest governance approaches. IRC and the Inuvialuit can provide placement and governance recommendations to the CCG to ensure Traditional Knowledge (TK) is incorporated into the development of these corridors.

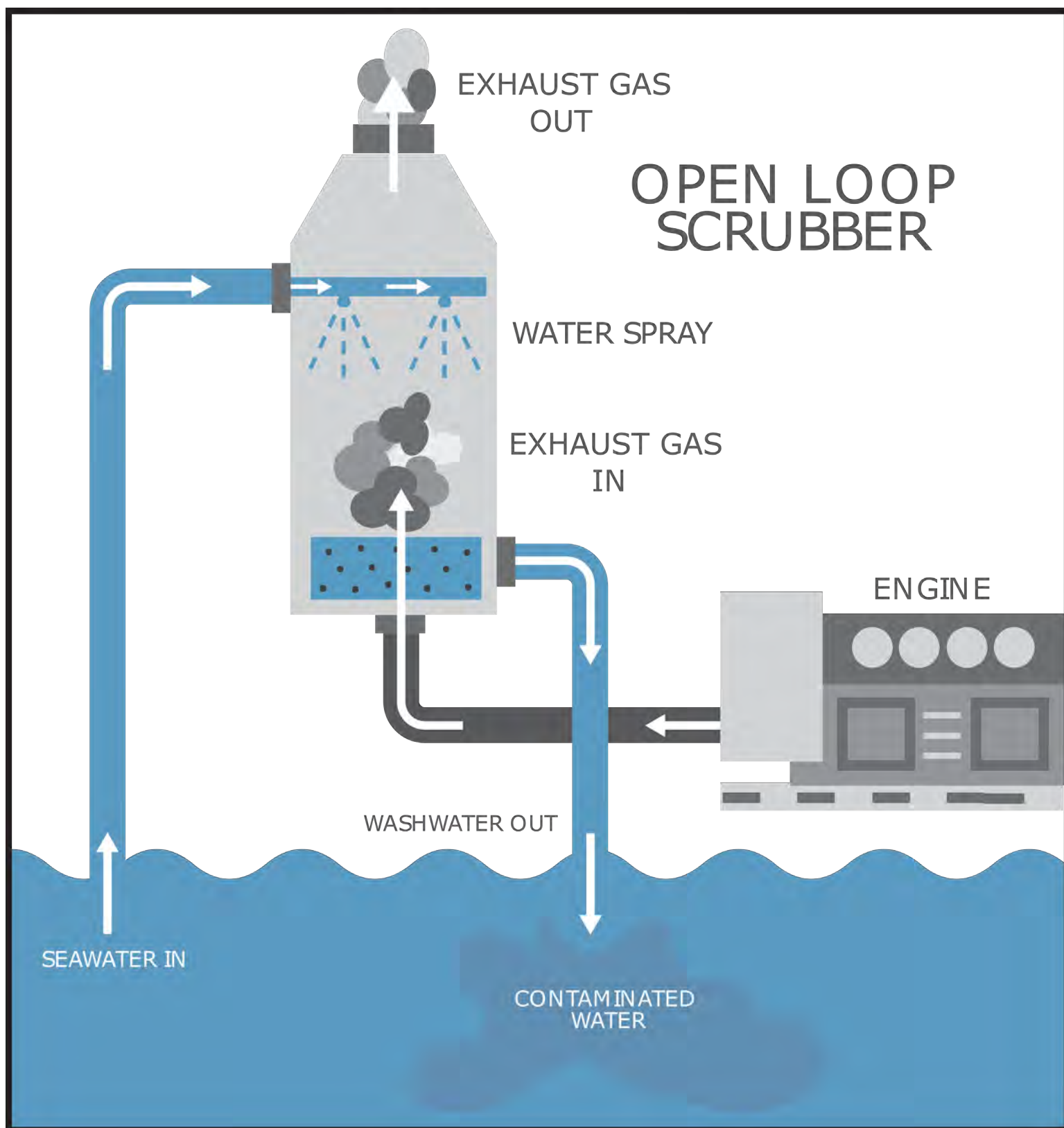
It is advantageous to the Operators to comply with these routes when possible. By utilizing the LISC, Operators should be exposed to less risk due to the increased charting in these areas. The likelihood of running aground or encountering unknown obstacles will be reduced as a result. Additionally, Operators will have easier access to search and rescue (SAR) equipment and help if needed.

As the cruise ship routes generally follow the LISC to some extent already, Operators should not have to make any major adjustments. When the EISC conducts its review of the cruise ship's ISR entrance application, it can confirm the Operator's intended route and recommend the LISC if possible. The EISC process can be seen in Appendix 3. The routes and itinerary will also be reviewed by the impacted communities.

Source: DFO-Science, CHS /  
MPO - Science, SHC  
chsinfo-xncr@dfo-mpo.gc.ca  
October / octobre 2020

nada

onal Geographic, Garmin, HERE, Geonames.org, and other contributors



**Figure 4.** An illustration of an open loop scrubber system that would be found on a ship. Graphic courtesy of the Inuvialuit Regional Corporation.

## Low-Emission Fuels and Scrubber Usage

In 2019, the International Maritime Organization (IMO) estimated that ships contribute 2.4% of the global anthropogenic greenhouse gases (GHG). Sulfur emissions from fuel are known to contribute to acid rain and reduce air quality; therefore, low emission fuels should be used when operating in the Arctic Waters.

Under IMO's International Convention for the Prevention of Pollution from Ships (MARPOL), all new ships must adhere to current emission standards to reduce GHG emissions. As of January 1, 2020, the Canadian Government lowered the sulfur emissions cap from 3.5% m/m (mass per mass) to 0.5% m/m to reduce atmospheric sulfur emissions and improve air quality. To legally comply with this new regulation, ships can either incorporate a scrubber, which effectively cleans the exhaust, or completely change over their systems and use compliant low sulfur fuels.

A scrubber removes the atmospheric sulfur using an open-loop system, a closed-loop system, or a hybrid system. In an open-loop system, the wastewater generated is continuously flushed into the ocean. In a closed-loop system, the wastewater is held until either the storage capacity is reached, or the crew manually releases it into the ocean.

IRC and the IGC do not support the use of scrubbers anywhere within or adjacent to the ISR due to the toxicity and acidity of the wastewater that it produces. The wastewater from these devices is known to increase the amount of heavy metals in the water and can lead to the bioaccumulation of toxins in marine organisms. Wastewater is also known to weaken animal shells, which are particularly sensitive to acidity. Low emission distillate fuels that comply with the sulfur cap should be used instead to protect both the air and the water.

It is also important to note that fuel resupply is extremely limited in the communities and refueling may not be possible. If an Operator anticipates needing to refuel, they must reach out to the communities well in advance and have an emergency fuel plan in place.

## The Use of Local Guides

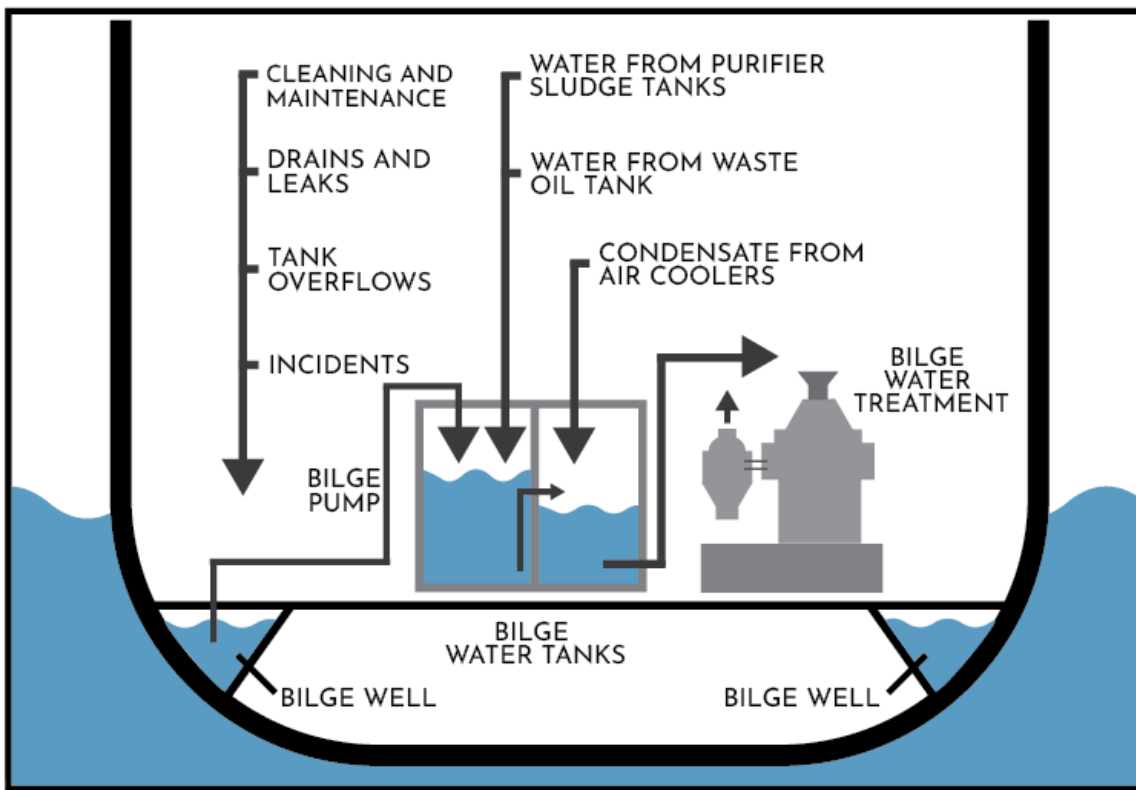
Preserving and respecting Inuvialuit culture is of utmost importance, along with ensuring that the Inuvialuit are meaningful participants in the economy while protecting the Arctic wildlife, environment, and biological productivity, as outlined in the IFA. All three goals of the IFA provide the foundation for ensuring that Inuvialuit are meaningful and active participants in cruise ship operations. A Memorandum of Understanding (MOU) between an Operator and IRC will require an Operator to hire two Inuvialuit Onboard Marine Monitors and one Inuvialuit Guide.

