

**What We Heard:
Tallurutiup Imanga
National Marine Conservation Area
Interim Management Plan**

Consultation Report

January 2026

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1.0 Introduction

This report provides a summary of consultation process conducted between May 2018 and November 2025 while developing the Interim Management Plan (IMP) for Tallurutiup Imanga National Marine Conservation Area (NMCA), located in Nunavut. The development of an IMP for Tallurutiup Imanga NMCA is required by the *Canada National Marine Conservation Areas Act* (the Act) to finalize the establishment of Tallurutiup Imanga as an NMCA through an Order in Council. It will remain in place until a full management plan for the NMCA is developed and tabled in parliament, within five years following establishment under the Act, as required per section 9(1).

This Interim Management Plan (IMP) was developed by a Planning Committee consisting of representatives from the Qikiqtani Inuit Association, the Government of Nunavut, and the Government of Canada (Parks Canada with Fisheries and Oceans Canada and Transport Canada playing a supporting role). To draft the IMP, extensive consultation with Inuit, partners, stakeholders, and the Canadian public was conducted by the Tallurutiup Imanga NMCA Planning Committee. Perspectives shared through the various meetings, workshops, open houses, and community events played an integral role in the development of the IMP and associated vision, management objectives, and interim zoning plan. The consultation process for the Interim Management Plan is complete. However, the Aulattiqatigiit Board, the Inuit-Canada management board for Tallurutiup Imanga, will continue to work closely with rights holders, stakeholder groups, partners, and the associated communities (see Table 1), on the implementation of the Interim Management Plan and the overall management of Tallurutiup Imanga NMCA.

2.0 Background

Located in Nunavut, the boundaries of Tallurutiup Imanga NMCA encompass the length of Lancaster Sound, stretching from Qausuittuq (Resolute) in the west to Baffin Bay in the east, beyond the territorial waters into Canada's Exclusive Economic Zone. At approximately 108,000 km², Tallurutiup Imanga NMCA represents nearly 2% of Canada's total marine area. This area is the ecological driver for much of the eastern Arctic and provides important habitat for nearly all Arctic marine species. Its waters are a migratory corridor for numerous species and essential habitat for polar bears, seals, walrus, bowhead and beluga whales, narwhal, and migratory birds. The area has sustained Inuit for generations and is an artery connecting communities and allowing travel throughout the High Arctic. Access to wildlife resources found in Tallurutiup Imanga NMCA is essential to Inuit food sovereignty and Inuit well-being and is critical for the region to retain a source of healthy country food.

As required by the *Nunavut Agreement*, an Inuit Impact and Benefit Agreement (IIBA) for Tallurutiup Imanga NMCA was signed in 2019 between the Qikiqtani Inuit Association (QIA) and the Government of Canada, as represented by Parks Canada, Fisheries and Oceans Canada, and Transport Canada. In addition to providing benefits to Inuit (e.g. QIA's Inuit Stewardship Program, Nauttiqsuqtiit), the IIBA establishes a consensus-based Canada-Inuit governance structure for Tallurutiup Imanga NMCA: the Aulattiqatigiit Board. This Board advises the Minister on any matters pertaining to NMCA management.

The Planning Committee conducted extensive consultations with the five communities associated with Tallurutiup Imanga NMCA identified in the IIBA, as seen in Table 1: Mittimatalik (Pond Inlet), Ikpiarjuk (Arctic Bay), Kangiqtugaapik (Clyde River), Qausuittuq (Resolute), and Aujuittuq (Grise Fiord) in 2018, 2019, 2024, and 2025.

Table 1: Communities associated with Tallurutiup Imanga NMCA

| Qausuittuq Resolute | Aujuittuq Grise Fiord | Mittimatalik Pond Inlet | Ikpiarjuk Arctic Bay | Kangiqtugaapik Clyde River |
|---|--|---|--|---|
| <i>the place with no dawn</i> | <i>the place that never thaws</i> | <i>the place where the landing place is</i> | <i>the pocket</i> | <i>nice little inlet</i> |
| Located on Cornwallis Island. One of Canada's northernmost inhabited communities. | Located on Ellesmere Island, the northernmost inhabited community in Canada. | Located in northern Qikiqtaaluk, on the shores of Tasiujaq (Eclipse Sound). | Located in northern Qikiqtaaluk, on the shores of Admiralty Inlet. | Located in the Baffin Mountains along the northeastern coast of Baffin Island |
| Population (2021 Census) | | | | |
| 183 | 144 | 1,555 | 994 | 1,181 |
| 91.7% Inuit 67.7% Inuktitut-speaking | 93.1% Inuit 85.7% Inuktitut-speaking | 93.2% Inuit 92.9% Inuktitut-speaking | 96.5% Inuit 97.5% Inuktitut-speaking | 97.5% Inuit 97% Inuktitut-speaking |
| Average Age | | | | |
| 31.8 years | 30.8 years | 26.6 years | 24.8 years | 26.3 years |

3.0 Consultation and Engagement Process

Consultation has been a core priority of the work to draft the Tallurutiup Imanga NMCA Interim Management Plan. Open and transparent consultations have facilitated awareness and understanding, fostering respect, and enhancing informed and balanced decision-making. Inclusive planning processes established important channels for ongoing dialogue, which in turn strengthened relationships between various levels of government, Inuit communities, partners, stakeholders, and the public. Legislative requirements for consultation are found in the Act (2002).

3.1 Phase I: Drafting the Interim Management Plan (2018- 2019)

3.1.1 Community Consultation

3.1.1.1 How We Consulted

Between May and July 2018, a series of community consultations were organized with the goal of gathering initial community input for the development of the IMP. In-person meetings were held in Mittimatalik (Pond Inlet), Ikpiarjuk (Arctic Bay), Kangiqtugaapik (Clyde River), Qausuittuq (Resolute), and Aujuittuq (Grise Fiord) with community representatives from Hamlet Councils, Hunters and Trappers Organizations, and the QIA established Community Lands and Resources Committees (CLARC). Meetings included

ample time for discussion and comments. Open houses were also held at public spaces in each of the communities. These meetings were flexible, informal sessions where community members could drop in, view a short presentation, ask questions, and meet with Planning Committee members. In total, the Tallurutiup Imanga NMCA Planning Committee met with 181 community members.

