

Sirmilik National Park Draft Management Plan

Public Consultation Report (August 2014)



Introduction

This report presents an account of the public consultations held to inform the Sirmilik NP management plan review. The consultations took place between April and June 2014.

The report provides a summary of the various steps within the public consultation process and the comments and suggestions (oral) submitted by the various interest groups and members of the public who were consulted.

We extend our sincere thanks to those who participated in the public consultations and shared their hopes and concerns about the future direction of Sirmilik National Park.

The information received during the consultation process will receive special consideration during the finalization of the management plan.

Purpose and Objectives

The purpose of the public consultation process is to:

- Inform target groups and the general public about the management plan review.
- Gather their views on the issues and challenges, seek comments on the draft vision, key strategies, objectives and targets planned for achieving the expected outcomes in the coming years.

- Provide a mechanism for participants to communicate any concerns, knowledge, ideas or suggestions that might influence the content of the 2015-2025 management plan for the park.

Specifically, the consultation was intended to meet the following objectives:

- Provide an opportunity, for target groups in particular, to participate actively in park management decisions based on the directions set out in the draft management plan.
- Create an atmosphere of mutual trust and exchange by favouring a process that values different points of view.
- Create productive and enduring relationships between Parks Canada and stakeholders through a consultation process that recalls the mission of the park with respect to outreach, education, visitor experience and protection of the park.
- Foster harmonious integration of the park into its surroundings and the recognition of its importance for all Canadians.

Public Consultation Process

The Sirmilik Park Planning Team (PPT), the Sirmilik Joint Inuit-Government Park Planning and Management Committee (JPMC), the Inuit Knowledge Working groups (IKWG) of Pond Inlet and Arctic Bay have made a special contribution over the last years to plan the first Management plan for Sirmilik National Park.

The results of the planning committee's reflections will be published in a document entitled "Draft Management Plan of Sirmilik National Park, January 2014".

This consultation document was produced in two Canada's official languages and Nunavut's official language Inuktitut.

The public consultation document covered the following points:

- The significance of Sirmilik National Park
- The planning context
- The planning priorities
- A new vision for the park
- The strategic directions for the park

Two key strategies are:

- To develop Sirmilik National Park's visitor experience program
 - To increase knowledge of and awareness about Sirmilik National Park
- An area management approach for Bylot Island
 - Zoning and declared wilderness areas

This document was sent out to a variety of partners and interest groups listed in Annex A.



Other interested parties or groups were able to request a copy of the document by telephone (418-649-8204) or by email at: denis.dufour@pc.gc.ca.

A news release was sent to the media on March 7th 2014, launching consultation on the Sirmilik draft management plan.

Public notices were posted on notice boards in Pond Inlet, Arctic Bay and Iqaluit to inform the public about the challenges facing Sirmilik National Park, to stimulate the exchange of ideas and points of views, and to gather comments.

Public service announcements were sent to regional newspapers and for radio use in Pond Inlet, Arctic Bay and Iqaluit.

In person meetings took place in Pond Inlet, Arctic Bay and Iqaluit with Hamlet council members, stakeholders, Government of Nunavut from various departments, selected Federal departments and with the general public.

The schedule of these meetings were as follows:

April 29th to May 2th , 2014: Pond Inlet

May 5th to May 8th 2014: Arctic Bay

May 12th to May 14th , 2014: Iqaluit

The draft plan was also available on the Sirmilik National Park website. Links to the SNP Draft Management Plan web page, as well as meeting times and dates, were posted to Twitter.

Online comments cards could be used to submit input electronically until June 30th, 2014.

A total of 90 copies of the draft management plan were distributed by email between late March 7th and late June 30, 2014.

Information sessions with targeted groups and the public

These meetings provided participants with:

- An introduction to the draft management plan
- A venue in which to verbally express their questions, concerns, comments and first impressions about the proposals and the first zoning plan
- Instructions on the proper procedure for formulating additional oral or written comments
- An occasion to inform target groups and the public on Sirmilik park management.