The Monitors will be trained with the necessary certifications to act as wildlife monitors, operate small vessels, perform basic first aid, operate VHF radios, and legally handle firearms. IRC's Marine Program Coordinator will help to coordinate Monitor training. The Monitors will watch for marine mammals and other wildlife, illegal dumping/disposal of waste, littering, and any unscheduled stops.

Additionally, the Operators will hire an Onboard Guide to share local knowledge and provide cultural background to the passengers while travelling through the ISR. This initiative will assist in promoting and preserving Inuvialuit culture, a key goal in the IFA.

The Monitors will submit their reports to the IRC Marine Program Coordinator who will ensure that any concerns are directed to the appropriate authority to keep the ISR waters healthy and clean. The Monitors will also submit their reports to the IGC and to the appropriate HTC.





**Figure 5.** An illustration depicting the bilge of a ship. The bilge often contains a mixture of a variety of substances including seawater and anything that may have been spilled. Graphic courtesy of the Inuvialuit Regional Corporation.

## Bilge and Wastewater Regulations

Bilge water is defined as the water which drains into the lowest part of a ship, the bilge. This water often contains a mixture of seawater, freshwater, oil from machinery, and any other substances that accidentally get spilled (Figure 5). To avoid overflowing, the bilge needs to be periodically emptied, but to do so, the Operator must follow MARPOL Regulations Annex 1, where they are required to first treat bilge water using an oily water separator. Additionally, the bilge cannot be emptied anywhere in the Canadian Arctic as per the *Arctic Waters Pollution Prevention Act* (AWPPA). As there are no facilities able to accept bilge water in the Canadian Arctic, vessels are expected to retain it throughout the entire duration of their transit.

Wastewater is also heavily regulated in the Canadian Arctic. Wastewater refers to any sewage water (black water), laundry/sink/shower water (grey water) mixed with sewage water, other used water, and any surface runoff and storm water that has mixed with sewage water. Dumping of waste in Canadian Arctic waters is prohibited under the *Arctic Shipping Safety and Pollution Prevention Regulations* (ASSPPR), formed under the AWPPA. As there are no facilities in the Canadian Arctic to

accept wastewater, vessels are expected to retain it for the entire duration of their transit.

When organic matter, such as that found in wastewater, decays, it consumes a significant amount of oxygen, depleting the oxygen supply available to healthy marine life. In these oxygen dead zones, marine life either dies or leaves the area. Waste is also generally high in nutrients such as phosphorous and nitrogen that can cause eutrophication (excess nutrients) in the water. Excess nutrients often lead to an overgrowth of algae known as algal blooms, which consume oxygen and block sunlight from underwater plants. The resulting shortages in oxygen and light can also cause suffocation in marine organisms.

Cruise ships must meet or exceed the standards set out in the *Canada Shipping Act* (CSA), 2001; ASSPPR, and in the *Vessel Pollution and Dangerous Chemicals Regulations*.

IRC will work with the Operators and ITI to create an MOU outlining the commitment of the Operators to not dump grey water in the ISR.



## Garbage or Waste Dumping

In adherence to the third goal of the IFA – “to protect and preserve the Arctic wildlife, environment and biological productivity” – there will be no disposal of garbage or dumping of waste of any kind into the ocean. Plastic pollution and other forms of garbage are known to have devastating impacts on wildlife through accidental ingestion or becoming entangled. Cruise ships should employ reduce, reuse, and recycle practices to minimize environmental impact.

Operators will adhere to Transport Canada’s ASSPPR sections 19 – 23 and the *Vessel Pollution and Dangerous Chemicals Regulations* for proper waste and garbage disposal.

Operators will ensure that there are proper garbage disposal facilities on board and that there are appropriate signage and information posters outlining the importance of keeping garbage out of the ocean.

Any observed concerns regarding incorrect waste/garbage disposal during a transit through the ISR will be included in the Monitor’s final report provided to the Marine Program Coordinator and the IGC.



The annual barge brings important bulk cargo for the ISR communities. When planning a visit to the ISR, it is important that Operators reach out to the communities as soon as possible to allow them enough time to bring resources up on the barge. Ulukhaktok barge photo courtesy of Samuel Dyck.



## Marine Environmental Protection

### Migratory and Local Wildlife Impacts

Operators entering the ISR will be aware of and educated about potential migratory and local wildlife impacts. The ISR waterways play a vital role in cultural and subsistence practices. Proper route planning involving the HTC's is therefore necessary to ensure that important harvesting areas and/or breeding grounds are avoided. Areas to be avoided may change based on the time of year and wildlife migrations. EISC may also develop specific recommendations on a case-by-case basis using knowledge of current and past conditions.

Cruise ship Owners and Operators must effectively communicate their routes with the HTC's and CC's to ensure that they have chosen a route with as limited wildlife and harvesting impacts as possible.

Operators will follow the Marine Wildlife Viewing Guidelines included in this Management Plan and all applicable regulations and guidelines.

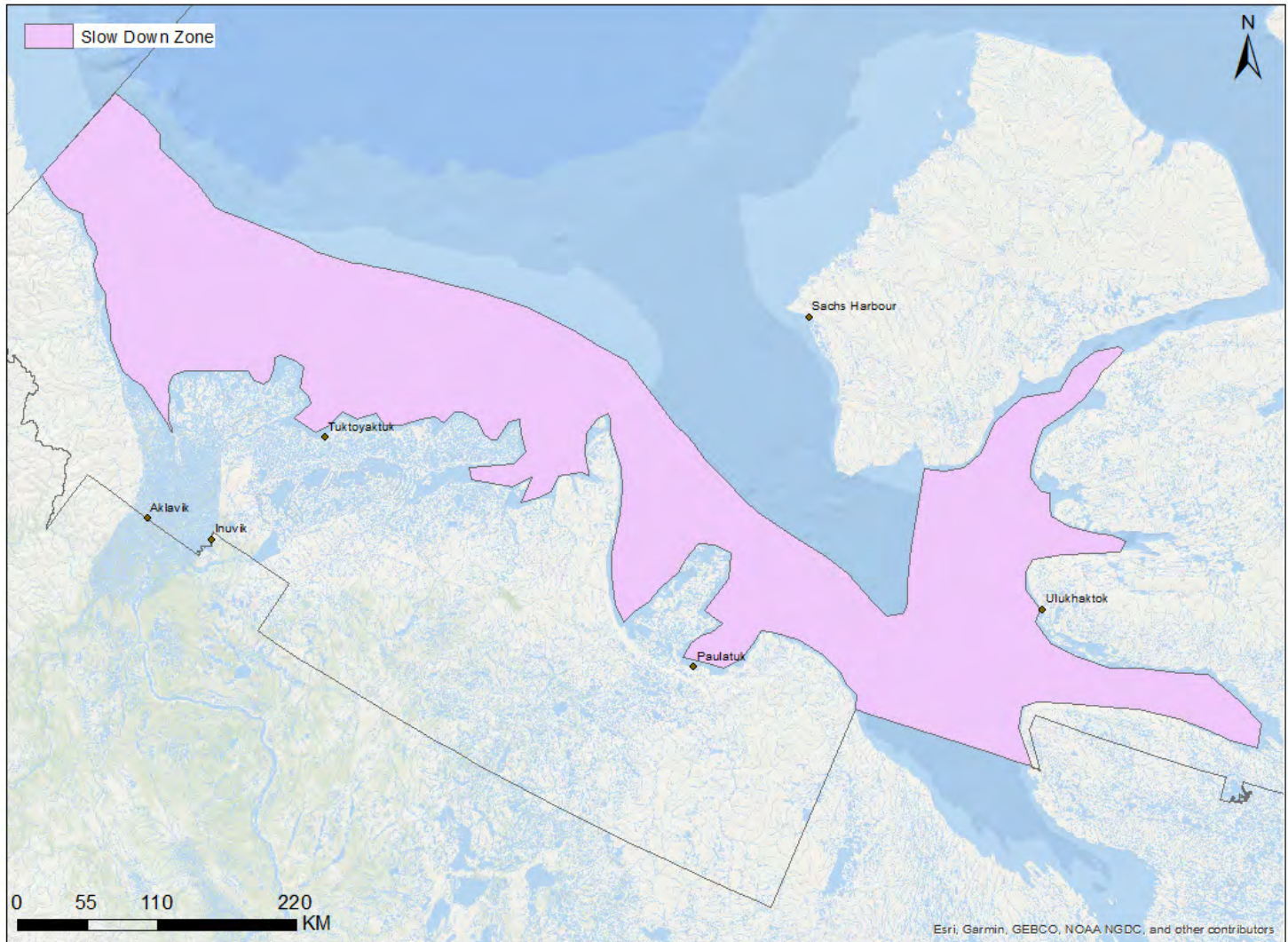
As per the *Marine Mammal Regulations*, under the *Fisheries Act*, Operators will not approach or chase marine mammals and will remain at least 200 m away. Special attention must be paid when observing Species at Risk. These species include, but are not limited to, the peregrine falcon, peary caribou, polar bear, and bowhead whales.

In addition to the *Marine Mammal Regulations*, Operators are also responsible for ensuring that they are familiar with the *NWT Wildlife Act* and the *Yukon Wildlife Act* before entering the ISR. Wildlife Observation permits are required under the *NWT Wildlife Act* unless they are already included in the approved tourism license. These permits can be obtained from the GNWT Department of Environment and Natural Resources (ENR). The *Wildlife Acts* can be found on the GNWT website and on the Yukon Government website.