In April and May 2019, a second in-person consultation updated community members on the IMP process, confirmed what was heard in the initial round of consultations, and asked for feedback on the vision, the draft management objectives and interim zoning. Similar to the 2018 consultations, the Planning Committee visited Mittimatalik (Pond Inlet), Ikpiarjuk (Arctic Bay), Kangiqtugaapik (Clyde River), Qausuittuq (Resolute), and Ajuittuq (Grise Fiord) and met with community representatives from Hamlet Council, Hunters and Trappers Organizations, and CLARC. There were also in-person open houses held in each community. In total, the Tallurutiup Imanga NMCA Planning Committee met with 158 community members through this round of engagement.

A full list of community consultation details for engagements in 2018 and 2019 can be found in Appendix A.

3.1.1.2 What We Heard

Discussions throughout consultations in Phase I revealed a strong community desire to use Inuit Qaujimagatuqangit (traditional knowledge) in management and decision-making and that an increased understanding of Tallurutiup Imanga NMCA would be important to move forward and guide research priorities. Climate change was identified as a driver for information gathering and research. In addition, the following key issues were identified:

3.1.1.2.1 Wildlife and Ecosystems Protection/Conservation

Numerous discussions with Mittimatalik (Pond Inlet) community members highlighted the importance of Tremblay Sound, Koluktoo Bay, Navy Board Inlet, and Milne Inlet as having high conservation value for narwhal calving grounds, post-calving and harvesting areas, and a desire to restrict or reduce shipping in these areas. Communities expressed that they were seeing wildlife declines and varying population levels associated with human industrial activities and would like those impacts to be reduced. . There were also concerns related to the effects that climate change was having on habitat and wildlife populations over the decades.

Many comments were heard in support of actions to reduce impacts on mammal migration routes, to prevent chasing/harassment of wildlife and intrusion into breeding areas. Research studies were also identified as being intrusive to communities and impacting wildlife populations; communities felt that research study methods tended to scare away wildlife and that these activities would impact both wildlife and hunting activities.

There was a direct relationship seen between the protection of wildlife and protection of the Inuit way of life. Food security was recognized as an important issue for communities along with access to healthy country meat for consumption. Communities want to ensure that wildlife continue returning and do not get diverted beyond community hunting grounds, which they have come to rely on. Communities specifically wanted to see

better protection for walrus and other marine mammals, which they depend on for their livelihood.

There was a concern over the noise created by marine vessels and there is a perception that sonar devices in the ocean, as part of research studies, tend to scare off wildlife. It was felt that the noise resulted in reductions in population levels especially within seal populations. Many of the communities reported apparent declines in seal populations.

Marine mammals in the Qausuittuq (Resolute) area share migratory routes with Mittimatalik (Pond Inlet) and other communities. However, these wildlife routes also share the same pathway as shipping routes. These communities identified a need for more research monitoring related to wildlife populations in Tallurutiup Imanga NMCA calving areas, marine mammal migration, timing of migration, and associated changes over time. Community members warned against using historical data to describe current conditions since both physical and biological environments have changed.

Community members suggested using temporary/seasonal closures for portions of the year to protect important habitats or to protect wildlife at critical life stages. Critical areas were identified including polynyas where wildlife tended to congregate for feeding. Marine setbacks for ships from coastal migratory birds, including seabirds and sea ducks, were also recommended.

3.1.1.2.2 Management of Marine Shipping/Increased Vessel Traffic

Communities saw ship activities as a disturbance to the peaceful mind of the hunter and the natural activities of marine animals. Concern was expressed over the opening of Lancaster Sound to increased national and international shipping traffic and recommended improved monitoring, vessel speed restrictions, ice-breaking limitations, concentrated shipping routes, and other preventative measures. Communities were uncertain how to manage shipping traffic and wanted to ensure that a good plan is developed to address shipping-related concerns. There was also a desire by communities to be involved and aware of vessel and small craft movement within Tallurutiup Imanga NMCA and recommended improving communications and monitoring capabilities.

Communities expressed strong concern over potential spills, anchoring, ballast water release, and grey and black water dumping both inside and outside of NMCA boundary. There was strong concern with the proposed increase of the number of ships transiting between the Milne Port and Mittimatalik (Pond Inlet) and the disturbance of hunting areas due to the congregation of vessels waiting to dock at the Milne Inlet port. There was recognition that at that time many vessels were transporting iron ore through waters adjacent to their communities and there was worry over the potential increased number of vessels proposed in Phase 2 of the Baffinland project.

The communities saw a need for greater management of small boats (sailboats, yachts and zodiacs) and a desire to see ships using corridors to help reduce the negative impacts on marine mammals from vessel sounds. Other concerns included the production of wakes by large or fast-moving vessels that can be dangerous to hunters.

The community outlined concern that conditions and marine life in Oliver Sound and other areas, have changed due to shipping traffic. They had observed changes in

migration routes and habitat and indicated that fewer species were moving through their usual areas, and that overall, fewer species were observed while hunting. There was fear that this would also happen in Ikpiarjuk (Arctic Bay), especially with cod and marine mammals. Community participants suggested that camera-based monitoring should increase to monitor vessel traffic.

The Ajuittuq (Grise Fiord) community observed more whales in their area. It was perceived that whales were taking an alternate route through the Ajuittuq area due to ship traffic.

3.1.1.2.3 Ice Breaking/Sea Ice Protection

Mittimatalik (Pond Inlet) community members expressed that their area was suffering the most impacts from shipping activities and as a result were extremely concerned with ice breaking activities and associated impacts. Inuit use the ice from freeze-up to break-up for seasonal outings, on-ice transportation routes/travel between communities, hunting, etc. The community viewed ice breaking as interfering with ice-related activities (due to loss of ice) and decreased opportunities for and the length of time available to utilize the ice.

Navy Board Inlet was identified as an area where a seasonal zone restricting ice breakers is desired. Some suggested not allowing any ice breakers within the NMCA to protect and maintain floe edges.

Concern was expressed related to the continuity of the floe edge, which prevents marine mammals from going west. Ice blocks movement of marine mammals who therefore do not go west but stay on the eastern side of the floe. The community indicated that they would like to prevent ships from going through these iced areas as ice breaking could allow the animals to continue west rather than stay in the area. Communities suggested restricting ships from ice breaking in the area during May and June.

3.1.1.2.4 Management of Cruise Tourism

There was concern over increased tourism and zodiac traffic associated with the cruise ship industry. Communities felt that many cruise ships do not follow speed limits and often chase or harass wildlife and interfere with hunting activities.

Community members from Mittimatalik indicated that recently there had been a lot of cruise ship activity along the southern Eclipse Sound fjords. Members wanted to see cruise ships excluded from these areas throughout the summer months. Mittimatalik (Pond Inlet), Kangiqtugaapik (Clyde River), and Ikpiarjuk (Arctic Bay), communities were concerned about the increasing cruise tourism activities.