An account of meetings with the target groups and the public

Meetings with members of the target groups were held from April 29 to May 14 2014:

In Pond Inlet and Arctic Bay, Parks Canada staff present were Nancy Anilniliak, the Nunavut Field Unit Superintendent, Denis Dufour, the Manager of Management Planning and Reporting, Margaret Nowdlak, Executive Assistant, Karen Petkau, Acting Sirmilik Park Manager and Brian Koonoo, Resource Management Officer for Sirmilik National Park.

Pond Inlet

- April 29, 2014: the Park planning team (PPT), the Joint Park Management Committee (JPMC) and the Inuit Knowledge working group (IKWG). (8 people)
- April 30, 2014: the Hamlet council of Pond Inlet (9 people)
- April 30, 2014: School teachers (6 people)
- April 30, 2014: the Youth Center group (1 person)
- April 30, 2014: Open House in the Nattinnaq Center (0 People)
- May 1, 2014: HTO / CLARC / ACMC, the Nattinnaq Centre (4 People)
- May 1, 2014: Elders (3 People)
- Total: 31 People

Arctic Bay

- May 6, 2014: the Park planning team (PPT), the Joint Park Management Committee (JPMC) and the Inuit Knowledge Working Group (IKWG) (5 people)
- May 6, 2014: School teachers (8 people)
- May 6, 2014: the Hamlet Council of Arctic Bay (0 people; no quorum)
- May 7, 2014: HTO / CLARC / ACMC (5 people)
- May 7, 2014: the Women's group and Elders group (4 people)
- May 7, 2014: Tourism Organizations (1 person)
- May 7, 2014: Open House (9 people)
- Total: 32 people

Iqaluit

In Iqaluit Parks Canada staff was Nancy Anilniliak, the Nunavut Field Unit Superintendent, Denis Dufour, the Manager of Management Planning and Reporting, Lynn Cousin, the Cultural Resources Management Advisor, Pauline Scott, the Manager,

Visitor Experience for all 4 national parks in Nunavut. Steve Wendth, the Joint Park Management Committee member who attended all the meetings.

- May 12, 2014: the Canadian Wildlife Service, Environment Canada (3 People)
- May 12, 2014: The Nunavut Wildlife Management Board (1 person)
- May 12, 2014: Open House (0 People)
- May 13, 2014: Government of Nunavut (3 people) (Economic and tourism, culture, emergency preparedness departments)
- May 13, 2014: Nunavut Federal Council (5 people) (AANDC, Natural Resources Development)
- May 13, 2014: Nunavut Tourism (CEO)
- May 14, 2014: Arctic Kingdom Marine Expedition (1 person, the owner)
- May 14, 2014: Baffinland Iron Mines (1 person by conference call)
- May 14, 2014: Kakivaq (1 person)
- May 14, 2014: Inuit Heritage Trust (1 person)
- May 14, 2014: Open House (0 People)
- Total: 17 People

Twenty-five meetings has been held from April 29 to May 14 2014 for a grand total of 80 people who attended the meetings.

Target groups participated largely by asking questions and submitting comments, recommendations or suggestions related to their particular concerns and interests.

Summary of the Main Points Expressed during the Public Consultation Process

The following is a summary of the key elements expressed orally by all of the groups and individuals who participated in the public consultation process.

For ease of processing, we have grouped their many comments under themes related to the key strategies and management approaches proposed in the draft management plan.

The end date of the consultation period was extended for HTO in Arctic Bay until July 15, 2014 to accommodate the summer season.

It is important to know that the Field Unit Superintendent emphasized during all consultation meetings the granted Inuit rights for wildlife hunting, park access and continuance of traditional activities. She also responded to questions about the proposed National Marine Conservation Area project for Lancaster Sound and park management in general.