Arctic char is an important anadromous fish species. Anadromous fishes overwinter in the inland freshwater where they spawn and then migrate out to the saltwater during the summer months. Photo courtesy of Inuvialuit Regional Corporation.





**Figure 6.** The slow down zone for cruise ships while transiting through the ISR. Map courtesy of the Inuvialuit Regional Corporation.

## Slow Down Zone

The open water season is an important harvesting time for community members. Additionally, many of the areas within the ISR are culturally and socially important to Inuvialuit. When transiting through the ISR, and specifically the slow down zone (Figure 6), vessels should reduce speed and be extra observant for potential harvesters and wildlife. If harvesters are spotted, Operators must not approach them and continue to proceed cautiously. Operators must not interfere with any harvesting operations. Inuvialuit are entitled to compensation – including, but not limited to, – of an equal amount for any harvesting loss because of interference under the IFA.

Operators should also refer to the annual Notice to Mariners (NOTMAR) as it contains valuable marine-related information, including vessel speed recommendations. The annual NOTMAR can be found on the CCG NOTMAR website (<https://www.notmar.gc.ca/index-en.php>).

The underwater noise generated from ships is known to have negative impacts on marine wildlife. Slowing down while in these areas can reduce the noise generated and lessen its harmful impacts on wildlife.



## Protected Areas

There are a variety of important and protected areas within the ISR that Operators must be aware of. These include national parks, the Pingo Canadian Landmark, Yukon territorial parks, bird sanctuaries, and marine protected areas (MPAs).

There are three national parks and one national landmark site located within the ISR: Ivvavik National Park, Tukturn Nogait National Park, Aulavik National Park, and the Pingo Canadian Landmark. Except for Inuvialuit under the IFA, all vessels wishing to enter marine areas or land a vessel within these sites must contact the Parks Canada office in Inuvik (867-777-8800) before entering the site. Authorization normally occurs through a visitor use permit and/or a business license. Additionally, other permitting requirements may exist (for example aircraft landing, filming, or photography activities, use of drones/UAVs, research and collection, fishing, or transportation of a firearm). At the Pingo Canadian Landmark, it is prohibited to use off-road vehicles. Between April 15 and October 31, the use of snowmobiles and hiking from the base of pingos up to the summit is also prohibited. This information can also be found on the Parks Canada website.

There are also several highly sensitive migratory bird sanctuaries within the ISR: Banks Island Migratory Bird Sanctuary No.1 and No. 2, Cape Parry Migratory Bird Sanctuary, Kendall Island Migratory Bird Sanctuary, and Anderson River Delta Migratory Bird Sanctuary. Visitation to these areas is highly restricted and strongly discouraged as they are key, pristine ecological areas. The Onboard Marine Monitors will confirm that Operators have obtained the appropriate permits from Environment and Climate Change Canada if they enter these sanctuaries.

In addition to the migratory bird sanctuaries and national parks, there are two MPAs in the ISR. The Tarium Nirvutait MPA (TN MPA) was developed to conserve and protect beluga whales and other marine species, such as anadromous fishes, and their supporting habitat and ecosystem.

The regulations for TN MPA prohibit any activities that disturb, damage, destroy or remove anything from the MPA. The Anguniaqvia niqiqyuam (AN MPA) was established to protect the environmental integrity near the Cape Parry Migratory Bird Sanctuary, the neighbouring polynyas (open water areas that do not freeze over during the winter months), and the migratory routes of important marine species, such as beluga whales. Operators are asked to avoid entering the MPAs and if they do need to travel through them, transit must be continuous with a reduced speed of 10 knots. This will help to avoid harvester and marine mammal disturbance. Additionally, Operators are required to submit activity plans to DFO for approval before entering the AN MPA for any research/monitoring, tourism/education activities within the MPA. The activity plans should be emailed to the MPA Biologist at [ANMPA@dfo-mpo.gc.ca](mailto:ANMPA@dfo-mpo.gc.ca).

All MPA activity should also be brought to the attention of the ISR Marine Protected Area Coordinator. The MPA Coordinator is responsible for keeping the MPA Working Groups and the Western Arctic Marine Protected Area Steering Committee (WAMPA) informed of any MPA activity.

Figure 7 identifies the various protected areas within the ISR, including the national parks, the Pingo Canadian Landmark, Yukon territorial parks, bird sanctuaries, and MPAs.

### **DFO MPA Biologist**

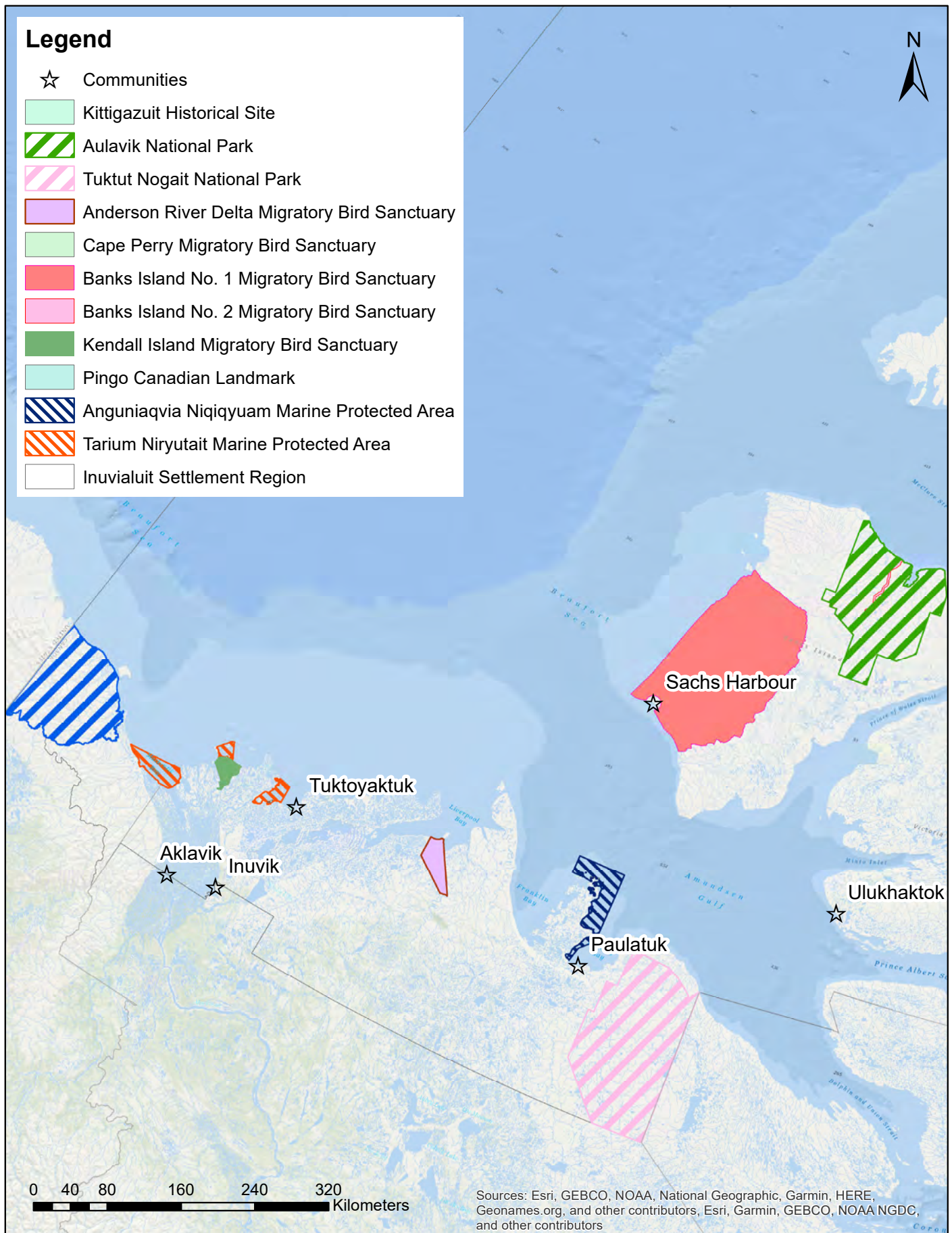
[ANMPA@dfo-mpo.gc.ca](mailto:ANMPA@dfo-mpo.gc.ca)

*Contact when submitting AN MPA activity plans*

### **Marine Protected Area Coordinator**

867-777-2828, Ext. 2131

*Contact for marine protected area related information*



**Figure 7.** Map showing the locations of protected areas in the ISR. Map courtesy of the Inuvialuit Regional Corporation.





← If reindeer are encountered while conducting an onshore visit in the ISR, always maintain a good distance and never chase or follow them. Photo courtesy of Kayla Arey, Parks Canada.



← Muskoxen (Umingmak) are very large, and it is important to give them plenty of space, especially if a mother is with her calf. Photo courtesy of the Inuvialuit Community Economic Development Organization.

## Wildlife Protocols

Operators will also follow the Transport Canada Guidelines for Passenger Vessels Operating in the Canadian Arctic and maintain a safe distance from all wildlife for both human and animal safety. If transiting, Operators must slow down to allow the wildlife to voluntarily retreat without fleeing. If on land, Operators must ensure that there is a designated monitor to watch for approaching wildlife such as polar bears.

The ISR is home to many amazing animals that are unique to the Arctic; however, when participating in wildlife watching activities, precautions must be taken for both human and animal safety. Wildlife harassment, including through drone usage, and feeding of wildlife are chargeable offences under the *NWT Wildlife Act* and the *Yukon Wildlife Act*.



