

## Interim Financial Report

**NWRT Project Number:** 20-10-14

**Project Title:** Baffin Bay Polar Bear Aerial Survey 2010-2012

**Project Leader:** Polar Bear Biologist [Interim: Dr. Stephen Atkinson], Department of Environment, Box 209, Igloolik, NU X0A-0L0. Phone: (204) 284-1813. Fax: (204) 284-1813. E-mail: [sna119@mail.usask.ca](mailto:sna119@mail.usask.ca)

### Original Project Budget (2010):

Expenditure Type	Total
Helicopter: 0 hours @\$1600 / hour for late spring pilot research (removed from 2010 pilot work)	0
Twin Otter: 40 hours @ \$1875 / hour for late spring pilot research	75,000
Accommodation and food during field season: 5 persons (including pilot) for ~10 days @ \$275 per person per day	13,750
Field equipment (camera mount, gps)	5,000
Community fuel use, 2010	5,000
Community consultations in Pond Inlet, Clyde River, and Qikiqtarjuaq: 2 persons @ approx.10 days: travel, lodging, meeting expenses(Completed in 2009/10 fiscal year)	0
Fuel Purchase for 2011 research: 250 drums @ \$500 / drum (Twin Otter – ~1.6 drums / hour; helicopter 2 drums / 3.5 hours); Additional fuel purchased in Nunavut communities as needed, and at airports in Greenland.	125,000
Community-based fuel movement (Loader rental)	20,000
Travel to field site for 4 people	17,000
HTO representative assisting in field, 5 days @ \$150/day	750
<b>Phase 1: Baffin Bay Pilot Research and 2011 Preparations</b>	<b>\$261,500</b>

## Original Proposed Contributions (2010):

Organization	Financial Support Requested, 2010	In-Kind Contributions
GN, Department of Environment	\$135,000	Personnel time for consultations, logistical support, field research, and analyses during 2010 – 2011 FY: Approx. 33 pd's
Greenland Institute of Natural Resources	\$20,000	Personnel time for logistical support, field research, and analyses during 2010 – 2011 FY: Approx. 36 pd's
NWMB	\$75,000	
Polar Continental Shelf Project	*	Logistical support
Environment Canada, WWF	\$31,500	
University of Minnesota		Personnel time for consultations, logistical support, field research, and analyses during 2010 – 2011 FY: Approx. 49 pd's; Research and analytical consultation with faculty, 3 pd's; Office space

\*Anticipated financial support from PCSP was pooled and included in the Foxe Basin aerial survey development proposal

\*\*Research during 2011 will depend upon outcomes of 2010 pilot study and is thus not included here

### Explanation of Changes:

- (1) Total project budget was increased to \$270 to account for previously unplanned purchase of specialized survey camera and data collection equipment.
- (2) Financial support was not received from the Greenland Institute of Natural Resources or from WWF (Canada). Environment Canada contributed \$60,000 towards the project through its pooled funding contribution to the GN for polar bear aerial surveys in 2010/11.

### Financial Report:

<b>Budget Item</b>	<b>Budgeted</b>	<b>Disbursed (estimated)</b>	<b>Variance (estimated)</b>
Twin Otter	75,000	83,200	-8,200
Accommodation & Food	13,750	13,750	0
Survey Equipment	5,000	28,700	-23,700
Community Fuel Use	5,000	0	+5,000
Fuel Purchase	125,000	112,560	+12,440
Community-based fuel movement (loader rental)	20,000	15,000	+5,000
Travel	17,500	17500	0
HTO survey observer	750	750	0
<b>TOTAL</b>	<b>261,500</b>	<b>270,960</b>	<b>-9,460</b>

Balance, if any, to be returned to NWMB: \_\_\_\_\_ \$0\_\_\_\_\_

Balance, if any, to be carried over: \_\_\_\_\_ \$0\_\_\_\_\_

**Explanation of Variances:**

- (1) Twin Otter – The observed variance was due to a difference in the hourly charter rate (projected at the time of proposal submission to NWMB) versus the rate eventually set by the vendor (PCSP).
- (2) Survey Equipment – The observed variance was due to purchase of an integrated GPS/digital camera system for collection of data on polar bears below the survey aircraft (i.e. on transect).
- (3) Community fuel use – Expenditures in this category were included in the hourly aircraft charter rate.
- (4) Fuel Purchase – The observed variance was due to a difference in the cost of fuel purchase and shipping (as projected in the original proposal) versus actual costs which were not known until time of purchase.
- (5) Community-based fuel movement – The observed variance was due to a difference in the projected cost in the original proposal versus the actual cost for this service.

I certify that this is an accurate statement of the Board project funds received and disbursed in accordance with the joint contribution agreement.

Original signed by Stephen Atkinson

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Project Leader