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The Lancaster Sound Region 1980-2000

Draft Green Paper



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The Lancaster Sound Region: 1980-2000

Perspectives and Issues on Resource Use

prepared by The Working Group on the Lancaster Sound Regional Study

Edited by H.J. Dirschl

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This paper is intended to stimulate public discussion and comment on the future use of the Lancaster Sound region in the eastern Canadian Arctic. It has been prepared from individual and joint contributions by the members of the Working Group on the Lancaster Sound Regional Study and reviewed by the Interdepartmental Steering Committee for the Study. The paper is now being made available in draft form to enable the public to contribute effectively to the determination of management options for the region.

Readers will have an opportunity to express their views, comments, and suggestions directly by participating in public workshops, or in meetings in the regional communities, to be held in early 1981. Alternatively, readers may wish to write to:

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Contents

LANCASTER SOUND: A CHALLENGE FOR ALL CANADIANS	1	Socio-Economic Characteristics 4	13
THE LANCASTER SOUND REGIONAL STUDY	7	Communities 4	3
Background and Purpose	7	Local Political Structures 4	3
The Regional Planning Approach	. 8	Population4	4
Your Reaction is Important	11	Harvesting Wildlife4	5
		Wage Employment4	7
LANCASTER SOUND: THE PRESENT PICTURE	. 13	Income 4	9
The Land and the Sea	- 14	Residents Perceptions 4	9
The Region in Winter	15		
The Physical Environment	15	LANCASTER SOUND: POTENTIAL AND FUTURE USES 5	1
Wildlife	18	Shipping 5	4
Hunting, Fishing, and Trapping	19	Implications 5	6
Current Commercial Activities	25	Oil and Gas Exploration 5	8
The Region in Summer	28	Implications6	0
The Physical Environment	28	Oil and Gas Development and Production 6	3
Wildlife	29	Implications 6	3
Hunting and Fishing	34	Mining 6	7
Current Commercial Activities	34	Implications 6	7
the state of the s			

Preservation of Natural Areas			APPENDIX
Implications71			APPENDIX
Tourism and Recreation75			APPENDIX
Implica	ations 76		
Hunting, Fi	shing, and Trapping79		APPENDIX
Implica	ations 79		APPENDIX
LANCASTER SOUND:	QUESTIONS ABOUT FUTURE DIRECTIONS 81	٠	
Question 1:	Should New Industrial Development		
	be Deferred?83		
Question 2:	Should Parks be Designated Prior		
	to Development?85		•
Question 3:	Should Shipping be Year-Round? 88		2
Question 4:	Should there be a Determined		
	Program to Develop the Region's		
	Resources?90		
MAY WE HAVE YOUR	COMMENTS93		

PPENDIX	I:	METHODOLOGY	3
PPENDIX	II:	STUDY ORGANIZATION	3
PPENDIX	III	SUPPORTING DOCUMENTS OF THE	
	•	LANCASTER SOUND REGIONAL STUDY	1)
PPENDIX	IV:	ASSUMPTIONS FOR ACTIVITY ANALYSES	10
PPENDIX	۷:	EXISTING PROJECTS AND CURRENT PROPOSALS	
		FOR NON-RENEWABLE RESOURCE EXPLORATION	
		AND TRANSPORTATION	10

FIGURES

١.	Significance of the Lancaster Sound Region in the	14.	Biological Resources Characteristics: Summer3
١.	Context of the Circumpolar North	15.	Biological Resources Characteristics: Summer
2.	The Study Area4		(Selected Components)
3.	Generalized Regional Planning Strategy	16.	Hunting and Fishing Patterns: Summer
·•	for Lancaster Sound9	17.	Hunting and Fishing Patterns: Summer
4.	Physical Environmental Characteristics: Winter15		(Selected Components)3
5.	Physical Environmental Characteristics: Winter	18.	Current Commercial Activities: Summer
•	(Selected Components)	19.	Current Commercial Activities: Summer
6.	Biological Resources Characteristics: Winter18		(Selected Components)
7.	Biological Resources Characteristics: Winter	20.	Potential Activities5
, ·	(Selected Components)19	21.	Shipping: Potential Corridors5
8.	Hunting, Fishing and Trapping Patterns: Winter21	22.	Oil and Gas: Exploration5
9.	Hunting, Fishing and Trapping Patterns: Winter	23.	Oil and Gas: Potential Development
•	(Selected Components)22	24.	
10.	Current Commercial Activities: Winter25	25.	Ecological Sites (I.B.P.)
11.		26.	Parks Canada's Areas of Interest
	(Selected Components)26	27.	Tourism: Potential
12.	Physical Environmental Characteristics: Summer28		
13.	Physical Environmental Characteristics: Summer		
	(Selected Components)29		

Lancaster Sound: A Challenge for all Canadians

Lancaster Sound, a magnificent part of Canada's High Arctic, poses a great challenge for Canadians in planning for the future uses of our natural resources. Ecologically, the Sound is possibly the richest, most productive area in all the Arctic. Certainly, the long-term health of this special, indeed unique, environment is an important concern to us all. The Sound is also the entrance to the famous Northwest Passage, and as such, is a potential transit route for increased shipping if industrial development of any kind proceeds in the Arctic. Since the Sound also holds a hydrocarbon potential, we have important decisions to make about the safety of possible oil and gas exploration and development here as we pursue our national objective of energy self-sufficiency. And weighing heavily in the balance of our considerations for future uses of Lancaster Sound are the interests of the native Inuit who continue to depend on the area's resources.

A wide range of potential future activities have been identified for this critical area, each of which could have far-

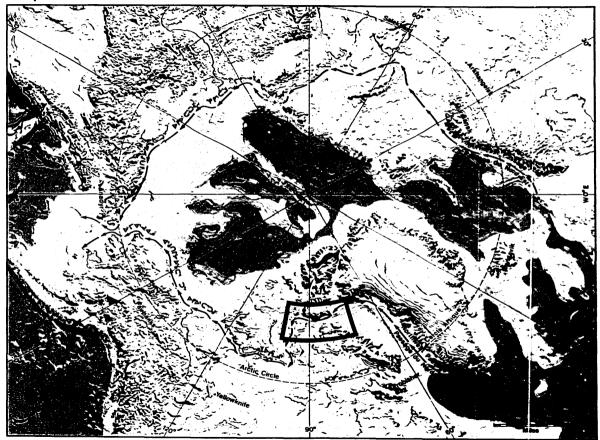
reaching consequences for us all. We present here a brief description of the region, and the issues that we consider to affect it, in the hope of receiving the readers' thoughtful comments in return. This is to help the Canadian public to participate in a planning process, to help make decisions, by responding in an informed manner to the question:

"WHAT DO YOU BELIEVE WOULD BE OUR BEST PLAN FOR THE LANCASTER SOUND REGION?"

> The Working Group on the Lancaster Sound Regional Study.