## Wildlife Viewing Guidelines for the ISR

*The following guidelines were adapted from the wildlife viewing guidelines developed by the Association of Arctic Expedition Cruise Operators (AECO), Fisheries and Oceans Canada (DFO), and with Inuvialuit guidance:*

### **General**

- Do not feed any wildlife as this interferes with natural survival and can lead to human dependence and unwanted interactions.
- Do not touch or attempt to touch any wildlife.
- Remain a safe and comfortable distance away to allow the animal to go about its business without feeling invaded or threatened.
- Use binoculars to allow for better viewing while respecting the animal's space.
- The use of drones to view or chase wildlife is not permitted as it causes undue stress.
- If an animal is encountered while on the water the animal has the right of way.
- Seasonal changes can cause animals to become more aggressive and large animals, like the muskox, should not be approached.

### **Whales**

- Remain at least 200 meters away when whales are present.
- Slow down and cut engines when whales are feeding or resting nearby. This will reduce noise and the potential for strikes.
- Do not chase, feed, or try to interact with whales directly or indirectly by placing objects in the water.
- Do not herd or circle an individual or group of whales.
- If within 300 m of a whale, depart after 30 minutes of observing.
- Communicate with other boats to ensure that whales are not being overcrowded. Minimize the human presence both in the length of time spent and the number of boats.

### **Muskox**

- Always maintain a good distance from the herd or individuals.
- Keep visitation short, especially if a mother is with her calf.
- If muskoxen retreat, do not follow them.

### **Seals**

- Do not walk in between seals and the sea.
- Monitor seals for signs of distress. These signs include switching from a reclining, resting position to a more upright, alert position.
- Remember that if seals are present there is a chance polar bears are around somewhere so stay alert.
- Do not touch or approach pups.

### **Polar Bears**

- If while in a boat, a swimming polar bear is encountered, the boat must remain at least 800m away and reduce speed to avoid creating a wake.
- Always check for polar bears before allowing passengers to land. Polar bears are extremely dangerous, and the utmost caution should always be exercised.
- Designate the Onboard Marine Monitor or an experienced person who can also operate a firearm and other bear deterrents to always be on the lookout for polar bears.
- Always have an exit strategy in case a polar bear is spotted on land and retreat is required. The exit strategy should be implemented as soon as a polar bear is spotted. This is for everybody's safety.
- Stay alert. Stay calm. Stay smart.

### **Caribou**

- Caribou are a culturally important species and have low population numbers. If spotted, leave the area immediately.

### **Reindeer**

- The domesticated reindeer herd is in a sensitive state and to minimize any unneeded stress on the animals, the herd must not be approached or interacted with in any manner. If spotted, leave the area immediately.

## Wildlife Resources

The following resources and Figure 8 also contain wildlife viewing guidelines:

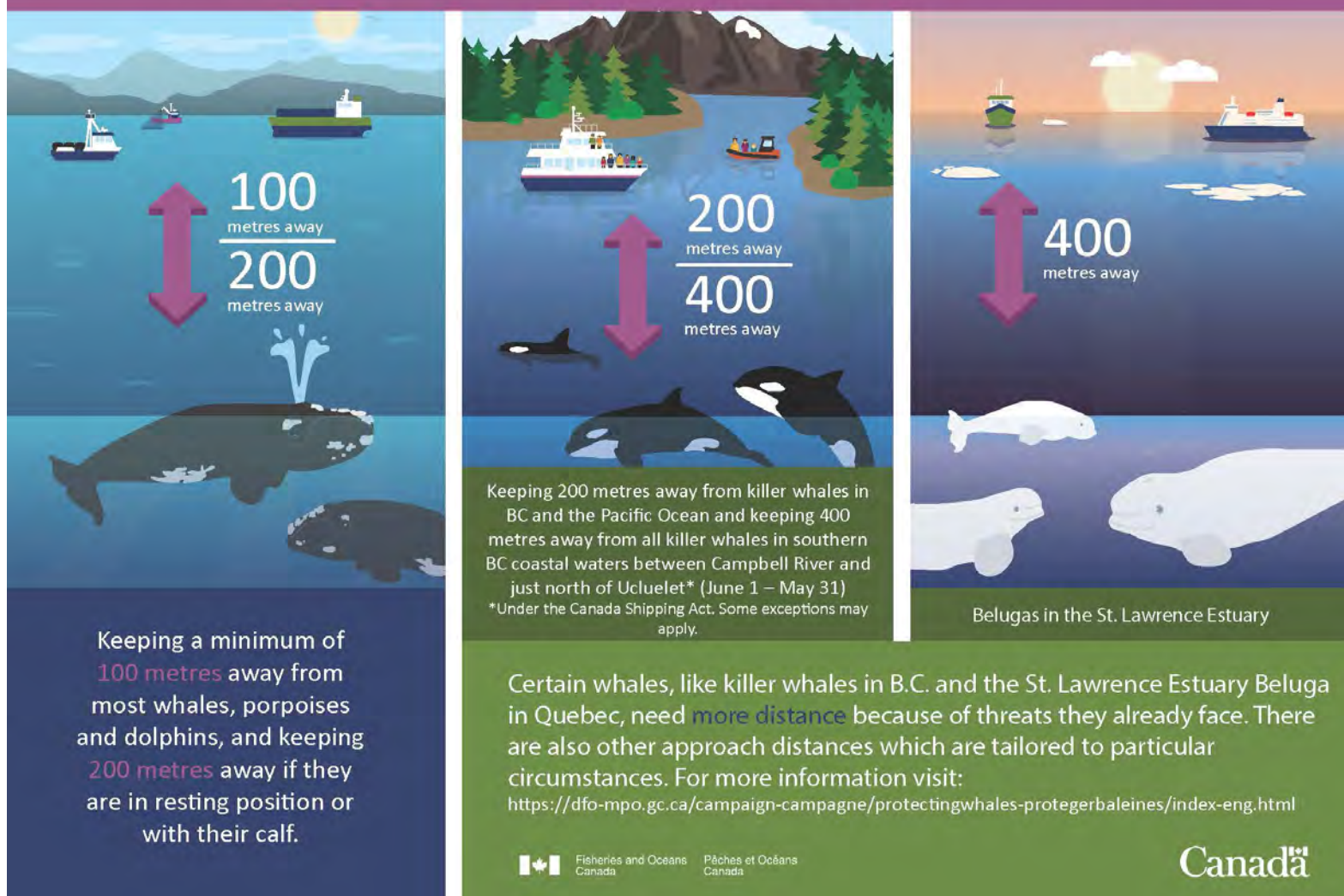
- *AECOs Wildlife Guidelines*
- *DFOs Watching Marine Wildlife Guidelines*
- *IAATOs Marine Wildlife Watching Guidelines*

Additional resources include the Community Conservation Plans, which were developed by the HTC, IGC, Fisheries Joint Management Committee (FJMC), and Wildlife Management Advisory Councils (WMACs). Each conservation plan reflects the natural resources management requirements and priorities for its respective community.

The Joint Secretariat provides technical and administrative support to the IGC, FJMC, and WMACs, and houses the Community Conservation Plans on its website (<https://www.jointsecretariat.ca/>). These plans should be reviewed by the Operators when planning a trip.

**Figure 8.** Fisheries and Oceans Canada marine mammal viewing guidelines. Graphic courtesy of Fisheries and Oceans Canada.

## If you see tail, fin or spray – Stay far enough away



## Harvesting Compensation

This Management Plan is founded upon ensuring that Inuvialuit land, waters, people, and culture are protected and preserved alongside fostering economic prosperity. For generations, harvesting has played a fundamental role in Inuvialuit culture and identity and has provided nutritious, highly valued dietary staples. Disruptions to these activities can lead to decreased food security and increased reliance on store-bought goods. It is therefore important to have built-in safeguards in the event a developer or company negatively interferes with a harvest, as established under Section 13 of the IFA: Wildlife Compensation. The objectives of Section 13 (1) of the IFA are:

- to prevent damage to wildlife and its habitat and to avoid disruption of Inuvialuit harvesting activities by reason of development; and
- if damage occurs, to restore wildlife and its habitat as far as is practicable to its original state and to compensate Inuvialuit hunters, trappers, and fishermen for the loss of their subsistence or commercial harvesting opportunities.

In accordance with Section 13 of the IFA, disruption of Inuvialuit harvesting activities that causes damage to or loss of a harvest also includes damage to or loss of harvesting equipment (such as fishing nets or traps) and property used in harvesting wildlife.

As part of the screening process under IFA Section 13 (7-12), the EISC will conduct an in-depth review of a cruise ship's plan and make recommendations to minimize the risk of harvesting interference. During this time, Inuvialuit also have an opportunity to provide comments to be considered in the screening process. The Operator agrees to adhere to any recommendations the EISC makes to reduce the impact on the environment and consequently the wildlife.

While proactive protection of the wildlife and environment is preferential, under Section 13 of the IFA, Inuvialuit are entitled to compensation for any damage to harvesting equipment or property, or actual or future harvest loss caused by a cruise ship. In the event a cruise ship is responsible for damage to harvesting equipment or property, or actual or future harvest loss, the company is required to pay the compensation within a timely manner, or otherwise in accordance with Section 13 of the IFA.

Interference may include, but is not limited to:

- Coming in between wildlife and a harvester/group of harvesters
- Remaining within the vicinity of an active harvest
- Disturbing or damaging habitat
- Dislodging or damaging fishing nets
- Dislodging or damaging harvesting gear

Compensation may include, but is not limited to:

- The monetary value of the animal(s) that should have been harvested
- The cost of temporary or permanent relocation and associated travel expenses
- The cost of any equipment damage or replacement
- Costs associated with environmental cleanup, habitat restoration, and reclamation

Each interference will be evaluated on a case-by-case basis using these factors as well as what hunt/harvest was occurring and where, and the number of dependants who should have benefited from the harvest. This information will be used to determine the final amount. Any interference case must be brought to the immediate attention of the IGC and HTC's. The cruise ship company has 60 days to settle any written claim by Inuvialuit regarding harvesting compensation to avoid the case being transferred to a mediator or the Arbitration Board.