Community members indicated that they would prefer not to see tourists in the area at all during bird nesting season, however at the time, tourists and vessels were allowed to approach nesting birds (Murre). Cape Hay and Croker Bay were identified as areas where cruise ships visit, and as a result, community members are concerned about potential impacts.

It was emphasized that community members do not go to an area if it has been disturbed by a cruise ship passing by because they know that the whales would be gone as a result of the disturbance. At the time, the Mittimatalik (Pond Inlet) Hamlet was being pro-active by working with the Parks Canada regional office to raise concerns about

cruise ships. It was also felt that walrus haul-out sites have also been affected due to cruise ship activities.

3.1.1.2.5 Coordination of Emergency Response

Communities indicated that they were unsure of what to do if there was an incident with a ship, an oil spill or leak, or if a cargo ship became punctured. They identified a need for better spill response planning and training and community emergency management plans. An interest was expressed by communities to be involved in emergency responses near their communities, especially as they are often seen as first responders due to their proximity. They felt that better delineation of responsibilities could help with improved emergency response.

3.1.1.2.6 Improved Communications with Local Communities

Community members felt that they were not made aware of vessels coming into their areas, which was an ongoing concern. Improved communication between communities and users of the marine environment was recommended. Cruise ships and small vessels/sail boats often appear unannounced and usually provide no information prior to their arrival. Several communities indicated that they only find out about their presence when vessels are spotted or if they get into trouble and need assistance. This is thought to result from shifts in cruise ship itineraries, or inconsistent communication about these itineraries within communities.

Permitting was another concern raised. Communities indicated that they often do not know who has a permit and who is required to have a permit. Communities were keen to see organizations cooperate in this regard.

3.1.1.2.7 Enforcement/Pollution Control

Communities were concerned that regulations for the NMCA would not be enforceable and that infractions would go unnoticed (i.e. no consequences for people who do not follow regulations). For example, different regulations govern different parties transiting through and within Navy Board Inlet/Baffin Bay. Though Transport Canada regulations exist, the application of these rules varies by vessel groups (e.g., ships associated with industry/mining companies). Also, often research vessels were able to transit with no issues, while local search and rescue vessels were not allowed (or appear not to be allowed) in some areas. Community members were seeing activities that should not be occurring and felt that all vessel-types should be required to follow the rules without exemptions.

Communities were very concerned over enforcement on spills, ballast water, and dumping. They suggested introducing local community monitors and observation posts, which would be beneficial to enforcement goals.

Communities noted an increase in vessel traffic entering or transiting through Canadian waters. Foreign sailboats had been observed fishing (recreationally) in Ikpiarjuk (Arctic Bay) and in community fishing areas. These activities were a major concern for communities, particularly since it appeared to many that there was no regulation, enforcement, or permitting involved. Vessels were anchoring and were engaging in whatever activities they wanted with no consequences. As a result, the community recognized the need for monitoring and photo evidence of infractions or suspicious

activity. There was strong support to have more on-site community observers through improved stewardship programs and increased powers to enforce restricted activities.

3.1.2 Stakeholder Consultation

A record of meeting dates and consulted stakeholder groups was established in 2018 and maintained throughout Phase I, while developing the draft IMP.

3.1.2.1 How We Consulted

From 2018 to 2020, stakeholders in the cruise, shipping, mining, fishing and tourism industries along with Nunavut Institutions, were engaged through presentations, meetings, and workshops. NGOs, research groups and academia were also similarly engaged to obtain input for the development of the IMP.

Nineteen engagement workshops, presentations, and meetings were held during Phase I with 81 attending organizations. Fourteen email exchanges were sent and received, with 64 organizational contacts who expressed support and concern for the types of restrictions that were being considered for inclusion in the IMP. Overall 443+ individual engagements were tracked during Phase I stakeholder consultation.

An overview of the stakeholders engaged, and the consultations undertaken in Phase I can be found in Appendix B.

3.1.2.2 What We Heard

Industry stakeholders brought forth the following key themes and topics:

- Concern about permitting processes with added layers of regulation, increased timing for issuing permits, and increased administration, costs and complexity
- Wanting anchoring restrictions that allow for flexibility due to safety reasons
- Ensuring proper and adequate enforcement
- Looking for flexibility with travel due to changing weather and ice conditions, for safety reasons
- Vessel size restrictions for inlets
- Assurance that zoning will not be overly restrictive to fisheries and future fisheries operations
- Clarification of the role of the Government of Nunavut for economic decisions in the area

NGOs and academia brought forth the following key themes and topics:

- Avoiding shipping industry breaking sea ice and crossing community transportation routes
- Inclusion of buffers and restrictions around areas where walrus, caribou, seal, seabird and narwhal live, and in consideration of these locations across the seasons
- Respect for community right of way, hunting rights by restricting area entry, uses, and activities allowed
- Vessel speed restrictions
- Bottom trawling

3.1.3 Developing the First Draft of the Interim Management Plan (IMP)

Development of the IMP slowed between Phase I and Phase II due to restrictions imposed during the Covid-19 pandemic. During this period, QIA and the Government of Canada continued discussions about the intended use of the IMP, reaching a resolution in 2023 before preparing the first draft.

Feedback gathered from communities and stakeholders during Phase I consultations informed the Planning Committee's work in developing this initial draft. The draft IMP outlined a vision, management objectives and targets, and a proposed zoning framework.

3.2 Phase II: Reviewing the Interim Management Plan (2024-2025)

Phase II involved another round of consultations with the five associated communities, as well as additional validation meetings to ensure that community and partners' goals and objectives for the IMP were correctly reflected in the draft. Phase II also included stakeholder and public consultation.

3.2.1 Community Consultation

3.2.1.1 How We Consulted

In March 2024, the Tallurutiup Imanga NMCA Planning Committee returned to each of the five communities with a first draft of the IMP: Mittimatalik (Pond Inlet), Ikpiarjuk (Arctic Bay), Kangiqtugaapik (Clyde River), Qausuittuq (Resolute), and Ajuittuq (Grise Fiord).

In-person meetings with community representatives from Hamlet Council, Hunters and Trappers Organizations, Nauttisuqtiit (Inuit stewards) and Community Land and Resource Committees (CLARC) were undertaken in each community. These meetings were in-depth, 2-day sessions that covered the entire IMP with the majority of time allotted for discussion and comments. Participants were asked to identify what values they would like to see protected and what were the threats to these values. In-person open houses were held at public spaces in each of the communities. These meetings were flexible, informal sessions for community members to drop in, view a short presentation, ask questions, and meet with Planning Committee members regarding the IMP. A total of 103 people were engaged at these sessions. A number of additions and changes were made to the IMP following this round of consultations.