1) Safety and aircraft landing sites

Several stakeholders expressed their concerns about safety at sea particularly in relation to nautical activities practiced around the park and the increased maritime traffic (shipping and cruise ships) in the area. In this context, it is important to adopt rules and consider training for boat operators and kayakers to reduce the risk of accidents.

Visitors need to be aware of navigational conditions which prevail in Eclipse Sound, Navy Board Inlet and the northern coastline of the park (Lancaster Sound). Visitors also need to be aware of the annual time period of traditional Inuit activities to avoid disturbance to wildlife.

Several people expressed the importance for park visitors to be accompanied by an experienced guide if they venture into the park by all terrain vehicle (4 wheelers) or snowmobile. If they are not guided, they should be well informed before they leave for the park and ensure that they have all the equipment required for a safe journey. Polar bears are present throughout the park and visitors should ensure their own safety. In this regard, the Field Unit Superintendent informed community members that Parks Canada provides a mandatory orientation session to each visitor before visitors enter the park. The orientation session focuses on the major hazards found in the park, any areas of thin ice, the places where it is appropriate to camp and extensive information about polar bear safety.

It was mentioned that the high terrain between Cape Strathcona and Ship Point (Baillarge Bay area) is a great place to build a communication tower and could improve hunter safety, visitor safety and also safety for Parks Canada staff in the area of Arctic Bay.

Many stakeholders confirmed the relevance of the existing hiking and climbing trails indicated on the base map.

Other trails were also proposed to link the hamlets of Pond Inlet and Arctic Bay and included sites of interest that are located in Oliver Sound, Elwin Inlet and the Borden Peninsula areas.

Some people raised the lack of capacity to support emergency operations out of the Pond Inlet airport.

There is a need to define hiking trails and inform visitors of what they should do to keep themselves safe.

Regarding the use of aircraft and helicopters to facilitate access to the park, some have stated the fact that the Pond Inlet airport is not equipped to respond to aircraft accidents in the park. The only department capable of responding is the Department of National Defence. Do we have an emergency plan in place to respond to this type of aircraft emergency?

The use of aircraft and helicopters is a sensitive topic for many stakeholders, particularly because of the potential for wildlife disturbance and inconvenience caused to Inuit by disrupting their activities. The issue here is slow flying.

A place was identified at the west end of Bylot Island for landing aircraft. It is a flat area which appears to be safe (sector 210x41, 210x40). It is also identified as a possible place to shelter visitors who hunt polar bears on the sea ice outside the park boundaries.

The high area of land in the center of Borden Peninsula as it connects with the Mala River valley was identified as a potential aircraft landing area. It has a natural 360 degree lookout where there are views over a long distance. It was also noted that low altitude flights have been observed in the Mala River valley. Community members propose developing a monitoring and “watchman” style program similar to the one introduced in Gwaii Haanas National Park Reserve in British Columbia.

2) Environment protection

Visitors should be sensitized to the fragility of the environment, well as managing their own waste. Garbage attracts wildlife in particular the polar bears and is harmful to the environment of the park. Visitors must also be well aware of the fragility of cultural resources and the areas of special importance to Inuit (e.g. hunting areas).

Some concerns were raised about existing waste in the park. Some suggested organizing environmental clean-up activities particularly on Bylot Island and that discussions start with the HTO of Pond Inlet on this topic. An agreement between Parks Canada, the HTO, the Hamlet of Pond Inlet and the local high school could be reached so as to engage students during the summer season for clean-up activities. This would reduce polar bear risks associated with the presence of garbage around the sites and reduce impacts on the environment.

Some also mentioned the importance of ensuring Inuit egg collecting areas (such as Dufour point) are kept clean. Efforts to ensure a clean area include installing bear proof garbage bins and removing waste to the closest community.