LANCASTER SOUND, a deep marine channel on the north side of Baffin Island, is an important geographic feature of the

Significance of the Lancaster Sound Region in the Context of the Circumpolar North ● もよ CゴラCド もととて ペレデュノ ● Importance de la région du détroit de Lancaster dans l'ensemble du Nord circumpolaire



circumpolar Arctic (Figure 1). A major passage in the Canadian Arctic archipelago, the Sound is 400 km long and 75 to 120 km wide, with a flaring mouth open to Baffin Bay on the east. On the west, it is connected to Barrow Strait and the network of straits and passages of the central archipelago (Figure 2).

The Sound acts as a funnel for various marine currents which interact to produce high nutrient cycling and biological productivity while varied ice conditions and the particular coastal and underwater topography provide nesting and breeding sites for many species of marine birds and mammals in close proximity to their feeding grounds. As a result, a significant part of the marine-associated wildlife of the eastern Canadian Arctic concentrates in the Sound and the contiguous marine channels during some part of the year. For example, 40 percent of North America's white (beluga) whales and 85 percent of narwhals pass into or through the Sound in the summer and, out of a total of 8.3 million

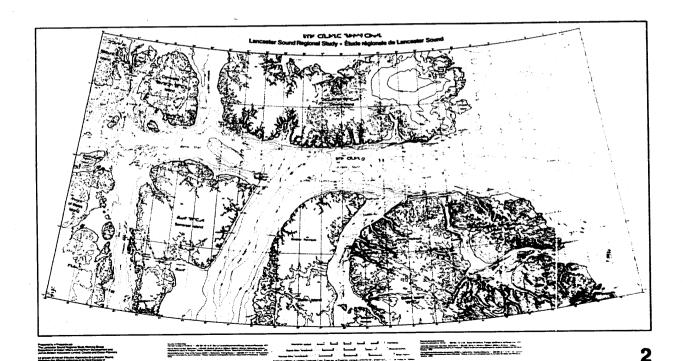
colonial seabirds in eastern Canada, three million nest in the Lancaster Sound region.

The adjacent coastal zones and uplands of Devon, Bylot, Cornwallis and Somerset islands, and the northern peninsulas of vast Baffin Island, also contribute to the region's biological richness with populations of snow geese, caribou, muskoxen, and other species.

Abundant marine and terrestrial animal life here has provided food and shelter for the Inuit for several thousand years. Wildlife continues to be important to the Iruit residents of Arctic Bay, Pond Inlet, Resolute and Grise Fiord, providing them with food as well as cash income.

In addition to its magnificent scenery and abundant animal life, the Lancaster Sound region has become significant in ways that will also affect the many Canadians who live a great distance away. The Sound forms the eastern entrance

The Study Area ● いるととなる La région d'étude



to the Northwest Passage, a corridor of navigable water connecting the Atlantic and Pacific oceans which was first explored by Europeans during the 19th century. Ships have used the Sound for more than 150 years, beginning with the European explorers, followed by whalers and traders and, more recently, by re-supply ships, scientific vessels, and one carriers. However, all these ships have been forced to limit operations to the short open-water season which extends from mid-July to late October. Now, with the current crisis in the world energy situation and Canada's determination to regain self-sufficiency in oil whies, this situation may change radically.

An industry proposal is under review calling for the yearround shipping of liquefied natural gas (LNG) in powerful ice-breaking tankers from Melville Island through Lancaster Sound to eastern Canada. Even larger ice-breaking tankers are being considered to carry crude oil from the Beaufort Sea through the Northwest Passage to refineries on the East Coast. It has been estimated that during the 1980's, ship traffic in the Sound could increase from the present level of about one ship per day during the short open-water season to perhaps three per day year-round.

In addition to the likelihood of becoming a corridor for the transport of oil and gas from points faither west, Lancaster Sound has a hydrocarbon potential of it; own. A number of promising geological structures have been identified in the Sound and in the adjacent part of Baffin Bay. Although the government has withheld approval of the initial application for permission to drill an exploratory well, further proposals are under preparation. Exploration and subsequent development of the reservoirs that may be discovered would have a significant influence on the Lancaster Sound region and its Inuit communities through the construction of onshore installations and ports, the presence of a relatively large work force, and the threat of a blowout or large oil spill.

Clearly, each of these potential developments would bring definite impacts to the natural environment of the region

and would affect the lives of the Inuit residents whose lifestyle has already undergone rapid changes during the past half century. It is apparent, too, that these developments would bring substantial economic benefits to the residents of the region, the Northwest Territories, and to Canada as a whole. However, the significance of these implications cannot be fully assessed until we make a detailed examination of all the regional, territorial and national costs and benefits.

This public discussion paper (Green Paper) outlines the physical, biological, social, and economic make-up of the region. It discusses the regional and national implications of a wide variety of uses, individually and in combination, and presents the major issues as seen by the members of the Working Group on the Lancaster Sound Regional Study.

Few quantitative data have been included in this draft so that the discussion may focus on issues and perspectives. rather than on the validity of the statistics provided. Additional reference material is available (see Appendix III for a complete listing) for those who wish to examine the situation in greater detail.

The Lancaster Sound Regional Study

BACKGROUND AND PURPOSE

The Lancaster Sound Regional Study evolved from the public hearings held in 1978 to examine an application by Norlands Petroleum Ltd. for permission to drill an exploratory well in Lancaster Sound. The panel of officials set up under the federal Environmental Assessment and Review Process (EARP). to conduct the hearings, concluded that a meaningful assessment of the environmental and socio-economic impacts of exploratory drilling in Lancaster Sound could not be made in isolation from the broader issues that affect all uses of the area. The panel therefore recommended that a comprehensive review of the complex resource use problems in the Lancaster Sound region should be done by the Department of Indian Affairs and Northern Development as the principal federal coordinating and planning body for the North. This recommendation was accepted by the Minister of Indian and Northern Affairs.

Accordingly, the Department has set up the Lancaster Sound Regional Study to initiate comprehensive planning for the future of the region. This is being done in con-

junction with the Government of the Northwest Territories and the federal departments of Energy, Mines and Resources, External Affairs, Environment, Fisheries and Oceans, National Defence, and Transport.

In a message to the Baffin Regional Council, dated 17 October 1979, the then Minister of Indian Affairs and Northern Development explained that this Green Paper was not intended as a "blueprint for development" of the Lancaster Sound region but, rather, as a means of initiating public discussion on how the region should be managed in future. He spoke of the great variety of uses the region might accommodate and noted that some might be incompatible with one another or with the environment. He also referred to the importance of preserving the traditional culture and way of life of the Inuit who lived there and stated that factors such as environmental protection and oil and gas must be considered. In order to enable informed decisions to be made on the use and management of Lancaster Sound, the Minister stressed the need for a clear perception of the issues involved.

THE REGIONAL PLANNING APPROACH

It seems reasonable to conclude that change in the Lancaster Sound region is inevitable over the next twenty years, that even in the absence of new industrial development, natural population increases alone will, by the year 2000, place new demands on services and the fish and game resources, and create under-employment. It is also clear that the uncoordinated introduction of the various proposed industrial and commercial development projects, or of environmental conservation efforts, could result in major impacts on community life.

with the onset of each new activity, no matter how well regulated, additional demands will be placed on the people and on the environment. If we accept that changes are inevitable, then we must ensure that those changes which take place are in the best interests of the residents of the region, the Northwest Territories, and the rest of Canadian society.