## Community Visitation

### Approvals to Visit ISR Communities



Qilasiyaqtuat, or drum dancing, is an Inuvialuit traditional activity and an important form of cultural expression. Operators may choose to include drum dancing in their community visit. Photo courtesy of the Inuvialuit Regional Corporation.

#### Licences and Permitting

Operators who wish to visit an ISR community are required to obtain a valid tourism license from the GNWT Department of Industry Tourism and Investment (ITI) and contact the appropriate organizations. Please review the Contact Information page for further details.

#### Community Protocols

Operators should follow *Transport Canada's Guidelines for Operating Passenger Vessels* in the Canadian Arctic. Requesting permission to visit any ISR community is part of the permitting process for commercial cruise tourism across the Canadian Arctic. Proof of community consultation (example: a letter indicating CC or HTC support) is also required for the EISC process.

Communities should be engaged and consulted as early on as possible, ideally as soon as cruise ship companies identify possible community visitation sites – approximately 9 to 12 months prior to the voyage.



Crafts and slipper making are an important part of Inuvialuit culture. Photo courtesy of the Inuvialuit Regional Corporation.

Communication between Inuvialuit community organizations and the Operators needs to be ongoing throughout the entire process to ensure that the visit runs smoothly. As some countries have bans on animal-based products, Operators will be asked to provide a list of passenger nationalities during the initial engagement meetings so local Artisans can plan their crafts accordingly. This will help mitigate unsuccessful craft sales.

Communities need to know when ships are arriving and the number of passengers to adequately prepare for arrival. Operators must notify the community seven days before their arrival to confirm their arrival time. To respect Inuvialuit, and the time and effort that goes into preparing for arrival, Operators must contact communities directly if there are any changes to the planned itinerary, including any delays.

Operators should keep in mind the potential impact that they may have when disembarking large numbers of tourists into small communities. In many instances, the number of people on board outnumbers those in the communities. The effect of having passengers arrive suddenly in the small communities can be overwhelming for both businesses and residents. Operators must work with communities to determine appropriate visitation loads.

The confirmed passenger list will be provided to the CCs and will serve as a check in/check out list. The Inuvialuit beach security team will be responsible for ensuring all passengers are accounted for. Good communication with the communities throughout the entire process is essential for a smooth and successful visit.





Ulukhaktok is home to the world's most northern nine-hole golf course and hosts the Billy Joss Open Golf Tournament annually. Photo courtesy of the Inuvialuit Regional Corporation.

## Support the Local Economy

Operators will be expected to support the local economy. Operators will work with the CC to hire local guides for community tours, engage local performers for cultural tourism experiences, and to purchase arts and handicrafts from local artists. Local artisans express their culture and traditions through their work, and their handmade products inspired by the land provide sustainable and respectful souvenirs.

As banking resources are limited in the communities, visitors must have sufficient Canadian cash on hand upon arrival. Credit cards may also be used in some places; however, this option is not always guaranteed.

To ensure accurate and complete economic assessments, IRC and ICEDO will present community artists and vendors with a voluntary survey following a cruise ship visit. This survey – presented in Appendix 4 – will provide artists an opportunity to reflect on their sales and identify areas and practices which could be improved. This information is important for determining the overall economic success of a cruise ship visit and for identifying any trends, to ensure that the Inuvialuit are fulfilling the second goal of the IFA.



Crafts are an important part of Inuvialuit culture. When in the ISR communities, visitors are encouraged to support the local artists by purchasing crafts. Photo courtesy of Inuvialuit Community Economic Development Organization.



## ISR Visitor Fee Policy

The Operators will reach out to the CCs to confirm the fees associated with visitation in the early days of voyage planning. IRC, ICEDO, and the local HTC can provide support to the CCs during this stage as needed.

The fee structure alleviates the financial strain presented on the communities in preparing for and hosting an event. The fees are assigned based on the activities Operators wish the communities to offer the passengers. There are some base fees that will always be charged (example: greeters, beach security, administrative fees), but for other aspects, Operators can choose custom packages. These fees help to ensure the visit runs smoothly.

Fees may include:

- |   |   |
|---|---|
| -Greeters   | -Performances<br>(example: drum dancing, jigging, storytelling) |
| -Cultural Guides and Tours                                    | -Activities/Workshops   |
| -Shore Security Guards  | -Demonstrations<br>(example: carving)                           |
| -Food and Beverages   | -Golf (Ulukhaktok)  |
| -Traditional Food Preparation (example tea making, filleting) | -Administrative Fees  |
| -Transportation   | -Craft Sales  |
| -Facility Usage and Rentals                                   |   |

The earlier that the Operator reaches out to the CC, the better the visitor experience the community can provide. This is especially important if the community needs to bring in any additional resources from out of town. Most of the destinations are not accessible via road, so resources and materials must be brought in either by barge or by plane well in advance.

To account for these challenges, the cruise ship must pay half the invoice three months in advance as a nonrefundable deposit. The invoice must be paid in its entirety one month in advance. This ensures that the communities can make the necessary preparations for passenger arrival. This also provides the communities financial protection in the event a cruise ship voyage plan changes and extra food and materials have already been purchased and flown in.

## Preferred Visitor Loads Policy

Due to the varying resources and capacity in communities, Operators must consult the CCs to determine their desired visitor load. Visitor load suggestions have ranged from 50 to 100 passengers landing in a community at one time, but there is no "one size fits all" capacity limit.



Quads and skidoos are common modes of transportation in the communities. Operators will need to work with communities to discuss transportation options if transportation is required. Photo courtesy of Britney Selina.



## Shore Visitation

*There are several processes, including permitting and licenses, already in place that Operators will need to abide by when planning a shore visit. Operators will be required to contact one or more of the organizations listed in the Contact Information page to obtain the appropriate permits, licenses, and permissions. Please review the Contact Information page for further details.*

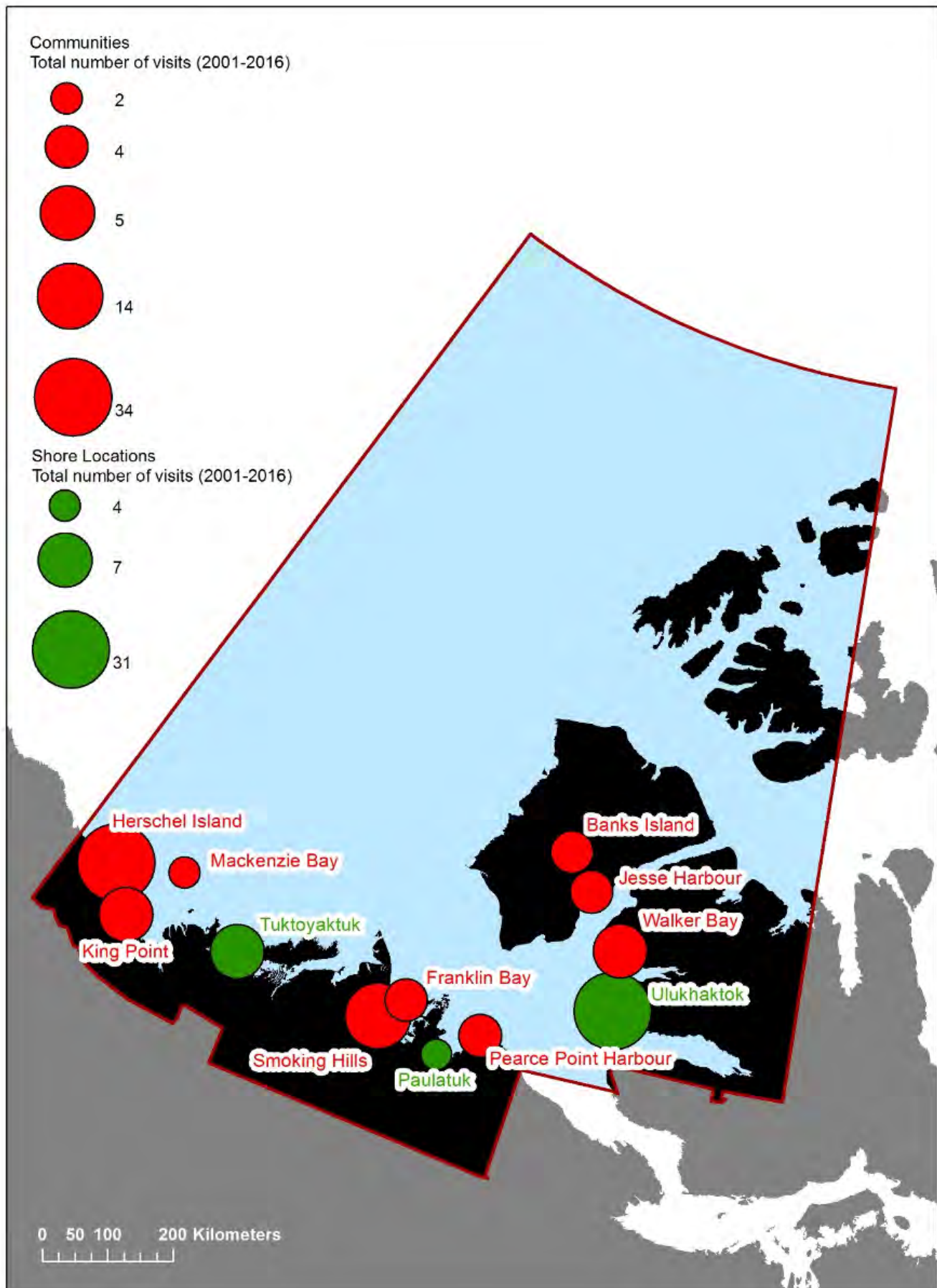


### Areas That Must be Avoided

Operators and their passengers will avoid areas where active hunting is occurring and avoid interfering with snares and/or traps. This ensures that culture and traditions are respected as any interference with a hunt can make it unsuccessful. Under the IFA, any interrupted hunt that causes it to become unsuccessful entitles the Inuvialuit harvesters to compensation in an equal amount.