3) Cultural resources protection

The elders observed in Qinniqtut sector the presence of egg shape, flat or round rocks located in the area should never be removed – this part should be removed which are now gone. They refer to the area as spiritual place. If one removes any of these rocks, the ground will begin to crack. They mention that there would be stories to tell visitors about the spirit of the park and its special rocks. It would be important to add their stories in the visitor experience program.

Some tourism related outfitters identified breathtaking landscapes (e.g. glaciers) that can be seen by boat or snowmobile from Navy Board Inlet-

On several occasions, it was noted that significant cultural resources were located on Inuit Owned Land (IOL) close to the park and it is important to protect these resources.

The Canadian Wildlife Service and the Federal Council representatives requested information on cultural resources management and the monitoring program in the park.

4) Areas of special importance for Inuit (caribou hunting)

Four areas of special importance for Inuit to hunt Caribous have been proposed to add on zoning map.

- Bylot Island: Cape Walter Bathurst area
- Bylot Island: Cape Byan Martin and Bathurst Bay area
- Bylot Island: Canada Point area
- Borden Peninsula: area south of Cape Joye

Some community members mentioned that motorized vehicles should not have access to areas of special importance to Inuit. Others suggested that access be allowed only during summer.

5) Cruise ship and maritime traffic

Many stakeholders have concerns about the arrival of cruise ships during summer, particularly at Button Point where visitors land on Inuit Own Land (IOL). They also highlighted the low benefits that cruise clientele provide to the hamlet economy.

The issue of emergency measures that are available to be deployed in the event of an oil spill in Eclipse Sound and/or Navy Board Inlet was raised by several people. An emergency plan was proposed for the protection of the park. The Field Unit Superintendent explained that it is not the responsibility of Parks Canada to regulate maritime traffic and that discussions with Transport Canada and Environment Canada are underway as part of the feasibility study for the creation of national marine conservation area (NMCA) for Lancaster Sound.

The NMCA project appears, for many people, to be a solution to influence vessel traffic, reduce the risk of accidents involving oil spills or other hazardous material, and limit the impact of increased vessel traffic in the area on marine life (e.g. whales) and Inuit activities associated with marine harvesting and travel.

Some cruise ships avoid the park because they require up to 58 permits in order to operate within arctic Canada. Several discussions centered on the economic impacts of cruise ships. The licenses and permits required by various departments and agencies of the federal, municipal and Nunavut governments complicate travel planning by cruise lines.

It was noted that a management plan for cruise ship tourism in Nunavut is being developed.

The Nunavut Government Department of Economic Development and Transportation (which includes tourism) is currently working on training and local promotion to further develop the cruise ship tourism industry. The ED&T wants to work more closely with the Nunavut Field Unit.

Nunavut Tourism is actively working on cruise tourism development as well, has raised several management planning issues for Sirmilik National Park:

- Where can cruise ships land groups in the park? Specifically identify locations and indicate the suite of attractions available at that location along with logistical parameters. (For attractions include: hikes, scenic views, access to cultural or other special features, areas of historic or cultural significance where stories can be told or wild life can be viewed. For logistical considerations: an area relatively close by for the ship to anchor, landing sites for zodiacs, relative ease for walking for the cruise ship demographic, sheltered, a relatively safe area.)
- Identify the maximum group size that Parks Canada can receive in a given area or how must the groups be separated to reduce impacts?
- Is it possible to develop a package for one or two day visits for cruise clientele in the park? This could be in the same place or in adjacent areas.

Pond Inlet and Arctic Bay have a lack of infrastructure, equipment and capacity to accommodate cruise ship clientele. Ships are now increasing in size (moving from ships that carry 100 to 140 passengers to ships that carry 250 and up to 1000 passengers). The cruise ship management plan (currently in development) should include minimum facilities required to meet basic needs such as docks, toilets and water available to ship passengers when ashore. Additionally, transportation available locally for passengers with mobility issues etc. The Hamlet of Pond Inlet must be included and consulted in the process. The increase in cruise ship activity brings great challenges for tourism development in Nunavut in general but especially within the communities that will be most affected.