Until now, there has been only one type of review process in

The North - that associated with the environmental and socio-economic impact assessment of individual development projects. Usually these impact assessments take place when a project is in an advanced state of planning. Obviously, there is a nued for this type of assessment, to examine individual activities in detail and recommend specific terms and conditions under which they may proceed. However, as the EARP panel realized while considering Norland Petroleum's application, there should also be a process by which such development proposals can be assessed on a regional, territorial and national scale in the context of many other events and uses, over a long period of time, and from a variety of perspectives.

We believe that the most appropriate process, and the one which would best serve the interests of the public, is a Regional Planning Approach as illustrated in Figure 5. The Lancaster Sound Regional Study is intended to carry out the first three of the four planning phases shown (see also Appendix I to III for further detail). These three phases

Figure 3. Generalized Regional Planning Strategy for Lancaster Sound

Elements of Lancaster Sound Regional Study leading to the initiation of a Regional Planning Approach Phase I

Definition of Goals & Objectives

Information and Data Collection

Analysis of Information and Identification of Conflicts and Compatibilities

Identification of Examples of Alternative Strategies or Options

Phase II

Public Discussion Review of Draft Green Paper and Development of Options

Phase III

Preparation of Final Green Paper based on Results of Phase II. Submission to Minister, DIAND

Refinement of Regional Planning Approach leading to the adoption of a regional plan and the development of management strategies Phase IV

Evaluation of Alternatives & Selection of Preferred Alternatives or Options

Statement of Plan

Plan Review

Adoption and Implementation of Plan

Development of Management Guidelines and Practices

Activities in Development of Green Paper

Activities subsequent to presentation of Green Paper of the Study include the following:

- . Compilation of a detailed data base on the region in the form of a Preliminary Data Atlas and a series of technical Background Reports; incorporation of data summary and analysis in a draft Green Paper as a means of stimulating public discussion of the issues.
- Public review of the draft Green Paper and other project documents.
- Updating of the data base and preparation of a final Green Paper which will include the results of the public review and will identify options for the future use and management of the region.

The final Green Paper will be submitted to the Minister of Indian Affairs and Northern Development for his consideration and that of his colleagues. It will thus be an important document in the decision-making process on the future of the Lancaster Sound region.

YOUR REACTION IS IMPORTANT

As you read about the Lancaster Sound region in the following pages, we ask that you give careful thought to all the issues, the possible directions, and the possible ramifications. How do you feel the interests of all Canadians can best be served? What can you suggest that would allow work to be carried out within this dynamic, yet fragile, environment to achieve the best use of its resources?

Do you think that the region's biological richness and diversity should be preserved through setting up national parks and wildlife areas or other forms of reserves?

In view of the need to identify and, if necessary, develop arctic petroleum resources at this time, do you think we should include Lancaster Sound in exploration plans or omit it for the present and explore elsewhere in the Arctic or on the Continental Shelf?

Do you feel that we should proceed with oil and gas exploration and development now, while continuing research into the prevention and management of oil spills in arctic waters? Or do you believe that government and industry should work together beforehand to develop the safer technology to cope with the arctic environment before operations begin in Lancaster Sound?

Do you think that year-round shipping for all kinds of commodities should take place through the Sound?

More questions and discussions appear at the end of this paper for your consideration to help you formulate and express your opinions.

Lancaster Sound: The Present Picture

In the Lancaster Sound region, the relationships among climate, natural processes, and economic activity are intricate. The harsh climate, for example, sets severe restrictions on industry, communications, and transportation. Industrial activities in turn may bring ecological impacts to the land and offshore areas, and may have a profound influence on the preferred lifestyle and aspirations of the region's Inuit inhabitants. Any process of planning for the future use of this unique environment, therefore, must be based on an understanding of its physical and biological characteristics, and of the human activities that are carried on at present.

At this time, we are still a long way from a complete understanding of these factors and their interrelationships. While some aspects have been studied intensively, others have been given very little attention in past research programs. Though unbalanced, the current level of knowledge about the Lancaster Sound region enables a broad review of potential uses of the region. Additional know-

ledge, as it becomes available, can be incorporated into the planning process to provide for better design for future projects or activities.

The following discussion briefly outlines the present state of knowledge of Lancaster Sound, as it relates to the regional planning objectives. We begin by looking at the physical make-up of the region, followed by a review of biological features, hunting, fishing and trapping, current commercia activities, and social and economic considerations. Together all these constitute "the present picture" of Lancaster Sound. Later we will look at potential activities and the influence they would be expected to have on the region.

We have found it convenient to describe this complex region according to typical conditions encountered during winter and summer. Winter corresponds roughly to the period from October to May when the marine channels are ice-covered. Summer is represented by the open-water season from June to September. This simplification does not influence the

results of the analysis which take into account the seasonality and variability so characteristic of the region.

The various regional characteristics discussed in this section have been illustrated in coloured "composite maps" which have been derived from superimposed maps of individual variables. The smaller maps accompanying the composite maps have been taken from the *Preliminary Data Atlas* and illustrate some of the more important individual components that have been incorporated into the composites.

THE LAND AND THE SEA

The region's most prominent physiographic features are the rugged mountains of Bylot, eastern Devon, and northeastern Baffin islands which rise to 1500 metres above the sea and are covered by glaciers and icecaps (see Figure 2). In the central part of the study area, vast plateaus grade from 700 metres in southern Brodeur Peninsula to 300 metres further west on Somerset and Devon islands. This gradual lowering

of the relief continues on the islands west of Somersut where lowlands are extensive and ridges do not exceed 230 metres above sea level.

The lowlands throughout the area are sparsely covered with lichens, mosses, grasses, sedges, and a few stunted dwarf shrubs. Slopes and upland plateaus, exposed to severa winds, are virtually devoid of vegetation.

The marine channels and inlets are bordered mostly by steep coastal cliffs and numerous fiords. Lancaster Sound itself is a smooth, broad trench with depths of 930 metres at its eastern entrance, becoming gradually shallower towards the west until reaching a 180-metre sill in Barrow Strait. Marine sediments consist mainly of gravel and sands in Barrow Strait and nearshore zones, grading progressively to finer silts and clays towards the mouth of Lancaster Sound and Baffin Bay.

THE REGION IN WINTER

The Physical Environment

Three months of continuous darkness, from late November to early February, characterize the winter environment. The annual snowfall, which represents the main element of the area's relatively low precipitation, is about one metre. However, 1.5 metres or more may fall on the rugged mountains of Bylot, Devon, and northern Baffin islands.

Snow cover persists in the region from mid-September to late May or June. Baffin Bay to the east has a moderating influence on air temperature, causing a noticeable gradient in mean annual temperature from east (-24° C) to west (-52° C).