The revised IMP was then taken back to the five communities again in December 2024/January 2025. The purpose of these meetings was to validate that what was said in the March 2024 consultations had been properly understood and correctly addressed in the revised IMP. These in-person validation meetings were attended by community representatives from Hamlet Councils, Hunters and Trappers Organizations, and Nauttisuqtiit, for a total of 51 people. These community representatives asked questions and provided insights on the management of Tallurutiup Imanga NMCA. No further concerns were raised on the revised draft of the IMP.

A full list of consultation details from Phase II can be found in Appendix C.

3.2.1.2 What We Heard

Feedback and input gathered during the March 2024 consultations raised the following key points:

3.2.1.2.1 Changes to Vision and Management Targets

The Vision is an inspiring description of what Tallurutiup Imanga NMCA should be like in 15-20 years. The key feedback heard on the Vision was that Tallurutiup Imanga NMCA is a special place, where visitors can come but need to be respectful of the natural and cultural environments, and that mental health benefits from the NMCA should be mentioned.

Based on community feedback, changes were made to the Vision to better emphasize that visitation must be respectful, and that Inuit must help to shape and manage tourism activities. A statement was added to make it clear that the NMCA must support Inuit self-determination and enhanced wellbeing, which includes mental health along with economic, social, and cultural development.

Management targets are a list of specific actions that need to be accomplished over the first five years. They were designed to address community priorities. When asked if anything was missing from the targets, participants expressed that programs and infrastructure for hunters were needed, including visitor centre or a food processing centre. The IIBA for Tallurutiup Imanga and related infrastructure agreements already commit to establishing QIA's Nauttiqsuqtiit program and the construction of harbours and multi-use facilities. However, the Planning Committee added targets to the Interim Management Plan to support the implementation of these commitments. The communities also raised concerns about the enforcement of rules, especially on matters related to visitors and shipping, and the need for better coordination between the law enforcement agencies. Similarly, the Planning Committee added a target in the Interim Management Plan to address this issue.

3.2.1.2.2 Ice and Open Season Zoning Date Adjustments

There are differences in the environment, uses/activities, and wildlife migration between the time of the year when the area is mostly ice-covered and when open water dominates. A two-season zoning plan for each of the ice and open water seasons was presented at the community consultations in March 2024. Communities shared that it is getting harder to predict when freeze up and break up happens and there is a lot of variability from year to year. Most communities said freeze up and break up is happening a bit earlier than the proposed dates. Therefore, based on this community input, the dates for each zoning plan were adjusted to November 16 – July 20 for the ice zoning plan and July 21 – November 15 for the open water plan, with the Field Unit Superintendent having flexibility to change the dates if conditions warrant it and with the support from the communities.

3.2.1.2.3 Changes to Protection for Sea Ice

Icebreaking was listed in the draft as being prohibited during the ice season in certain areas, to protect species and critical ice habitat. Community consultations in March 2024 revealed that there was a need to extend the protection for sea ice further east off the entrance of Eclipse Sound to better protect the floe edge.

The draft IMP also had a list of exceptions for when travel through ice during the ice season could be allowed in certain circumstances in those areas. As a result of community input, an additional exception was added to the IMP to allow ice breaking for valid conservation reasons, such as freeing trapped whales.

3.2.1.2.4 Expanded Bird Colony Protection

In the draft IMP, bird colonies were given a strict year-round protection for nesting areas and additional habitat protection for foraging areas in the open water season. The Mittimatalik (Pond Inlet) community advised that the protection for bird colonies should be expanded along the coast of Buchan Gulf as there were additional bird nesting areas there. The IMP was revised to expand protection along the coast in the Buchan Gulf with a 100m strip of strict protection seaward of the cliffs, based on this community input.

We also heard that ballast water exchange should not be allowed in bird foraging areas, and that ships should be required to do ballast exchange before entering Nunavut. There was agreement with the proposed zoning, that there should be no sport hunting within 100 m of bird cliff at Cape Liddon.

3.2.1.2.5 Protection for Additional Walrus Haul-Out Areas

Within the draft IMP, there were habitat protection measures proposed for one walrus haul-out within the NMCA. Feedback was received that all additional walrus haul-out areas within the NMCA classified as 'confirmed' or 'uncertain' by DFO should be protected with the same measures to ensure that walrus are not disturbed. Hunters were concerned that there should be no access to haul-outs when hunting is in progress.

Based on community input, the IMP was revised to include protection for thirteen haul-outs including all known active haul-outs and three additional ones, as identified during the Qikiqtaaluk Wildlife Board consultations.

3.2.1.2.6 Increased Protection for Beluga Habitat

In the draft IMP, protection for beluga habitat including no commercial shipping, no installation of in-water infrastructure, no commercial fisheries, no non-rights-based hunting or trapping, was outlined for several areas in the NMCA. During consultations, communities told us that there was an additional beluga aggregation area along the northern coast of Somerset island. Further, participants recommended that there be no motorized access during the open water season to prevent disturbance of beluga in the shallow waters. Based on this community input, the IMP was revised to add a new 1 km buffer along the north Somerset coastline. An aircraft buffer was also put in place in these zones, to reduce noise disturbance.

3.2.1.2.7 Increased protection for Narwhal

Concerns were raised at the March 2024 consultation sessions about increasing protection for narwhal. Communities recommended the addition of speed restrictions to narwhal habitat areas.

Based on what was heard from communities, the IMP was revised to include increased protection for areas where narwhal gather in the open water season. A speed recommendation of 9 knots was added for all identified narwhal habitat areas. Cruise ships were prohibited in Milne Inlet. Cruise and commercial ships were prohibited south

of Eclipse Sound. Trembley Sound was designated as zone 1 with strict protection as a quiet refuge area for narwhal.

3.2.1.2.8 Addition of Areas of Special Importance (ASI)

During Phase I community meetings, specific areas were identified by communities for their importance to camp and hunt. During Phase II of consultations, the Planning Committee asked community members for more information about why the areas are important and what the threats to these areas were. All communities identified concerns about the disturbance of wildlife, traditional camping areas, cultural artefacts, and Inuit harvesting activities due to recreational activities and commercial tourism during the open water season.