Nunavut Tourism is concerned about the application of the Canadian Wildlife Service's (CWS) and the process to get licenses and permits to access Bylot Island. The tourism industry has a negative perception of Transport Canada, Parks Canada, the Canadian Wildlife Service and the Government of Nunavut as a result of numerous permits and licenses that must be obtained (process, time, cost). More than 50 permits are required by a cruise ship, from the time they plan the trip through to their visit to the Nunavut territory. Would it be possible to have a single "one stop shop" portal to all government permitting processes?

It is important to continue to work together with Nunavut Tourism to develop cruise ship tourism that will increase visitation to Sirmilik National Park. Pond Inlet and Cambridge Bay are the focus of most of the cruise line interest in Nunavut.

Baffinland Iron Mine is very conscious of the expressed concerns of stakeholders regarding their maritime traffic and will continue to work with Parks Canada to maintain a quality visitor experience and ensure visitor safety including kayakers traveling in the area of Eclipse Sound. Baffinland Iron Mine will provide travel schedules of their ships to inform Parks Canada and the Hamlet of Pond Inlet.



6) Increase visitation and develop visitor experience program

Meetings with various stakeholders identified five sites of interest with strong potential to develop visitor experience programs:

- Bylot Island, Qaiqsut area visits to interpretation of archeological sites (guided or not) including cruise ship passengers. It is located near the floe edge area on the sea ice and easily accessible from Pond Inlet.
- Bylot Island, Qinnigtut area: develop a program related to the spiritual sites and the-Goose Camp long term research site.
- Oliver Sound, near the archaeological site 210X23: site is accessible by boat in the summer. This site has good potential for the establishment of a temporary base camp for young people and visitors. Camping, fishing, Hiking, features, other areas of interest, wildlife viewing are options)
- Elwin Inlet (outside the park on the IOL): this site has a good potential for the implementation of a portable base camp during the months of May-June in partnership with HTO and Arctic Bay hamlet. This site is easily accessible by ATV and snowmobile. It could also be an excellent site for a private partner to establish a permanent or temporary base camp.
- The Borden Peninsula, Arnakadlak area: the site has excellent potential for cruise ship passenger interpretation (archaeological site, hoodoo area and natural scenic sites).



The helicopter and airplane are considered by tourism partners as an excellent means of transport (flexible and fast) that would allow visitors and cruise ship passengers to visit and observe several sites of interest of the park, including the mountains and glaciers of Bylot Island.

Tourism partners request that we identify in the zoning plan places (zone III) where helicopters or planes could be allowed to land. Management plans now have a range of 10 years and more thought needs to be given to zoning implications. However, this topic also raises issues related to the practice of traditional activities by Inuit, such as impacts to hunting activities and the potential disturbance of wildlife.

The last several years it has been very difficult for visitors to Pond Inlet during the summer season to get any boat outfitter to access the park safely. There are few or no outfitters available, no transportation (e.g. boats or snowmobiles) and no base camp. Pond Inlet has a very low capacity to develop this kind of service and meet the demand. Major constraints limit local entrepreneurship. Some of these constraints are the short season, insurance costs, the high cost of acquiring all the necessary operating licenses and permits, the harsh climate (wind, current, mist) and the desire by local people to hunt and harvest during these same weeks or to travel by boat with family members to favourite or traditional areas.

Currently efforts are underway with northern airline companies to develop markets, and improve linkages and connections from Ottawa to Iqaluit and other northern communities.

An active major outfitter working across several northern parks suggests developing two or three day package in Sirmilik NP for winter-spring, floe edge season and summer periods. He mentioned that Sirmilik NP has potential activity throughout the year. Extraordinary experiences can be arranged in the areas of Qaiqsut, floe edge areas of Pond Inlet and Arctic Bay, the area of Goose camp and the valley of the Mala River. That outfitter requested that a permanent camp be established.