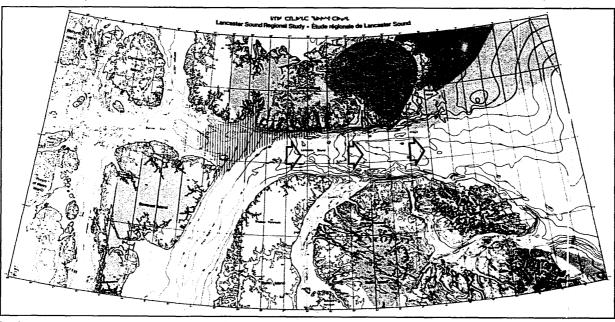
Winds, currents, and ice-cover are extremely variable within the region and often unpredictable between seasons, years, and localities. Nonetheless, a number of general descriptive trends with significance to a regional study have been identified, with those suitable for mapping illustrated in Figures 4 and 5. Ocean freeze-up begins along the shores by early Occober and, by December, the channels are normally ice-covered. Two distinct ice-cover regimes form which strongly influence this winter environment. The sea ice of Baffin Bay and Lancaster Sound is unconsolidated throughout the writer; that is it remains mobile, responding to currents, rinds, and tides. As illustrated in Figure 4, ice drifts eastward in Lancaster Sound at average speeds of 5-10 km/day. The amount of unconsolidated ice-cover varies greatly, owing to continuous opening and refreezing of cracks, leads (long narrow openings), and patches of open water.

The second regime is represented by the winter sea ice in Barrow Strait, a relatively stable, consolidated mixture of new and multi-year ice which is landfast for six months or more annually. The ice edge that separates these two regimes usually appears near Prince Leopold Island across €ast Barrow Strait (near longitude 90°W). However, the position of the ice edge can vary considerably to the west or east.

In the vicinity of Resolute near Barrow Strait, the prevail-

Sea ice conditions range from complete ice cover (white) to open water (dark blue). Arrow = general ice movement. Position of fast-ice edge usually in hatched zone. Blue areas on land receive most snow.

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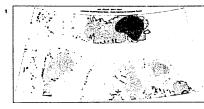
Physical Environmental Characteristics: Winter • בּבּאׁ בּבוֹב בּאַרְינֹב בּיֹנְב יוֹב בּאַרְינֹב בּיֹנִב PP בּיֹי • Caractéristiques physiques et environnementales: hiver

Selected Components • かつ 「「「「「」」 「 Composantes choisies

1 Mean Annual Snowfall - ベランピー ヤード・マート Précipitations annuelles 4 Ice Drift: Winter - パ ムヤラーセ・トアッチ・Glaces à la dérive-tiver moyennes de neige

2 Median Ice Cover - - 41% - L. Couverture de glace médiane

3 Consolidated Ice Edges: 1964-1979・メールーン 1964- 「* 1979-」・ Lisières de glaces consolidées: 1964-1979









ing winds are from the north, northwest, or southeast. However, no weather observations are taken in the Sound proper during winter and data from the eastern land stations are influenced by local topography.

Wildlife

The Lancaster Sound region is one of the most important areas in the Canadian High Arctic for abundant and diverse wildlife. In the winter, the ice regimes as described in the previous section play a major role in determining the distribution, movements, and abundance of many species of birds and mammals.

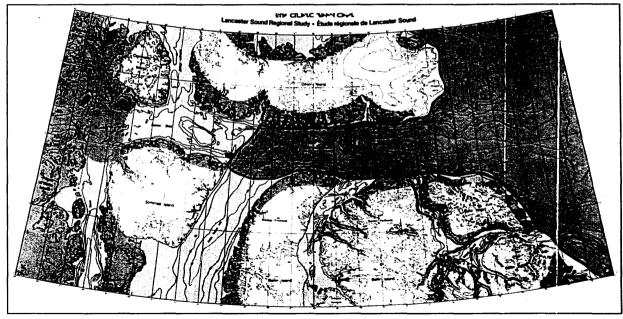
We have mentioned that the ice edge between consolidated (landfast) ice and unconsolidated (drifting) ice typically lies across Barrow Strait and extends eastward along the shores of Devon and Baffin islands. As Figures 6 and 7 illustrate, this edge provides a critical habitat for many species of animals. The ringed seal, for example, feeds and hauls out along the ice edge where it is also hunted by its

main predator, the polar bear. The arctic fox frequents the same area, hunting and scavenging seal carcasses. Birds, and to some extent whales, also congregate and feed along the fast-ice edge, particularly along the ccast of southeastern Devon Island, from April to June. The ice edge forms a barrier to these animals, thus limiting their westward movements in spring.

From October to June, the drifting ice with it; many cracks, leads, and patches of open water, provides valuable habitat for inged seal, polar bears, and arctic fox. It is here that hundreds of thousands of birds converge during April and May to feed and rest while waiting for the landfast ice to break up.

The consolidated ice of the central and western Barrow
Strait and the adjoining channels provides a platform where
arctic fox, Peary caribou, and muskoxen cross throughout the
winter. Areas of weak ice, often associated with zones of
Snow accumulation between pressure ridges or amongst rubble

Five levels of important habitats are shown for major species. Dark green areas are critical habitats for species that concentrate and feed along fast-toc edge. White areas are general range of one or two species. aet Cris alby kibba bida ams/ld. Cid Didyba ams/ld bida adicii abb yyla dabidda Cida balct ams/ld Cidiics bida ipanidaby dhittas adiby. Cinq niveaux d'habitats importants sont indiqués pour les principales espèces. Les zones en vert tonc è sont des habitats critiques pour les espèces qui se concentrent et a altmentent le long de la frange de gléce lerme et les zones blanches représentent une aire générale tre quantée par une ou deux espèces.



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ice, are used by ringed seal for pupping and feeding.

Another feature that affects wildlife patterns is the formation of snow banks along the coastlines of the region.

Particularly on southern Devon and northern Somerset islands, snow banks are used extensively as maternity denning areas by polar bears and their cubs from mid-November to early April.

Other animals that winter in the region are muskoxen and caribou. Muskoxen are mainly found on northeastern Prince of Wales Island, but small populations on Somerset, Cornwallis, Bathurst, and Devon islands use the limited areas of well-vegetated lowlands found on these islands. Peary caribou move between Prince of Wales and Somerset islands during winter, some may also cross Barrow Strait.

As the lowlands become free of snow in spring, they are occupied by shorebirds and waterfowl. Colonial seabirds, however, are little affected by ice cover, while nesting on

coastal cliffs in various locations from late April until September. The two largest nesting colonies are on Prince Leonold Island and at Cape Hay.

Hunting, Fishing, and Trapping

As the wildlife of the region is finely adapted to the dynamics of this harsh land, so too the native hunter must be attuned to seasonal change in the natural environment to earn his livelihood. Hunting, trapping, and fishing have been, and remain, important pursuits for the region's louit.