Based on what was heard from communities about these important areas, the Planning Committee determined that these areas required a more tailored management approach and more flexibility than zoning could offer. As a result, the IMP was revised to designate these areas as 'Areas of Special Importance' (ASIs). ASIs were then added to the zoning maps to highlight their importance. The aim of these measures is to reduce impacts and to mitigate wildlife disturbances near areas of cultural significance, traditional campsites, and Inuit use of the area (e.g. harvesting, camping activities). The approach to managing ASIs will be ongoing and can be monitored and adapted with input from the individual communities.

In March 2024, communities recommended that Croker Bay and Dundas Harbour be strictly protected as zone 1, due to community concerns about damage to cultural areas on the shores of these bays, and general disturbance to wildlife. However, Parks Canada and the Aulattiqatigiit Board have no control over areas outside Tallurutiup Imanga NMCA jurisdiction and it would not be appropriate to use zoning to cut off access to land that is not under Parks Canada or QIA's administration. Therefore, it was determined that zoning was not an appropriate tool in these cases. This was explained to communities at the follow up validation meetings in December 2024 and January 2025 and there was understanding about why the request could not be addressed through zoning.

To address some concerns by communities, the IMP was revised to include Dundas Harbour as an ASI where visitors will require an orientation, be encouraged to hire a local guide, and discouraged from catch and release fishing. Ships will be encouraged not to travel into the area unless for safety reasons. Also, support will be provided for enhanced communication between communities and users so that the area will be used in a way that is respectful to the needs of the communities.

3.2.2 Stakeholder Consultation

3.2.2.1 How We Consulted

In Phase II, stakeholder consultation was open from May 22 until August 1, 2025. This included sector-specific meetings with stakeholder groups from mining, shipping, cruise ship, tourism, and fisheries industries. These industry groups were categorized as Teir 1 stakeholders. Prior to meetings, a draft copy of the IMP was distributed to 78 Teir 1 stakeholders across these industries.

During Tier 1 stakeholder meetings, a comprehensive presentation provided attendees with a walk-through of the draft IMP including an overview of Tallurutiup Imanga NMCA, key management goals/tools, and activities that are allowed/not allowed. The presentation also covered the work that took place to develop the draft IMP and an overview of the IMP contents (vision, objectives targets, and zoning). An explanation of inclusions and exclusions for Tallurutiup Imanga NMCA and the co-governance model was also provided. An overview of zoning was provided with some specific implications for each industry. There were 38 attendees to the draft IMP walk-through meetings.

Tier 2 stakeholder groups included non-government organizations (NGOs) and academia. They were sent an email with the draft IMP and asked to submit their feedback.

All stakeholders were encouraged to send feedback on all aspects of the draft IMP, for consideration by the Planning Committee.

At the request of the Association of Arctic Expedition Cruise Operators (AECO) and Baffinland Iron Mines Corporation, subsequent meetings were held to discuss their feedback and to ask questions of clarification regarding the draft IMP.

3.2.2.2 What We Heard

The Planning Committee heard back from 15 stakeholders in 8 industry sectors with feedback on the draft IMP. In total, 125 comments were submitted, that included the following key themes:

- Uncertainty about permitting
- Interest in being involved in other aspects of TI, especially research, search & rescue and ASI management
- Request to be consulted for future developments in TI
- Concerns about wildlife and habitat buffers
- Protection for marine mammals and limiting underwater noise
- Request for more bottom trawling restrictions
- Concerns about the level of restrictions on potential future industrial activities
- Comments about adaptive management approach
- Comments about conformity process (regulations, wastewater discharge, innocent passage)
- Request for more climate change planning

A full list of stakeholder consultation details for Phase II can be found in Appendix D.

3.2.3 Public Consultation

3.2.3.1 How We Consulted

The draft IMP was posted online for public consultation from June 23 to July 21, 2025. It was available at parks.canada.ca in English, French, and Inuktitut. The IMP website was visited 258 times and 173 of those views were considered, 'engaged' with a pageview lasting longer than 10 seconds. The Inuktitut version was visited 25 times.

The public was encouraged to review the draft IMP and send comments/feedback. It was posted on the Consulting with Canadians website and three Facebook and 'X' (formerly Twitter) posts were published during the consultation period via the

@ParksCanadaNunavut profile in both English and Inuktitut. These posts were also shared with @ParksCanada @QikiqtaniInuit @GovofNunavut profiles to extend coverage and reach. On the @ParksCanadaNunavut Facebook profile, the posts received 13,589 post views, 31 shares, and 43 link clicks through to the website.

3.2.3.2 What We Heard

One comment was received during public consultation that did not result in changes to the IMP.

“Please ban all sport and commercial hunting, trapping, and fishing and create this park as a safe place for animals.”

3.2.4 Recommended Final Changes to IMP

After consideration of all stakeholder and public comments, the Planning Committee recommended the following eight changes to the IMP:

- Added the terms “Commercial tourism” and “Recreational activities” to the Glossary of Terms
- Clarified role of the Aulattiqatigiit Board (AB) in the Introduction
- Clarified Guiding Principle #3 about adaptive management and how it will be done cooperatively
- Clarified the responsibilities of the Canadian Coast Guard in Table 2.1
- Changed the zoning of Significant Benthic Areas during the ice season, so they have the same protection as during the open water season
- Added an exception to the zoning of Walrus Haul-out buffers to allow cruise ships to enter Radstock Bay and 3 other small inlets on the southern coast of Devon Island, with community support
- Changed the flight altitude restriction over Beluga summer aggregation areas during the Open Water Season from 5,000 ft to 2,000 ft
- Made the 9-knot speed limit voluntary in Narwhal summer aggregation areas

3.2.5 Community Check-ins

Before changes were accepted by the Aulattiqatigiit Board to the draft IMP, the Planning Committee connected back with communities in Fall 2025 to validate that these changes were accepted by communities.

3.2.5.1 How We Consulted

Each of the five community’s Hamlet Councils and Hunter & Trapper Organizations (HTO) were sent a letter that provided an overview of the proposed changes. They were also offered an opportunity to meet and discuss the changes with the Planning Committee, ask questions, and clarify any of the edits.

Meetings were arranged with the Mittimatalik (Pond Inlet) Hamlet Council and HTO, the Qausuittuq (Resolute) Hamlet Council, and Kangiqtugaapik (Clyde River) HTO to discuss the recommended changes. The Planning Committee received confirmation from all five community Hamlet Councils that the changes were agreeable.

Confirmations were also received from four HTOs that the changes were agreeable. The Planning Committee made many attempts to engage the Qausuittuq (Resolute) HTO and was able to confirm they received our message and passed it on to their members.