It is recommended that Operators contact IRC, ILA, and the Prince of Wales Northern Heritage Centre for confirmation that operations do not enter protected historical archaeological or cultural sites. Should operations encounter these sites, all operations should cease and be reported to IRC, ILA, and the Prince of Wales Northern Heritage Centre.





**Figure 9.** Cruise ship (including expedition cruise ship) visitation by community and shore locations in the ISR, 2001 to 2016. Graphic courtesy of ESGP University of Ottawa.



## Visiting Shore Locations

Operators and passengers will follow the recommendations issued by the EISC for planned voyages. All visitors will maintain a “Leave No Trace” attitude. This includes mitigating disturbance to plants, refraining from removing pebbles, rocks, and bones, and not leaving behind “tags” or “markers” to indicate someone had visited. Taking photographs is a less impactful way to remember a location.

For the safety of the passengers and crew, wildlife monitors are required when visiting shore locations. This role will be fulfilled by the Inuvialuit Onboard Marine Monitors as they possess all the necessary certificates. The number of shore visits per location from 2001 – 2016 can be seen in Figure 9.

Operators wishing to visit Qikiqtaruk Territorial Park on Herschel Island must contact the Yukon Government to obtain the appropriate documentation. As this a delicate ecosystem, the Operators must observe any conditions established by the Park Rangers, such as visitation loads, and conditions established by the HTC and abide by the Herschel Island – Qikiqtaruk Territorial Park Management Plan (2019). The management plan ensures that ecological integrity and cultural heritage are protected and sustained for generations to come. The *Historic Resources Act* (2002) must also be consulted prior to visitation, and a license is required under the *Wilderness Tourism Licensing Act* (2002).

As Herschel Island and Qikiqtaruk Territorial Park area are also important subsistence harvesting grounds for many Inuvialuit families and harvesters, Operators must therefore also inform IRC, Aklavik HTC, and the Inuvik HTC when planning a visit.

Operators wishing to visit Smoking Hills must first obtain the appropriate permits and documentation from ILA. Operators and passengers must abide by all rules set out by ILA.

Operators wishing to visit the national parks or the Pingo Canadian Landmark must contact Parks Canada prior to the visit to obtain the appropriate permits. Except for Inuvialuit under the IFA, all vessels wishing to enter marine areas or land a vessel within these sites must contact the Parks Canada office in Inuvik (867-777-8800) prior to entering the site. Authorization normally occurs through a visitor use permit and/or a business license, and other permitting requirements may exist (for example, aircraft landing permit, filming, or photography activities, use of drones/UAVs, research and collection, fishing, or transportation of a firearm).

At the Pingo Canadian Landmark, it is prohibited to use off-road vehicles, and between April 15 and October 31, the use of snowmobiles and hiking from the base of pingos up to the summit is also prohibited. This information can also be found on the Parks Canada website.

The use of helicopters and drones is strongly discouraged in the ISR. Drones are heavily regulated in national parks and are only permitted through obtaining special permits from the Inuvik Parks Canada office. The noise from these devices can cause undue stress on wildlife and cause them to rapidly retreat. This may also have a negative impact on a harvest. If drones are used, then the pilot must do so in compliance with Part IX of the *Canadian Aviation Regulations – Remotely Piloted Aircraft Systems* and if used in national parks, flown in compliance with all park regulations associated with their special permit. Drone operators must also have a valid pilot’s license and register their drone with Transport Canada prior to flying. Under the land claim agreement, helicopters are not permitted to land on Inuvialuit Private Lands without prior consent. Contact ILA for further information regarding flying over Inuvialuit Private Lands.



To ensure that Inuvialuit have a thorough understanding of cruise ship visitation impacts, an Inuvialuit Monitoring Program should be developed. The monitoring program could include photos being taken before and after a cruise ship visits each site to serve as an impact record. This will help to determine appropriate carrying capacities and the rest period a site requires in between visits. In addition to normal human pressure, natural impacts, such as a rainier season than normal, can also impact the carrying capacity and the length of rest period required.

Pinguryuaq or pingo, refers to a hill formed by the pressure of underground ice. A Pinguaryuk is a small pingo and a Pinguqsaaryuk is a large pingo. The Pingo Canadian Landmark is found near Tuktoyaktuk. Translation courtesy of Inuvialuit Cultural Resource Centre. Photo courtesy of Tess Forbes.



## Monitoring & Enforcement

### Federal and Territorial Regulations

Operators will work with federal and territorial agencies to ensure compliance with formal regulations.

Monitoring and enforcement while on water falls under the *Canada Shipping Act, 2001*, the *Arctic Waters Pollution Prevention Act* (AWPPA), and the *Marine Transportation Security Act*. The AWPPA provides the foundation for enforcement specific to the Arctic. It is applicable to all vessels, including cruise ships, operating in Canadian Arctic waters. It is the responsibility of the Owner and Operator of the cruise ship to ensure that the vessel complies with these regulations.

Transport Canada Marine Safety and Security division is responsible for performing annual compliance inspections on Canadian cruise ships and Port State Control inspections on foreign cruise ships. These inspections include a review of the environmental systems and Safety Management System documentation. Additionally, under the AWPPA, 15 (4) (a), Pollution Prevention Officers may enter any area if they have grounds to believe that a vessel is not complying with the vessel standards.

The Onboard Marine Monitors will record any suspected violations, including pollution, and include them in the report to IRC and IGC. IRC will then inform NORDREG of the concern. IRC and IGC will ensure that the HTC's are aware of any suspected violations.

When on land, law enforcement responsibility falls on the Royal Canadian Mounted Police (RCMP). There is a detachment office in each of the six ISR communities.

GNWT ENR and the Government of Yukon Department of Environment (DOE) are responsible for enforcing the *Wildlife Acts* in the NWT and Yukon portions of the ISR respectively.

Under the *Canada National Parks Act* (S.C. 2000, c. 32), Parks Canada has the authority to manage national parks, national park reserves, and national historic sites (including the Pingo Canadian Landmark) on behalf of the people of Canada and is responsible for granting permission to enter any lands or waters for which it has jurisdiction. Visitor permits and/or business licenses may be required to enter a national park or site, and other permitting requirements may exist such as aircraft landing permits, filming, or photography activities, use of drones/UAVs, research and collection, fishing, and transportation of a firearm.





# Contact Information

## Inuvialuit Regional Corporation

- First point of contact and liaison

### **Marine Program Coordinator**

867-777-7000

marine@inuvialuit.com

## Community Corporations (CCs)

- Primary community contact
- Contact when planning a visit

### **Aklavik Community Corporation**

867-978-2414

accmanager@inuvialuitcc.com

### **Inuvik Community Corporation**

867-777-2603

iccmanager@inuvialuitcc.com

### **Paulatuk Community Corporation**

867-580-3601

pccmanager@inuvialuitcc.com

### **Sachs Harbour Community Corporation**

867-690-3025

sccmanager@inuvialuit.com

### **Tuktoyaktuk Community Corporation**

867-977-2390

manager@tukcommunitycorp.com

### **Ulukhaktok Community Corporation**

867-396-4701

uccmanager@inuvialuitcc.com

## Hamlet Offices

### **Hamlet of Aklavik**

867- 978-2351

### **Town of Inuvik Municipal Office**

867-777-8600

### **Hamlet of Paulatuk Office**

867-580-3531

### **Hamlet of Sachs Harbour Office**

867-690-4351

### **Hamlet of Tuktoyaktuk Office**

867- 977-2286

### **Hamlet of Ulukhaktok Office**

867-396-8000

## Hunters and Trappers Committees (HTCs)

- Contact for route advice and community visitation support

### **Aklavik HTC**

867- 978-2723

ahtc@northwestel.net

### **Inuvik HTC**

867-777-3671

inuvikhtc@hotmail.com

### **Olokhaktomiut HTC**

867-396-4808

ohtc2015@outlook.com

### **Paulatuk HTC**

867-580-3004

paulatukhtc@gmail.com

### **Sachs Harbour HTC**

867-690-3028

shtcresperson@yahoo.ca

### **Tuktoyaktuk HTC**

867-340-0057

Tuk.htc@outlook.com

## Inuvialuit Land Administration (ILA)

- Required whenever passengers disembark.
- ILA may consult with other organizations including the HTCs as needed

### **Inuvialuit Land Administration Office**

867-977-7000

<https://irc.inuvialuit.com/lands>

## Industry Tourism and Investment (ITI)

- Provides the tourism license

### **Beaufort Delta Regional Office**

867-777-7196

## Prince of Wales Northern Heritage Centre

- Contact for information regarding archeological sites

### **Territorial Archeologist**

867-767-9347 Ext. 71251





### **Environmental Impact Screening Committee (EISC)**

- Screens all applications for environmental impacts and provides recommendations to minimize or mitigate environmental impacts.
- Reviews all applications for environmental impacts and provides recommendations to minimize or mitigate environmental impacts. Inuvialuit organizations have an opportunity to provide input during this process.