Except for the months of December and January when darkness and extreme cold interfere, winter is the most important period for Inuit hunters and trappers. Figures 9 and 9 show where hunting, fishing, and frapping may occur in this season. With the snowmobile, hunters can cover extensive areas of snow-covered land and sea-ice. The harvested animals include ringed seal, narwhal, caribou, muskoxen, polar bear, arctic fox, and small game. Arctic char fishing through the ice also takes place.

Biological Resources Characteristics: Winter • ÞLズΔ° ᠴCÞຕՈϤϜʹ϶ʹ϶ʹΓC ΔϹͼΔϲʹͰͼʹΓ°: ÞዮϷʹ • Caractéristiques des ressources biologiques: hiver

- 1 Polar Bear ▲ Ours blanc
- 2 Ringed Seal ← ∩ Phoque annelé
- 3 Arctic Fox ⋅ ቕቇ C ∩ ∩ Ll → 4 · Renard arctique

- 4 Marine Mammals: Spring Migrants・Cパウドレベ デーゼイ: トペピド パーラーベーダー Mammiltees marins: migration printanière
- 5 Colonial Seabirds ▶ ↑ ↑ ↑ ↑ ↑ Oiseaux coloniaux
- 6 Muskozen Þ□L' Boeuf musqué

- 7 Peary Caribou ・いんつ ココム Caribou de Peary
- 8 Barren-Ground Caribou こくついいつじゃ つつば・Caribou de la toundra
- 9 Vegetation ヘアプドーL Wegetation













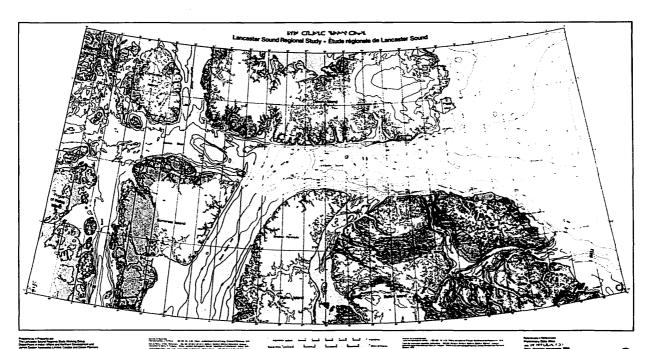






Red colour indicates areas where inuit commonly harvest wildlife. Key species harvested are shown in Figure 9.

Les régiones en rouge indiquent les zones où les inuit chassent couramment la faune. La figure 9 indique les principales espèces chassées.



Selected Components • P'D' SPCP-L-/L--- • Composantes choisies

1 Seal Hunting - ビロックト - Chasse au phoque

2 Polar Bear Hunting • مناح تفريع • Chasse à l'ours blanc

3 Caribou Hunting - コンノドム - Chasse au caribou

4 Trap Lines - I"ff<" 6% - Lignes de piégeage









Ringed seals are hunted at breathing holes and ice cracks in fast ice areas during winter, and on sea ice or along leads and ice floes in April, May and June. This is the most important resource species during this period as it is abundant and highly valued for its meat and pelt.

In late June, the Inuit of Pond Inlet begin hunting the narwhal along the floe edge about 75 km east of the community, tion with local hunter and trapper associations. near Cape Graham Moore and Button Point. As the whales continue westward, they are hunted by residents of Arctic Bay and Resolute. The marwhal is hunted both for the valuable ivory of its tusk and for its muktuk.

Caribou, are hunted as a preffered food source. The hunt takes place in the early and late winter months (November and March to May) when travel and light conditions are amenable. Hunters travel long distances, Pond Inlet residents going southwest to Eclipse Sound, Arctic Bay people to southern Admiralty Inlet, and Resolute Bay people to Somerset and Prince of Wales islands.

Muskoxen, too, have recently become a source of both food and income for Resolute people who harvest a small quota on Devon and Prince of Wales islands.

Polar bear are hunted for their hides on the sea ice and along the floe edges. Quotas on polar bear are established by the Government of the Northwest Territories in consulta-

Inuit trappers tend their arctic fox traplines most of the winter on landfast ice and along the coast. Depending on the abundance of the animals and the current price of their fur, arctic fox trapping is an important source of income in all native communities.

Small game such as arctic hare, ptarmigan, seabirds, and migratory waterfowl adds welcome variety to the Inuit diet. so these species are eagerly hunted.

Fishing through the ice of freshwater lakes for arctic char

begins in May and continues into the summer along coastal margins and in the mouths of rivers and streams. Small-scale commercial fishing for this fish is carried out for sale in the settlements.

Current Commercial Activities

Current commercial activities in the winter are mining of lead and zinc at Hanisivik and air transportation operations serving Resolute, Nanisivik, and Pond Inlet (Figures 10 and 11).

Mining at Nanisivik on Strathcona Sound began in 1976 and presently employs 225 people. Inuit constitute 25 percent of this work force. The mining facilities occupy an area of only 10 km², including storage and operating facilities, townsite, and associated activities such as shipping docks, roads, airstrip, and tailings disposal site. This represents approximately 0.003 percent of the study area. Operations here are year-round with the concentrates stockpiled until the open-water season.

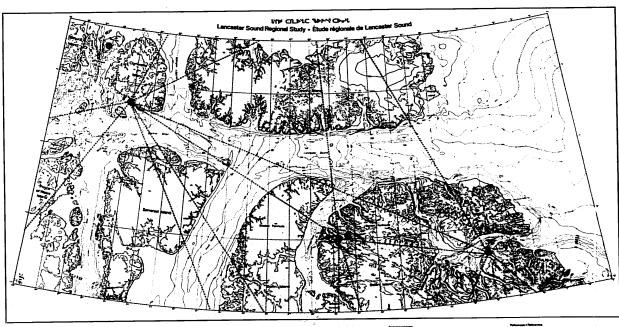
In 1978, Nanisivik produced 128 500 tonnes of zinc concentrate and 11 900 tonnes of lead concentrate, representing about 7.1 and 2.4 percent of the Canadian production, respectively. The mine has a life expectancy of about nine more years unless another economic are body is discovered nearby.

The Arvik mine on Little Cornwallis Island is scheduled to start production in 1982. Annual exports of about 209 000 tonnes of zinc concentrate and 45 000 tonnes of lead concentrate are anticipated.

Air transportation is essential to the communities and mines for re-supply of perishable foods and urgently needed cargoes as well as inter-community travel. Important medical, dental, and educational services in Frobisher Bay and southern Canada can only be reached by air while technical personnel to operate and maintain important equipment can only enter the region by air. Scheduled flights are available several times a week.

Comercial activities include mining of lead-zinc ore and air transportation operations.

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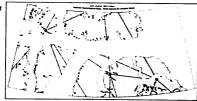
Current Commercial Activities: Winter ● L` ヘトマット・コート Post → Activities commerciales actuelles: hiver

Selected Components • かつ ちゃくしょしょ • Composantes choisies

1 Mining・トトラC'ーマ&・Mines

2 Air Transport - "S'LC" - 4"4∩" (" - Transport aérien





THE REGION IN SUMMER

The Physical Environment

The arctic summer brings continuous daylight from early May to early August, but the mean daily temperature rises only slightly above freezing in July and August because of the influence of the cold surface water. For about two to three months, the Lancaster Sound region experiences open water but the length of the period varies greatly from year to year for various locales according to prevailing weather and ocean conditions.