4.0 Next Steps / Conclusion and Recommendations

The Aulattiqatigiit Board, the Inuit – Canada joint management board for Tallurutiup Imanga, is satisfied with the amount of consultation conducted and has agreed to the changes made to the IMP in response to feedback received. On December 3, 2025, the Aulattiqatigiit Board approved the final version of the IMP to be submitted to the Nunavut Wildlife Management Board (NWMB) and forwarded to the Minister. Internal approvals have also been obtained from the Qikiqtani Inuit Association, Parks Canada, Transport Canada, Fisheries and Oceans Canada, and the Government of Nunavut (including cabinet approval).

The IMP will be forwarded to the NWMB for their review and approval at their regular meeting scheduled for June 24, 2026. In accordance with the *Nunavut Agreement*, the decision made by the NWMB will be forwarded to the Minister responsible for Parks Canada. The IMP will then be signed by the President of QIA, the Ministers for Parks Canada, Transport Canada and Fisheries and Oceans Canada, and the Minister of Environment for the Government of Nunavut.

The IMP will guide the management of Tallurutiup Imanga NMCA while a comprehensive 10-year Management Plan is developed within five years of the establishment of Tallurutiup Imanga NMCA. It will also be part of the report submitted to Parliament to finalize the establishment of Tallurutiup Imanga NMCA under the *Canada National Marine Conservation Areas Act*, by adding the boundary of Tallurutiup Imanga NMCA to Schedule 1 of the Act. Throughout the implementation of the IMP, the Aulattiqatigiit Board will continue collaborating with communities, partners, and stakeholders.

5.0 Appendix

Appendix A – Who We Heard From: Phase I Community Consultations

Table 1. Community members consulted from May to July 2018

| Location | Date | Group | Type of Consultation | Estimated Number of Individuals |
|-------------|------------|---|----------------------|--|
| Clyde River | 2018-07-04 | Community Land and Resource Committee (CLARC) | In-person | 4 |
| Clyde River | 2018-07-04 | Hamlet Council | In-person | 13 |
| Clyde River | 2018-07-05 | CLARC and Hunters and Trappers Organization, QIA community liaison officer | In-person | 7 (11-4 from previous CLARC meeting) |
| Clyde River | 2018-07-05 | Open house* | In-person | 41 |
| Arctic Bay | 2018-05-25 | Hunters and Trappers Organization, QIA community liaison officer, Inuit knowledge working group, Sirmilik National Park Joint Inuit/Government Park Planning and Management Committee | In-person | 9 (11-2 overlapping with the open house) |
| Arctic Bay | 2018-05-25 | Hamlet Council | In-person | 6 |
| Arctic Bay | 2018-05-25 | Open house* | In-person | 33 |
| Resolute | 2018-06-05 | Hamlet Council, Hunters and Trappers Organization | In-person | 7 (12-5 overlapping with the open house) |
| Resolute | 2018-06-05 | Open house* | In-person | 8 |
| Pond Inlet | 2018-05-23 | Hunters and Trappers Organization, CLARC, QIA community liaison officer, Sirmilik National Park Joint Inuit/Government Park Planning and Management | In-person | 11 |

| | | | | |
|--------------|------------|---|-----------|--------------------------------------|
| | | Committee | | |
| Pond Inlet | 2018-05-24 | Asungasungaat Area Co-Management Committee | In-person | 12 |
| Pond Inlet | 2018-05-24 | Open house* | In-person | 13 |
| Grise Fiord | 2018-06-06 | Hamlet Council, Hunters and Trappers Organization, Nirjutiqarvik National Wildlife Area Co-Management Committee | In-person | 5 (10-5 overlapping with open house) |
| Grise Fiord | 2018-06-06 | Open house* | In-person | 12 |
| TOTAL | | | | 181 |

**Indicates events that were open to the public.*

Table 2. Community members consulted in April to May 2019

| Location | Date | Group | Type of Consultation | Estimated Number of Individuals |
|-----------------|-------------|--|-----------------------------|---|
| Clyde River | 2019-04-15 | Hamlet Council, Hunters and Trappers Organization, QIA community director | In-person | 11 (13-2 overlapping with CLARC) |
| Clyde River | 2019-04-16 | CLARC, QIA community liaison officer | In-person | 7 |
| Clyde River | 2019-04 | Open house* | In-person | Unknown |
| Arctic Bay | 2019-04-26 | CLARC, Sirmilik National Park Joint Inuit/Government Park Planning and Management Committee, QIA community liaison officer, Nauttiqsuqtiit | In-person | 19 (21-2 overlapping with Hamlet Council) |
| Arctic Bay | 2019-04-25 | Hamlet Council | In-person | 15 (16-1 overlapping with Hunters and Trappers) |

| | | | | |
|--------------|------------|--|-----------|--|
| Arctic Bay | 2019-04-25 | Hunters and Trappers Organization | In-person | 8 |
| Arctic Bay | 2019-04-26 | Open house* | In-person | 20 |
| Resolute | 2019-05-02 | Hamlet Council, Hunters and Trappers Organization, Qausuittuq National Park Joint Inuit/Government Park Planning and Management Committee, QIA community liaison officer | In-person | 11 (14-3 overlapping with the open house) |
| Resolute | 2019-05-02 | Open house* | In-person | 17 |
| Pond Inlet | 2019-04-24 | Hunters and Trappers Organization, Sirmilik National Park Joint Inuit/Government Park Planning and Management Committee, Inuit knowledge working group | In-person | 8 (9-1 person overlapping with Hamlet Council) |
| Pond Inlet | 2019-04-24 | Hamlet Council | In-person | 5 |
| Pond Inlet | 2019-04-24 | Open house* | In-person | 20-25 |
| Grise Fiord | 2019-04-30 | Hamlet Council, Hunters and Trappers Organization, QIA community liaison officer | In-person | 9 |
| Grise Fiord | 2019-04 | Open house* | In-person | 8 |
| TOTAL | | | | 158 |