#### **EISC Office**

867-777-2828

[eisc@jointsec.nt.ca](mailto:eisc@jointsec.nt.ca)

[www.screeningcommittee.ca](http://www.screeningcommittee.ca)

### **Government of Northwest Territories Department of Environment and Natural Resources (ENR)**

- Wildlife enforcement and provides Wildlife Observation Permits under the NWT Wildlife Act. The application for these permits can be found on the ENR Website.

867-678-6650

### **Yukon Government**

- Required to visit Qikiqtaruk Territorial Park

#### **Herschel Island – Qikiqtaruk Territorial Park**

867-993-6850

[Yukon.parks@gov.yk.ca](mailto:Yukon.parks@gov.yk.ca)

# Part 3:

# Emergency Response & Safety

## Emergency Response

Due to the remoteness of the ISR, emergency response and search and rescue (SAR) capabilities are very limited. The available CCG assets readily available in the ISR can be seen in Figure 10. It is important to note that VHF radio coverage is also limited in the ISR.

If a SAR situation arises, the first call the Operators should make is to the Joint Regional Coordination Centre (JRCC) Trenton Office.

**Joint Regional Coordination Centre Trenton Office:**  
**1 – 800- 267 – 7270**

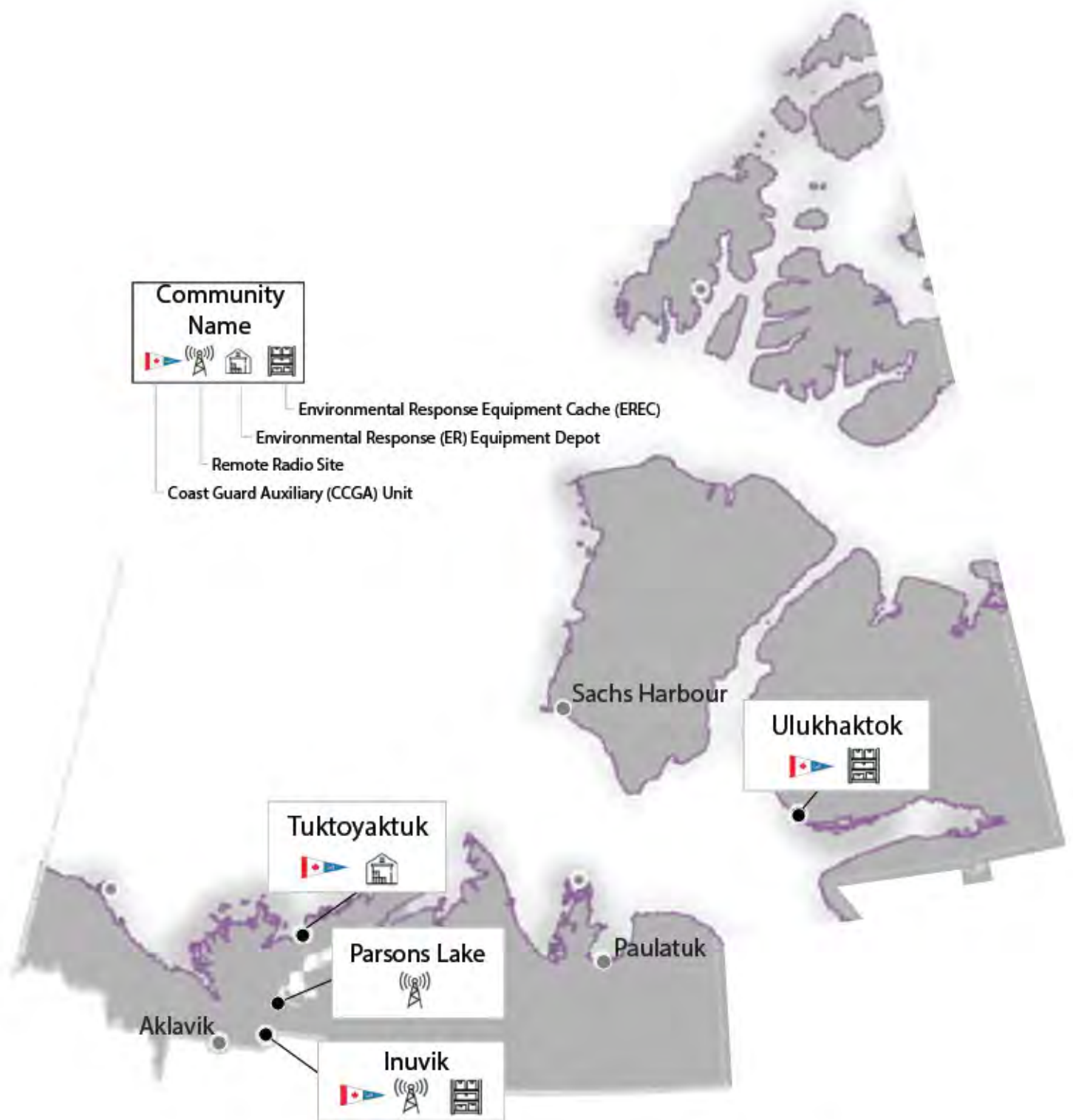
JRCC Trenton coordinates SAR efforts in the western Arctic maritime zone. JRCC has the authority to task SAR resources available in the area (e.g. CCG vessels, Royal Canadian Air Force (RCAF) planes, Canadian Coast Guard Auxiliary (CCGA) units, etc.). CCG Auxiliary units are local volunteers located in Inuvik, Aklavik, Tuktoyaktuk, and Ulukhaktok who can assist in SAR operations in proximity to these communities. The readily available Canadian Coast Guard SAR and environmental response (ER) assets, and Canadian Coast Guard Auxiliary units can be seen in Figure 9.

JRCC may also utilize a nearby vessel as a Vessel of Opportunity (VOO). As vessels of opportunity play a key role in the Arctic and remote SAR operations, a cruise ship may also be called upon to aid in a SAR operation, as per the *Canada Shipping Act, 2001*. If an emergency does not fall within their mandate, JRCC will redirect the call to the appropriate authority.

Additional Coast Guard ER resources are available in Hay River, NT and may be deployed by air anywhere in the ISR in the event of an environmental emergency.

It is essential that when preparing for a trip, Operators keep in mind that the ISR communities have limited extra supplies and resources. Vessels must be fully stocked to ensure they are as self-sufficient as possible in the event of an emergency. Medical facilities are also limited, and medical emergencies may need to be flown south for treatment. Local and federal emergency response groups will do their best to aid where they can; however, proactive planning to avoid these situations will be key.





## Marine Response Assets

**Figure 10.** The available SAR and ER assets within the ISR. Graphic courtesy of the CCG.

## Health & Safety

The health and safety of passengers, crew, and residents is a priority for the Canadian Government and for IRC. Therefore, at the very minimum, all cruise ships must comply with the following:

- *Department of Health Act (DHA)*
- *Food and Drug Act (FDA), Section 4 & 7*
- *Potable Water on Board Ships, Vessels, Aircraft, and Buses Regulations (2016)*
- *Quarantine Act*
- *International Health Regulations (2005)*

Each cruise ship will undergo an inspection conducted by Environmental Health Officers, under the Public Health Agency of Canada as per current regulations. The extent of this inspection varies depending on past inspection results (i.e., if an operator has previously failed, they will undergo a more extensive inspection).

As outlined in the *Transport Canada Guidelines for Operating Passenger Vessels* in the Canadian Arctic, all cruise ships must submit a report for all cases (including zero) of any gastrointestinal illness 24 to 36 hours prior to their arrival to Canada. This report is submitted to the Public Health Agency of Canada (PHAC).

Due to limited medical facilities in the ISR, extreme caution must be taken during times of health crises, such as the COVID-19 pandemic. All Operators must follow any Interim Orders instated by the federal and territorial governments. The territorial government reserves the right to prevent any vessel from landing onshore if there is a significant health risk to the community. IRC will work closely with territorial and federal governments to ensure that Inuvialuit health remains a priority.

Prior to landing within the ISR, there must be no indication of any communicable disease onboard for at least one disease incubation period. In the case of COVID-19, the incubation period is 14 days; therefore, there must not be any COVID-19 symptoms on board for at least 14 before Operators intend to land.

The strictest precautionary health measures are strongly encouraged. If there is a novel virus (example: COVID-19), Operators must have a health assessment screening and testing phase prior to passengers boarding the vessel. Anybody testing positive for a disease or exhibiting symptoms should not be allowed on board the vessel. This will reduce the spread and help protect communities. Proof of vaccination for diseases with vaccine may be required before landing in the ISR. This serves as an extra safety precaution.



It is of the utmost importance that Inuvialuit remain safe and healthy during a cruise ship visit. As there are limited medical resources in the ISR communities there must not be any evidence of communicable disease onboard as cruise ships prepare to visit communities such as Ulukhaktok. Elders are shown here greeting cruise ship visitors to their community of Ulukhaktok.





# Part 4: Conclusion

This Management Plan aims to ensure that the IFA is upheld throughout the entire process and that the Inuvialuit lands, waters, people, and culture are respected. Inuvialuit must be involved at every stage and can positively contribute to both the management of the ISR and the overall visitor experience.

With steadily milder winters in recent years, the Northwest Passage will continue to become more accessible, drawing more visitors to experience the Canadian Arctic. This is a unique opportunity for Inuvialuit to proactively manage cruise ships and establish expectations early on before any lasting negative impacts occur. By working together, a balance between environmental and cultural protection while fostering economic prosperity can be achieved and enjoyed for generations to come.