Most of the mainfall occurs in July and August with the average summer total being only 75 mm throughout the region except for slightly higher amounts in the eastern mountainous areas of Deven Island. Extensive fog is common over the marine channels, particularly in late summer.

At this time of year, winds prevail from a north to northwest direction in the western end of the Sound near Resolute, whereas in the Sound proper they are generally east-west because of channelling between the mountainous islands at its eastern entrance.

The circulation of surface waters in the Sound is predominently from west to east but a persistent eastward current follows its southern margin. This flow is complicated by a number of incursions at most channels (such as Prince Regent and Admiralty inlets) and by the presence of mid-channel eddies, as shown in Figures L. and 15. At the Scund's exit into Baffin Bay, a large anticlockwise intrusion of Baffin Bay surface water penetrates, sometimes as fur westward as 100 km.

In May, the unconsolidated ice in the Sound Loosens. An open water area which starts to develop along southern Devon Island, normally becomes continuous through to Batfin Bay by mid-June. The consolidated ice further west is slower to decay as is that of the inlets and bays adjoining the Sound. Regardless of the geographic position of the consolidated ice edge, however, its breakup generally commences in mid-July. Lancaster Sound is nearly always ice-free during August and September.

Icebergs, numbering in the hundreds and greatly varying in size, drift into the eastern entrance of Lancaster Sound, but like the intrusive current in which they drift, seldom nenetrate more than 100 km before returning to Baffin Bay.

Summer in the Lancaster Sound region is thus characterized by highly variable weather and ice conditions, complex surface water circulation patterns, and the presence of numerous icebergs in the eastern portion of the Sound. The earlier ice breakup and the relatively longer open-water season in the eastern part of the Sound, together with the complex surface water currents, contribute to the overall biological productivity of this marine environment.

Wildlife

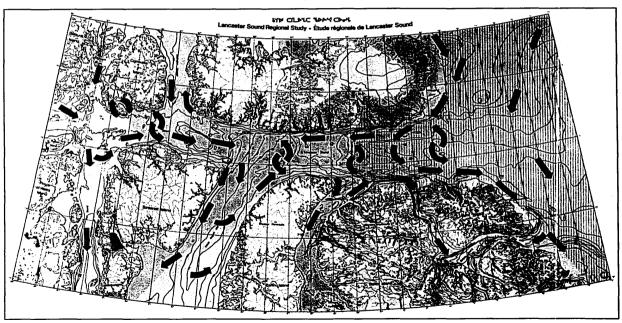
During the brief summer season, abundant plant and animal life is evident throughout the marine area and much of the coastline (Figures 14 and 15). The region's channels, wellvegetated lowlands, valleys, and shorelines are then used by more than fifty species of birds during migration and feeding, breeding, and moulting. Nine major seatird colonies are occupied by murres, fulmars, kittiwakes and guillemots which, together with a number of other species, total a third of Eastern Canada's 8.3 million breeding octonial seabirds. Tens of thousands of eider and oldsquaw ducks, snow geese, loons, and shorebirds appear here.

The abundant ringed seal, which are permanent residents of these waters, are joined in summer by the endangered bowhead whaie, most of the world's narwhal population, a third of North America's white whales, as well as by walrus, harp and bearded seal. Arctic char are found in several streams, lakes and rivers, while arctic cod are abundant throughout the marine areas.

In summer, there is also considerable wildlife activity on land (see Figure 14). The coastal lowlands, in particular, are occupied by nesting waterfowl and shorebirds, rolar bear who favour these locations as summer retreats, as well as caribou and muskoxen. Barren-ground caribou are found in

Physical Environmental Characteristics: Summer ● □□▷ △└□△←`しー`Ր˙: ◁▷່>¬˙ ● Caractéristiques physiques et environnementales: été

Sea ice conditions range from partial ice cover (light blue) to open water (dark blue). Icebergs are most frequent in hatched areas. Surface water currents are shown by arrows. Blue areas on land receive most rainfall. Les conditions de la mer de glace varient de l'état partiel de couverture de glace (bleu clair) à l'état d'eaux libres (bleu foncé). Les clobergs se trouvent le plus fréquemment dans les zones raturées. Les flèches indiquent les courants d'eau de surface. Les zones bleues sur terre sont celles qui reçoivent le plus souvent des précipitations.



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Physical Environmental Characteristics: Summer ● 🎍 🌣 Δピュムー しって: 🔻 🕒 👉 • Caractéristiques physiques et environnementales: été

Selected Components • らって マンマ マンマ Composantes choisies

- 1 Rivers and Lakes・よ Cイン・Cours d'eau et lacs
- 2 Ice Cap- ∢D-√∆⊃" Calotte glaciaire
- 3 Mean Annual Rainfall ⋖与JCLL「 ピオプリッし Précipitations annuelles moyennes de pluie
- 4 Surface Water Circulation・ALD "いてムヤラーに Φナナ・Courants de 7 Icebergs・バレンム・Icebergs surface
- 5 Median Ice Cover AFS'='L- Couverture de glace médiane
- 6 Ice Drift: Summer・ペ ムケニータ: ペトング・Glaces à la dérive: été









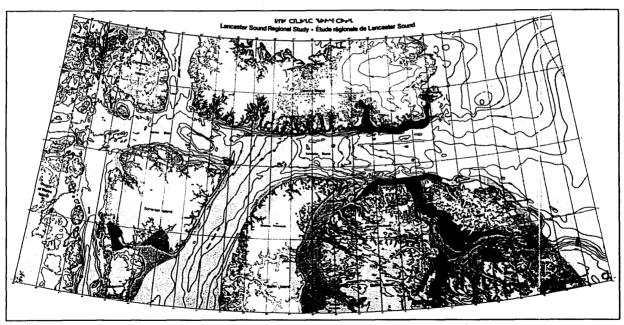






Five levels of important habitats are shown for major species. Darker green areas indicate an increasing overlap of important habitats. White areas are general range of one or two species.

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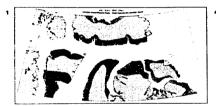
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Selected Components • りつ ちゃくしんしょ • Composantes choisies

- 2 Walrus 4AA Morse
- 3 White Whale (Beluga) "LI" C" "fu...L& Béluga

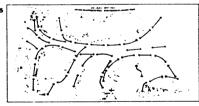
- 4 Norwhol Dic- 'Public Norval
- 6 Colonial Sashirds ▶ ∩ "C/" ∩ T < Olseeux coloniaux
- 7 Pearly Carbon -"Lif"C" C'Cl Carbon de Pearly
- 8 Snow Goose BJ& Ole blanche
- 9 Birds ∩ F € Oiseaux

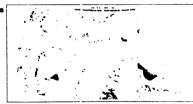


















small numbers on northern Baffin Island, while Peary caribou range on Prince of Wales and northwestern Somerset islands, and to a lesser extent on northern Cornwallis and Bathurst islands. Muskoxen occupy, year-round, the well-vegetated lowlands on Prince of Wales, Devon, Cornwallis, and Bathurst islands.