Several stakeholders expressed the need to further develop outfitter businesses to meet tourism demands, including boat operators and snowmobile access to meet the needs of many potential park visitors that have been stuck in Pond Inlet without access to the park they can see just 20 kilometres away across Eclipse Sound.

Arctic Bay stakeholders reiterated the importance of increasing the presence of Parks Canada in general but staff in particular in their community as it is a major gateway to Sirmilik National Park.

7) Goose camp (research camp) and egg collecting season

According to many stakeholders, the researchers (Goose camp area) need to know the period of goose egg harvesting by Inuit. The Nunavut FU explained that each spring a week of orientation is held with Laval University researchers to inform them of the operational realities of the park. All researchers are expected to get a mandatory orientation before entering the park.

Several stakeholders requested that research results or observations from researchers be annually shared with HTO, high school students, the people of Pond Inlet and the public, collaboratively. Information could also be used to develop interpretation programs for visitors and longer term presentations for high school students.

8) Education

Several discussions were held with teachers and elders on the importance of including young people in park activities to increase their participation and educate them about the land, resources and opportunities in the park.

The use and availability of Qikiqtani Inuit Association (QIA) funds in youth training was discussed. Parks Canada's participation in the training of youth has also been requested. Many young people have requested information on employment opportunities, internships in the park and the prerequisites to obtain employment.

Several teachers expressed an interest in organizing annual visits to the park and requested financial, logistical and educational programming participation from Parks Canada. Specifically, they would like to see:

- a) trips that provide safe access to the floe edge, and
- b) overnight trips because these are such a large part of the culture.

While they are very interested in the possibility of a Parks Canada Base Camp, they were more interested in a hard-sided structure than a portable (ie. tent) option. Additionally, the Elwin Inlet location we suggested is not only too far for a day trip, but rough seas may make it challenging to reach safely by boat.

The idea of developing a program on the ecology of the park was discussed. Teachers requested that Parks Canada provide the zoning plan presented during the planning consultation as well as other park information to support education and training of local young people.

9) Recreational fishing

Clarification is required on the type of equipment visitors use and how fishing is being monitored or controlled within the park. Do visitors use a net? Do catch and release rules apply? (Studies indicate that catch and release programs kill 75% of fish caught and released).

Questions were also raised about the fishing rights of Inuit in the park.

10) Monitoring

Questions were raised about the planning and monitoring of park resources. Parks Canada informed the participants of the program monitoring. Ice, permafrost and vegetation are regularly monitored. Since local people are unaware of what monitoring is going on, Parks Canada staff needs to increase communication in the local communities about the work being done around monitoring.

11) Zoning map

The map location of cabins on the south coast of Bylot Island were corrected on the base map by members of HTO and Pond Inlet council members.

Zoning of the bird colony at Cape Hay was verified with representatives of the Canadian Wildlife Service (CWS).

Discussions were held with CWS representatives (or the representative) on jurisdiction and management of Bylot Island. Confusion about jurisdiction is possible between Parks Canada and CWS, especially, if a National Marine Conservation Area (NMCA) for Lancaster Sound is created in the coming years. In this context, it was proposed to combine the JPMC and ACMC committees.

Discussions were also held with CWS related to law enforcement and possible collaboration with the law enforcement officers based in Iqaluit.

Research and mineral exploration is increasing in Nunavut. It is why representatives of the Federal Council of Nunavut have expressed the importance of continuing our discussions with QIA on land use planning around Sirmilik NP and the NMCA project. The renewal of Inuit Impact and Benefit Agreement (IIBA) and its funding was also discussed.

Tourism representatives were asked to identify the zoning plan areas (zone III) that they would be interested in, to eventually allow landing aircraft near the sites of interest.

Throughout, the zoning proposals were well received.