# List of Acronyms

**ACNV** – Arctic Corridors and Northern Voices

**AECO** – Association of Arctic Expedition Cruise Operators

**AN MPA** – Anguniaqvia niqiqyuam Marine Protected Area

**ASSPPR** – *Arctic Shipping Safety and Pollution Prevention Regulations*

**AWPPA** – *Arctic Waters Pollution Prevention Act*

**CC** – Community Corporation

**CCG** – Coast Guard

**CCGA** – Canadian Coast Guard Auxiliary

**CHS** – Canadian Hydrographic Service

**CIRNAC** – Crown-Indigenous Relations and Northern Affairs Canada

**CSA** – *Canada Shipping Act, 2001*

**CSMA** – Culturally Significant Marine Area

**DFO** – Fisheries and Oceans Canada

**DHA** – *Department of Health Act*

**EBSA** – Ecological and Biologically Significant Area

**EISC** – Environmental Impact Screening Committee

**ER** – Environmental Response

**GHG** – Greenhouse Gases

**GNWT** – Government of the Northwest Territories

**HTC** – Hunters and Trappers Committee



**ICEDO** – Inuvialuit Community Economic Development Organization

**ICMAC** – Inuvialuit Cruise Management Advisory Committee

**IDC** – Inuvialuit Development Corporation

**IFA** – Inuvialuit Final Agreement

**IGC** – Inuvialuit Game Council

**ILA** – Inuvialuit Land Administration

**IMO** – International Maritime Organization

**IRC** – Inuvialuit Regional Corporation

**ISR** – Inuvialuit Settlement Region

**JRCC Trenton** – Joint Regional Coordination Centre Trenton Office

**LISC** – Low Impact Shipping Corridors

**MARPOL** – International Convention for the Prevention of Pollution from Ships

**MPA** – Marine Protected Area

**NOTMAR** – Notice to Mariners

**PC** – Parks Canada

**SAR** – Search and Rescue

**TK** – Traditional Knowledge

**TN MPA** – Tarni Niryutait Marine Protected Area

**WAMPA** – Western Arctic Marine Protected Area Steering Committee

**WMAC** – Wildlife Management Advisory Council

**VOO** – Vessel of Opportunity

# **Appendix 1.** Inuvialuit Community Economic Development Organization (ICEDO) Community Engagement Questions to Discuss Cruise Ship Tourism

## **Guiding Principles & Goals**

- What benefits do you want to get out of cruise/yacht tourism?
- What aspects of your community do you want to share?
- What are the primary issues & concerns with tourism in your community?
- What are the big picture or longer-term goals and vision for your community?

## **Vessel Management**

- Are there any concerns with where boats or ships anchor or visitors come ashore?
- Do you have concerns where these boats or ships may travel around the communities or elsewhere in the ISR?
- Do you have any thoughts or comments regarding regulations or compliance issues?

## **Environmental Preservation & Protection**

- Do you have any concerns with existing federal legislation?
- Is there a need to develop Inuvialuit specific regulations?
- Are there species-specific guidelines that should be considered?

## **Community Visitation**

- What are your thoughts around current community visits?
- Should visits be structured (tourists kept in groups) or left to be free (tourists allowed to go anywhere unguided in the community)?
- What are the elements of your community that you would like to share?
- Are there elements (places, cultural traditions) that you would not like to share?

## **Shore Visitation**

- Are there locations in and around your community that you know tourists are visiting?
- Are there concerns regarding current or potential visitation to sites in and around your community?
- Should there be enhanced monitoring? If so, by who?

**Do you have any additional thoughts and comments not otherwise covered above?**

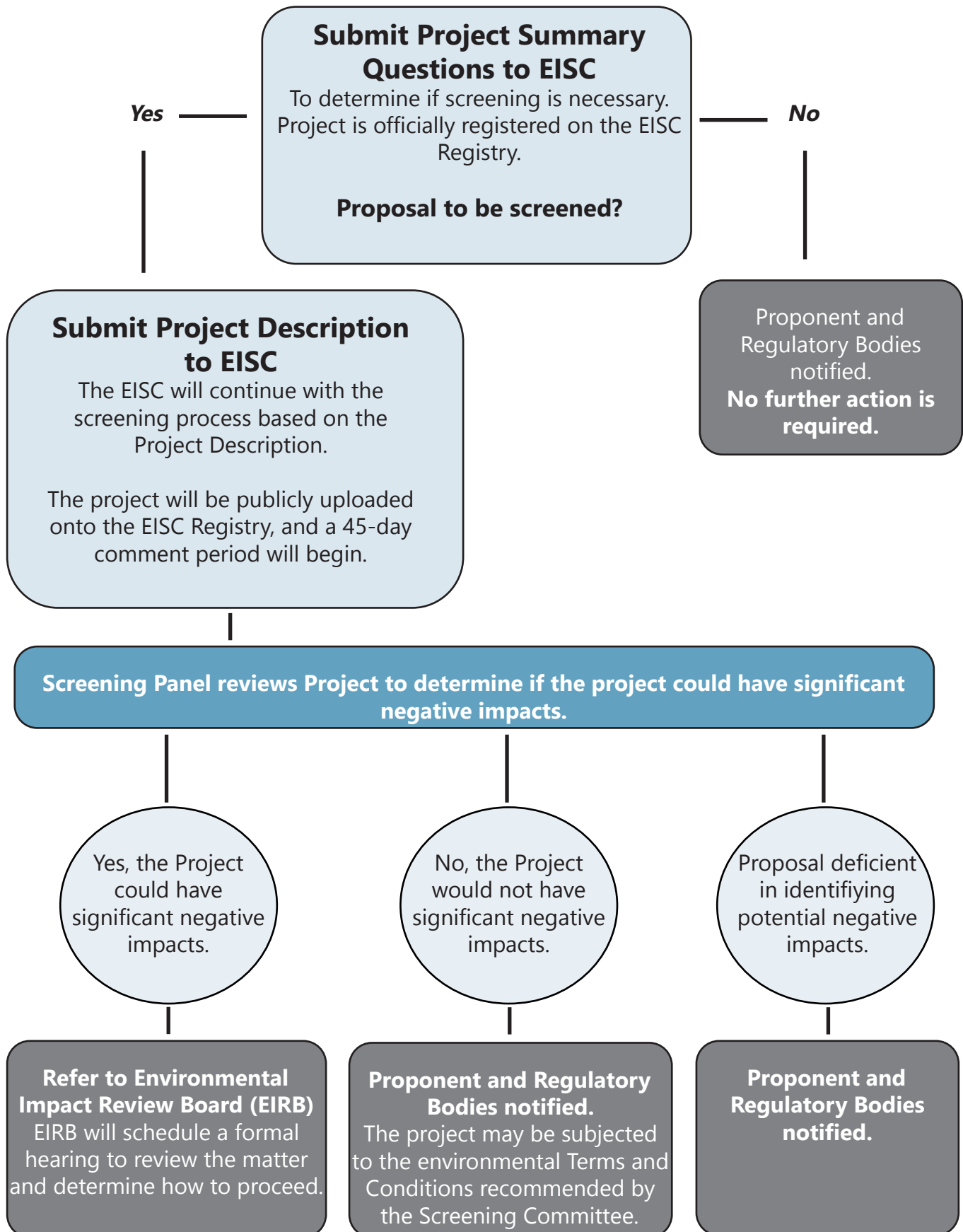


## Appendix 2. Cruise Ship Operator Check List

*Please note that some of these items need to be completed 9-12 months in advance. It is important to begin this process as early as possible to ensure that an ISR cruise ship experience is successful.*

- ☐ Draft proposed routes based on review of relevant resources such as the ISR Cruise Ship Management Plan, NOTMARs, community conservation plans, and LISC.
- ☐ Connect with appropriate Community Corporations and Hunters and Trappers Committees to seek advice on proposed routes.
- ☐ Signed MOU between IRC and the Operator committing to Inuvialuit Onboard Marine Monitors and refraining from dumping within ISR waters.
- ☐ Finalize community visit itineraries and requirements with respective communities.
- ☐ Submit transit plan to Environmental Impact Screening Committee for review and adjust plan as needed.
- ☐ Submit tourism application to GNWT Department of Industry, Tourism, and Investment for review and approval.
  - ☐ Seek approvals/permits as required:
    - National Parks – Parks Canada
    - Bird Sanctuaries – Environment and Climate Change Canada
    - Smoking Hills – Inuvialuit Land Administration
    - Drone Usage – Inuvialuit Land Administration, Parks Canada, Environment and Natural Resources
- ☐ Review ISR Code of Conduct and ISR Wildlife Viewing Guidelines.
- ☐ Pay first half of the community invoice for each community visit.
  - ☐ Hire two Inuvialuit Onboard Marine Monitors and an Inuvialuit Guide.
  - ☐ Pay second half of the community invoice for each visit.
- ☐ Check in with communities prior to visit to confirm visitation timing.
- ☐ Provide passengers with Code of Conduct and Wildlife Viewing Guidelines.
- ☐ Debrief with IRC and communities to reflect on visit to improve future visits.

## Appendix 3. Environmental Impact Screening Committee Process





## Appendix 4. An Example Artist sale survey following a cruise ship visit.

Community Name

Community Art Market

Name of Vessel

Date of Visit

### ARTIST SURVEY

1. What items did you have for sale?

Item Description	Amount	Sale Price	Number Sold

2. How long in advance did you start preparing your items?

6 Months Before	3 Months Before	A Few Weeks Before	A Few Days Before

3. Did your sales meet your expectations?

I sold MORE than I expected	I sold about what I thought I would	I sold LESS than I expected

4. I think the biggest challenges for Artists trying to sell to the Cruise Passengers is:

Location of Art Market	
Shortage of materials to prepare my Items	
Visitors not interested in the kind of items that I had available	
Knowing how to price my items	
Visitors wanted to pay by credit card but I only accept cash	
Other (please describe)	

5. If I were to sell my arts and crafts to cruise passengers again, here are some things I might do differently:

6. Some other general comments I would like to share are (feel free to use back side of paper):



Photo courtesy of John Lucas Jr.