**Indicates events that were open to the public.*

Appendix B – Who We Heard From: Phase I Stakeholder Consultations

Table 2. Stakeholders who were engaged in Tallurutiup Imanga NMCA IMP development sessions from 2018-2023

| Date | Engagement Type | Industry Sector | Attending Organizations | # of Attending Organizations (#Attendees/ Contacts) |
|----------------|--|-------------------------|---|---|
| 2018-04-23 | Meeting (In person) Iqaluit, NU | NGO | WWF | 1 (3 attendees) |
| 2018-05-28 | Workshop (Virtual) | NGO | Nature Conservancy of Canada Canadian Wildlife Service | 2 (5 attendees) |
| 2018-07-13 | Meeting (In person) Iqaluit, NU | Nunavut Institutions | Nunavut Impact Review Board | 1 (2 attendees) |
| 2018-08-30, 31 | Workshop (In-person) Dalhousie University, Halifax, NS | Academia | Dalhousie University Researchers ENGOS Indigenous Organizations | (50+ attendees) |
| 2019-09-04 | Meeting (In person) Iqaluit, NU | Nunavut Institutions | Nunavut Wildlife Management Board Submission and Presentation | 1 |
| 2018-09-04 | Meeting (Virtual) | Cruise | Adventure Canada AECO (Denmark) One Ocean Expedition Travel Nunavut Crystal Cruises (west coast) Arctic Adventures | 5 (9 attendees) |
| 2018-09-05 | Meeting (Virtual) | Mining | Baffinland | 1 (3 attendees) |
| 2018-09-12 | Workshop (In person) Iqaluit, NU and Gatineau, QC | Shipping | Aporta (Dalhousie University) NEAS Petronav Desgagnes Shipping Federation of Canada Fednav Woodwards Martech Polar Tactical Marine Solutions Ltd. | 9 (12 attendees) |
| 2018-09-17 | Meeting | Fisheries | Nunavut Fisheries Association | 4 |

| | | | | |
|------------|--|-------------------------|--|-----------------------|
| | (Virtual) | | AFA Qikiqtaaluk Corporation Baffin Fisheries | (9 attendees) |
| 2018-10-17 | Presentation (In person) Iqaluit, NU | Tourism | Travel Nunavut Industry Association AGM: Travel and tourism operators | 10 (40+ attendees) |
| 2018-10-17 | Presentation (In person) Iqaluit, NU | Tourism | Association of Arctic Expedition Cruise Operators (AECO) Forum at Travel Nunavut AGM: AECO Travel and tourism operators | 10 (25+ attendees) |
| 2018-10-18 | Letter to Minister | Nunavut Institutions | Asungasungaat Area Co-Management Committee (Bylot Island Migratory Bird Sanctuary) | 1 |
| 2018-10-18 | Letter to Minister | Nunavut Institutions | Nirjutiqarvik Area Co-Management Committee (Nirjutiqarvik National Wildlife Area/Coburg Island) | 1 |
| 2018-10-30 | Workshop (In person) Montreal, QC | Cruise and Shipping | Fednav Desgagnes Nunavut Eastern Arctic Shipping Inc. (NEAS) Shipping Federation of Canada Petro Nav Inc. Northwest Passage Marine (NWP) Hurtigruten Association of Arctic Expedition Cruise Operators (AECO) Baffinland Crystal Cruises Tactical Marine Solutions Ltd. Arctic Kingdom One Ocean Expeditions Adventure Canada Woodwards | 16 (18 attendees) |
| 2019-02-15 | Letter to Minister | Nunavut Institutions | Sulukvaut Area Co-Management Committee (Prince Leopold Migratory Bird Sanctuary) | 1 |
| 2019-03-07 | Meeting (In person) Iqaluit, NU | Nunavut Institutions | Nunavut Wildlife Management Board Submission and Presentation | 1 |
| 2019-04-14 | Workshop (In person) Iqaluit, NU | Cruise | Quark Expeditions Adventure Canada Spirit of the Arctic Tourism Summit: | 13 (20 attendees) |

| | | | | |
|----------------|---|-------------------------|---|----------------------|
| | | | One Ocean Expeditions Silversea Cruises Seabourn Holland America Abercrombie and Kent Eyos Expeditions Hurtigruten Lindblad Expeditions Association of Arctic Expedition Cruise Operators (AECO) Travel Nunavut Nunavut Development Corporation | |
| 2019-04-16 | Email (Incoming) | Nunavut Institutions | Qikiqtaaluk Wildlife Management Board Nunavut Inuit Wildlife Secretariat Grise Fiord, Arctic Bay, Pond Inlet, Clyde River, Resolute HTOs | 6 (8 contacts) |
| 2019-05-15, 16 | Presentation (In person) Montreal, QC | Shipping | Canadian Marine Advisory Council (CMAC) Prairie and Northern Region: Shipping, resupply, navigational captains, operators, and Indigenous organizations | (80+ attendees) |
| 2019-05-17 | Meeting (Virtual) | Mining | Baffinland | 1 (3 attendees) |
| 2019-06-11 | Email (Outgoing) | All | TriNav Mining North NWT & Nunavut Chamber of Mines Baffin Fisheries Arctic Fishery Alliance Eyos (cruise industry) Arctic Watch Arctic Kingdom (tourism) Arctic Bay Adventures Travel Nunavut Tides Canada Canadian Parks And Wilderness Society (CPAWS) Inuit Heritage Trust Nunavut Marine Council | 14 |
| 2019-06-11 | Letter (Outgoing) | Nunavut Institutions | Nunavut Wildlife Management Board | 1 |
| 2019-06-18 | Email (Incoming) | Fisheries | Nunavut Fisheries Association | 1 |
| 2019-08-02 | Email (Outgoing) | All | Travel Nunavut Industry Assoc. Arctic Bay Adventures Ltd. | 33 (60+ contacts) |

| | | | | |
|----------------------------|---------------------------|-------------------------|--|--------------------|
| | | | Arctic Kingdom Arctic Watch/Weber Arctic Black Feather Polar Sea Adventures Quest Nature Tours Complete Expeditions EYOS – Yacht Expeditions Canada North Outfitting Association of Arctic Expedition Cruise Operators (AECO) One Ocean Expeditions Adventure Canada Oceans North Hurigruten Crystal Cruises Quark Expeditions Tactical Marine Solutions Ltd. Baffinland NWT-Nunavut Chamber of Mines Arctic Fishery Alliance Baffin Fisheries Coalition Nunavut Fisheries Association TriNav Fisheries FedNav Nunavut Eastern Arctic Shipping Inc. (NEAS) Desgagnes Transarctik, Inc Woodward Petro-Nav Inc. Northwest Passage Marine Students on Ice University of Ottawa Quluq School | |
| 2019-12-04 | Letter (Outgoing) | Nunavut Institutions | Nunavut Wildlife Management Board Submission | 1 |
| 2020-03-11 | Letter (Outgoing) | Nunavut Institutions | Nunavut Wildlife Management Board Submission | 1 |
| 2020-03-18 | Meeting (Virtual) | Mining | NWT and Nunavut Chamber of Mines Baffinland Agnico Eagle Mines Ltd. | 3 (7 attendees) |
| 2020-11-03 | Presentation (Virtual) | Shipping | Canadian Marine Advisory Council (CMAC) Prairie and Northern Region: Shipping industry, resupply, navigational captains, operators, and Indigenous organizations | (80+ attendees) |
| 2021-01-28 – 2021-04-26 | Emails (Incoming) | NGO | Oceans North | 1 (3 contacts) |