12) Cabin

Several stakeholders highlighted the importance of building a new multi-use cabin in the Elwin Inlet area (Sinaasiurvik). This cabin will serve Arctic Bay Hunters and Trappers (HTO), Parks Canada employees, visitors and could be used by any one in cases of emergency. Elwin Inlet is an area rich in cultural resources, a colony of birds and traditional hunting sites. There is a great need for a multi-use cabin, especially during the the summer. It is suggested that further discussions continue between Parks Canada and the HTO on the location of the multi-use cabin and location – this should be removed construction (financing etc).

13) Toponymy

The Inuktitut name assigned to the Borden Peninsula is not Akuliakattak. Discussion among the Pond Inlet and Arctic bay IKWG members suggested that the proper Inuktitut name will be found for the Borden Peninsula and be provided to Parks Canada.

14) National Marine Conservation Area (NMCA) proposal for Lancaster Sound

Several questions were raised regarding the proposed creation of the NMCA in Lancaster Sound and the powers granted to the NMCA to protect habitats and coastal Bylot Island. CWS and Parks Canada should work together more closely to protect coastal areas and Bylot Island habitats.

The NMCA project is strongly supported by Inuit and the tourism industry representatives. This marine environment is of exceptional richness and sensitivity, and at a time of increased maritime traffic and cruise ship travel, should benefit from increased protection. Specifically: diving sites, hunting areas, and places where polar bears can be observed as well as the many marine resources (e.g. whales, fish etc.) that would benefit from increased protection.

Baffinland Iron Mine will continue to be involved as a partner in the NMCA feasibility study.

Conclusion

Following the considerable effort expended in the past years to create-trust between local communities and with its partners, Parks Canada is committed to giving due consideration to the concerns and recommendations expressed during the public consultation process.

Most of the comments received from the target groups and the general public were very positive, particularly concerning the vision, key strategies and management approach for Bylot Island. These comments reassure Parks Canada that its strategies are well-chosen.

As much as possible, changes made to the draft Management Plan and zoning plan will respond to the expectations expressed during all the face-to-face meetings.

The deadline for producing the management plan is set for autumn 2014. Before the end of January 2015, the Superintendent of Nunavut Field Unit and the CEO of Parks Canada will submit the management plan to the Minister of the Environment for approval. Following that, the management plan will be tabled in Parliament.

We conclude by thanking all those who participated in the public consultations and on whom we rely for support during the production of the 2015-2025 Management Plan.

Nancy Anilniliak
Field Unit Superintendent
Nunavut Field Unit

Annex A: List of Invited Organizations

The draft Sirmilik NP Management plan with an invitation to participate in Consultation was sent out to the following organizations:

- The Canadian Wildlife Service - Environment Canada
- The Bylot Island Migratory Bird Sanctuary Area Co-Management Committee
- The Qikiqtani Inuit Association
- Nunavut Tunngavik Inc.
- Inuit Heritage Trust
- The Qikiqtaaluk Wildlife Board, c/o Nunavut Inuit Wildlife Secretariat
- The Nunavut Wildlife Management Board
- Kakivak
- The Hamlet of Pond Inlet
- The Hamlet of Arctic Bay
- Baffinland Iron Mines
- Polar Sea Adventures
- The Nattinnak Visitor Centre
- The Government of Nunavut, Economic Development & Transportation
- The Government of Nunavut, the Department. of the Environment
- The Government of Nunavut, The Department of the Environment. - Nunavut Territorial Parks
- Government of Nunavut, Department of Culture and Heritage
- Government of Nunavut, Department of Community and Government Services
- Nunavut Emergency Management, Community & Government Services, Government of Nunavut
- Nunavut Tourism
- The World Wildlife Fund – Iqaluit
- The WWF-International-Arctic program
- Carrefour Nunavut
- Northwinds Arctic Adventure
- Arctic Kingdom Marine Expeditions
- Nunavut Arctic college
- The Nunavut Research Institute