Although it is important to recognize the importance of the whole region as wildlife habitat, there are some areas which merit special mention. The coastal lowlands and nearshore waters of southeastern Devon Island and Philpots Island, together with the coastal areas and adjacent waters of Borden Peninsula and Bylot Island, are perhaps the most important habitats in the region in terms of species diversity as well as bird and mammal population densities. The north and east coasts of Somerset Island, the Creswell Bay area, the southwest coast of Devon Island, Admiralty Inlet, and McDougall Sound are also of major importance to ducks, geese, colonial seabirds, and marine mammals. Prince Leopold Island is a particularly inportant nesting location for colonial seabirds.

On the other hand, the Devon Island plateau, central Somerset Island, and the Brodeur Peninsula are very sparsely used by wildlife.

Hunting and Fishing

Hunting activities are intensive during the brief summer period, with many families dispersing to seasonal camps, located at varying distances from the communities. Areas where hunting or fishing may occur during the summer are shown in Figures 16 and 17. Comparison of the composite maps for winter and summer (Figures & and 16) shows that the area hunted in summer is much smaller. This is, in part, related to difficulties of travel overland and over open water.

Marine mammals are hunted in the coastal waters of Bylot and northern Baffin islands as well as in the coastal areas of Cornwallis and southern Somerset islands. Ringed seal are consistently available and are used for food, clothing, and sale of skins. They are hunted offstore from small boats near the communities and from seasonal camps. Resolute

people hunt principally around Cornwallis Island and McDougall Sound, but some families, camping on Somerset Island, hunt along the island's coastal areas. The Arctic Bay people work from the floe edge north of Admiralty Inlet and, after the ice retreats, hunt throughout the inlet. Some also hunt at Fitzgerald Bay, when the outpost camp on the west side of Brodeur Peninsula is occupied. Pond Inlet people hunt at the floe edge, near Button Point and Cape Craham Moore until the ice recedes, when they use Eclipse Sound and Navy Board Inlet. Other species such as bearded and harp seals are taken by Inuit whenever encountered.

White whale and narwhal are numbed from boats during the open-water season. Numbers taken vary considerably from year to year. White whales are more available in Resolute and Creswell Bay and the western part of the Lancaster Sound region. Narwhal are hunted intensively from Pond Inlet, Arctic Bay, seasonal camps, and the outpost camp at Creswell Bay. The Inuit do not use the meat but consume the muktuk. Although walrus ivory is used for carvings, the meat is not

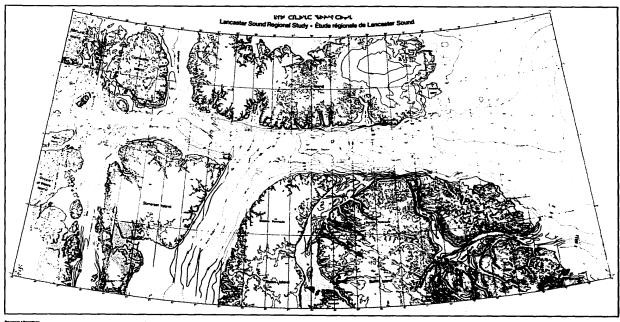
valued for human consumption and is no longer needed for dog food.

Since travel over the tundra in summer is arduous, caribou hunting is confined to short distances inland from shorelines that are accessible by boat from settlements or seasonal camps. Caribou meat is a preferred component of the Inuit summer diet. However, owing to the irregular movements of the caribou herds, availability varies considerably from year to year. In addition to the caribou's value as a food source, warm winter travelling clothes are made from the skins. Generally, Pond Inlet Inuit hunt around Eclipse Sound, Arctic Bay hunters use the southern portion of Admiralty Inlet, whereas Resolute people hunt on Somerset Island.

During hunting exursions for caribou and other animals, Inuit also take small game, particularly migratory waterfowl, as well as ptarmigan and seabirds. Summer camps are often at favourable sites for catching arctic char.

Red colour indicates areas where inuit commonly hunt or fish in summer. Key species harvested are shown in Figure 17.

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Hunting and Fishing Patterns: Summer • ዻህፈረጎራቢታ ኦኖንና ላ[™]L ልሜሪኒረጎ ራቢታ ኦኖን L ርጎሩጎርጎና: ላ▷ ታናው **Chasse** et pêche: été

Selected Components • Þ'ɔˤ ᠫÞCÞ≺L∠L≺ • Composantes choisies

- 1 Seal Hunting・エイントム・Chasse au phoque
- 2 Whale Hunting ・ゲールングム・Chasse à la baleine
- 3 Caribou Hunting ⊃ ⊃ ✓ ▷ Λ Chasse au caribou

4 Fishing - ₫₺⊒--Ф& - Pêche









Current Commercial Activities

During summer, a variety of commercial activities takes place in the Lancaster Sound region including mining, onlipping, scientific surveys, tourism, and air support operations. Although much of eastern Lancaster Sound is held under oil and gas permits, there is no drilling underway at present. As Figures 18 and 19 show, most commercial activities occur in the eastern part of the region.

Mining involves the extraction and concentration of lead and sinchores, and their export by ship to Europe. The Comisivik mine has been in operation since 1976 and the Arvik mine, currently being developed on Little Cornwallis Loland, is scheduled to begin production by 1982.

Chipping activities also serve to bring supplies to communities. At present, there are about 70 ship transits each year, servicing both the communities and the mining operation at Manisivik. In 1978, I 685 tonnes of dry cargo, and 5 155 tonnes of bulk fuels were transported in eight re-supply voyages. During the same year, six shiploads of ore were exported from the Nanisivik mine. An increased number of voyages were made in 1980 to support the construction of the Arvik mine. Supply ships and ore-carriers are often accompanied by Canadian Coast Guard icebreakers.

Other vessels are involved in survey projects and a few usually travel through the Northwest Passage each summer. The Vessel Traffic Centre in Frobisher Bay, operated by the Canadian Coast Guard, is responsible for monitoring ship movements and enforcing prescribed standards.

Government and industry scientists conduct terrestrial and marine surveys to ascertain resource potentials or to investigate environmental characteristics. In the 1979-80 season, 74 field teams were involved in research and surveys, most of which dealt with biological or geological topics.

As discussed in "The Region in Winter," air transportation is important for inter-community travel and the transporta-

tion of residents to medical, dental, and educational services in Frobisher Bay or southern Canada. Aircraft also supply perishable foods and urgently required supplies, as well as provide access to the area for technical personnel who are required to maintain equipment or machinery. Most of the tourists who visit the region in summer arrive by air.