| | | | | |
|------------|---------------------------|------------------------|--|--------------------------------|
| 2021-04-29 | Email (Incoming) | Tourism | Weber Arctic | 1 |
| 2022-01-19 | Letter (Outgoing) | Nunavut Institution | Nunavut Tunngavik Incorporated | 1 |
| 2022-03-22 | Presentation (Virtual) | Fisheries | Eastern Arctic Groundfish Stakeholder Advisory Committee: Northern Coalition Oceans North Qikiqtaaluk Corp | 3 (4 attendees) |
| 2023-03-31 | Letter (Incoming) | NGO | Oceans North (with Mittimatalik HTO) | 1 |
| | | | TOTAL | 145 (443+ attendees) |

Appendix C – Who We Heard From: Phase II Community Consultations and Validation

Table 1. Community members consulted in March 2024

| Location | Date | Group | Type of Consultation | Estimated Number of Individuals |
|--------------|--------------------------|--|----------------------|---|
| Clyde River | 2024-03-18 2024-03-19 | Hamlet Council, Hunters and Trappers Organization, Nauttisuqtiit | In-person | 10 |
| Clyde River | 2024-03-18 | Open House* | In-person | 12 |
| Arctic Bay | 2024-03-27 2024-03-28 | Hamlet Council, Hunters and Trappers Organization, Nauttisuqtiit | In-person | 12 (14-2 people overlap with the open house) |
| Arctic Bay | 2024-03-27 | Open House* | In-person | 20 |
| Resolute | 2024-03-30 2024-03-21 | Hunters and Trappers Organization, Nauttisuqtiit, CLARC** | In-person | 8 |
| Resolute | 2024-03-20 | Open House* | In-person | 7 |
| Pond Inlet | 2024-03-26 | Hamlet Council, Hunters and Trappers Organization, Nauttisuqtiit | In-person | 5 (7-2 people overlapping with the open house) |
| Pond Inlet | 2024-03-26 | Open House* | In-person | 10 |
| Grise Fiord | 2024-03-22 | Hamlet Council, Hunters and Trappers Organization | In-person | 9 (10-1 person overlapping with the open house) |
| Grise Fiord | 2024-03-22 | Open House* | In-person | 10 |
| TOTAL | | | | 103 |

*Indicates events that were open to the public.

**The Resolute Hamlet Council was invited but did not attend the meeting.

Table 2. Community members consulted in validation meetings in November 2024, December 2024, and January 2025

| Location | Date | Group | Type of Consultation | Estimated Number of Individuals |
|-----------------|-------------|---|-----------------------------|--|
| Clyde River | 2024-11-26 | Hamlet Council, Hunter and Trappers Organization | In-person | 10 |
| Arctic Bay | 2024-12-02 | Hunter and Trappers Organization, Nauttisuqtiit** | In-person | 9 |
| Resolute | 2024-12-04 | Hamlet Council, Hunter and Trappers Organization, Nauttisuqtiit | In-person | 8 |
| Pond Inlet | 2025-01-13 | Hamlet Council, Hunter and Trappers Organization, Nauttisuqtiit | In-person | 14 |
| Grise Fiord | 2025-01-16 | Hamlet Council, Hunter and Trappers Organization | In-person | 10 |
| TOTAL | | | | 51 |

***The Arctic Bay Hamlet Council was invited and had confirmed their presence but did not attend the meeting.*

Appendix D – Who We Heard From: Phase II Stakeholder Consultations

Table 1. Number of stakeholders who were sent draft IMP and whose feedback was requested

| Industry Sector | Number of Stakeholder Organizations Contacted |
|-----------------------------------|---|
| Tier 1 | |
| Mining | 3 |
| Fisheries | 29 |
| Cruise | 4* |
| Tourism | 19 |
| Shipping | 13 |
| Tier 2 | |
| Non-Government Organization (NGO) | 9 |
| Research/Academia | 6 |
| Nunavut Institutions | 3 |
| TOTAL | 86 |

**Also distributed further to Association's membership*

Table 2. Number of tier 1 stakeholders who attended draft IMP virtual walk-through meetings

| Date | Industry Sector | Attending Organizations | Number of Attending Organizations |
|------------|-----------------|--|-----------------------------------|
| 2025-05-27 | Mining | Baffinland Mining Association of Canada | 2 |
| 2025-05-27 | Fisheries | Arctic Fisheries Alliance Northern Coalition Nunavut Fisheries Association | 3 |

| | | | |
|--------------|----------|--|-----------|
| 2025-06-03 | Cruise | Adventure Canada Association of Arctic Expedition Operators (AECO) Aurora Expéditions EYOS Expéditions FK Warren Ltd. Hapag-Lloyd Cruises Holland America Hurtigruten HX (Hurtigruten) Cruise Expeditions Mystic Cruises Ponant Expedition Group Quark Expéditions Royal Caribbean Group Seabourn Secret Atlas Viking Cruises | 16 |
| 2025-06-04 | Tourism | Weber Arctic | 1 |
| 2025-06-04 | Shipping | Fed Nav Petro Nav – Desgagnes | 2 |
| TOTAL | | | 38 |

Table 3. Summary of responses received during Phase II stakeholder and public consultation, May 22 to August 1, 2025.

| Industry Sector | Stakeholder | Number of Comments |
|-----------------|---|--------------------|
| Tier 1 | | |
| Mining | Baffinland | 31 |
| | Mining Association of Canada | 7 |
| | NWT & Nunavut Chamber of Mines | 9 |
| Fishing | Makivvik Corporation | 1 |
| Cruise | Association of Arctic Expedition Operators (AECO) | 11 |
| Tourism | Black Feather | 1 |
| | Travel Nunavut | 8 |

| | | |
|---------------|---|------------|
| | Weber Arctic | 4 |
| Shipping | FedNav | 1 |
| Tier 2 | | |
| NGO | Canadian Parks and Wilderness Society (CPAWS) | 10 |
| | Oceans North | 20 |
| | SeaBlue Canada | 4 |
| | WWF Canada | 14 |
| Academia | Amundsen Science | 1 |
| | Researcher, Carleton University | 3 |
| TOTAL | | 125 |