Tourism is a growing component of the region's economy. It is already a major activity in Pond Inlet with the attraction of arctic char fishing on the nearby Robertson River and adjacent Koluktoo Bay. Sport fishing could also become more important to other communities. Resolute currently serves as a staging point for occasional tours to Ellesmere Island and the North Pole. Tourism is a source of seasonal income to the communities and residents, generating jobs.

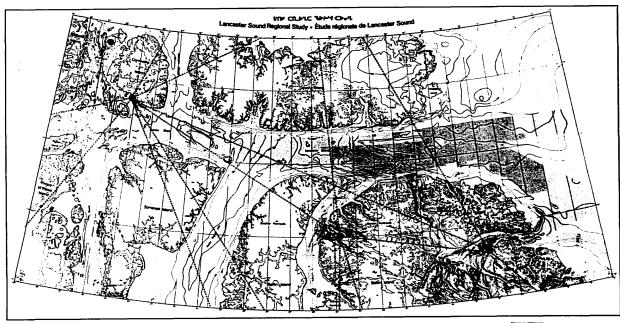
In 1960, oil and gas exploration began in the Arctic Islands when oil and gas permits were issued over most of the

archipelago. Initial drilling on Cornwallis Island took place in 1962, and on other islands in the study area during the 1970's. No exploratory drilling is underway at present.

Current Commercial Activities: Summer ● L` L ▷ ♥ 『 P C ▷ L / 4 『 D : 4 ▷ ★ * • Activités commerciales actuelles: été

Commercial activities include shipping of lead-zinc ore, resupply shipping, scientific surveys, tourism, and air transport. Dark red indicates spatial coincidence of activities.

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Current Commercial Activities: Summer • L` ヘトペット・プロトルイグ・マート Activités commerciales actuelles: été

Selected Components • PO SPCP-LILY • Composantes choisies

- 1 Mining・トケラCマダル・Mines
- 2 Shipping: Corridors・イソンストグ トレイペイン: ベゾロベ・Transport maritime: corridors
- 3 Air Transport "LC/" 4"3/" -Transport adrien

- 4 Tourism・ハノイボ くんくしくかし チライン・Tourisme
- 5 Oil and Gas: Permits ドイピーペアットイプルトイ・Pétrole et gaz: permis
- Communautés محمد Communautés













SOCIO-ECONOMIC CHARACTERISTICS

Communities

During the past two decades, the attractions of schools, housing, and medical services have induced Inuit to abandon camp life and move into communities. Today, there are three organized communities within the Lancaster region: Arctic Bay (population 580), Pond Inlet (population 660), and Resolute (population 150). Both Arctic Bay and Pond Inlet are hunting communities with predominantly Inuit populations. Both began to develop as trading centres in the 1920's.

The settlement of Resolute was established in 1953 with an immigrant population of Inuit from Pond Inlet and Port Harrison in northern Quebec. The settlement is eight kilometres distant from a non-native area, locally referred to as "the base", which has grown up around the airport, the transportation hub of the High Arctic. Because of its location, Resolute has usually offered more opportunities for wage employment, but hunting is still an important activity.

The unorganized community of Nanisivik (population 360), a

mining community located on Strathcona Sound, 27 kilometres from Arctic Bay, developed in the mid-1970's because of the lead-zinc deposit there; its population is predominantly non-native.

North of the study area is the small settlement of Grise Fiord (population 85). Like Resolute, it was established in 1953 with an immigrant Inuit population from Port Harrison and Pond Inlet. Although they live outside the study area, residents of Grise Fiord hunt within the region on northern Devon Island. Accordingly, some reference is made to Grise Fiord in the following sections.

Local Political Structures

Each of the three organized communities in the region has a local political structure. Organized as a settlement, Resolute is unincorporated but annually elects a council which is, in a strict sense, an advisory body. In practice, however, the settlement council does exert significant influence over decisions taken by the federal and territorial

covernments on matters affecting the community. Grise fixed is also a settlement.

Find Inlet and Arctic Bay are incorporated as hamlets. A number council nor limited authority and may pass by-laws to resolute mentals activities within the hamlet's boundaries. This includes responsibility for municipal services, road maintenance, woning, and community planning. These essential services are mainly financed by operating contributions from the devarrament of the Northwest Territories. Less than to parcent of their operating budgets are raised directly to the hamlets of Arctic Bay and Fond Inlet through licensing of businesses, rental of equipment and the sale of pervices, including water delivery, and garbage and sewage removal.

the communities of the region have often identified social services, education and management of lands outside their boundaries as areas of critical importance to them. However, these programs are not generally under direct local control.

As mentioned, the senior levels of government generally consult with settlements and hamlets on matters which affect and concern them. The communities recognize, however, that consultation and control are not synonymous, and view the many proposals for development in the region with considerable concern. They are anxious for more authority at the local and regional levels.

Population

For most of the last decade, the communities in the region experienced a steady growth in population through natural increase.

In the last few years, however, Arctic Bay, Resolute and Grise Fiord have experienced some decrease in population. For Resolute and Grise Fiord, the cause for this decrease may be found in the artificiality of the communities: many residents have returned to their former homes in Pend Inlet and northern Quebec. For Arctic Bay, the decline may be attributed to the out-migration of some who had moved in to take advantage of employment opportunities when Nanisivik

was under construction. In addition, some families from Arctic Bay have moved to Nanisivik.

Of the native communities, Pond Inlet alone has experienced steady growth. Nanisivik, where the non-native population forms a substantial majority, has increased considerably in population since 1976.

Assuming that the population decreases of the last few years were in response to specific short-term factors, and that average population growth rates of the last decade will continue, the Inuit population in the region will increase substantially over the next twenty years. Younger age groups predominate in the Inuit population and thus natural increase will be a major factor in population growth.

Harvesting Wildlife

Most male Inuit consider themselves hunters on either a full or part-time basis. Currently, permanent employment is available to 35-40 percent of the male labour force; the rest depends on a combination of casual or seasonal employment and hunting. Even for those permanently employed, part-time hunting remains a means of supplementing their food supplies. Within extended family groups, there is substantial sharing of cash resources from wage employment and of food resources from the hunt.

During 1978-79, hunting and trapping generated an estimated total cash income of \$302 400 from fur, sealskin, and ivory sales for General Hunting Licence holders, all of whom were Inuit. Over a 5-year period, edible meat available averaged 190 400 kg (420 300 lbs) per year, with an imputed annual value of \$1.2 million. These figures include those for Grise Fiord.

The area of harvest is larger in winter when sea-ice forms a generally stable avenue of access to distant hunring territories from communities and permanent camps. In late spring and summer, generally before break-up, people from the communities disperse to traditional camps in favourable

hunting areas. Families remain at their campgrounds through break-up and most of the summer, returning to the communities usually in late August or September. During the ice-free period when transportation is by boat, the population is dispersed over a wide area, but individual hunting ranges are not nearly as extensive as in winter and spring.

Hunting activities may be hindered by transportation difficulties especially during freeze-up and break-up and also by the winter durkness prevailing in December and January. Hunters must also abide by laws establishing harvesting scalons and quotas, and many spend part of their time in wage employment when it is available. Cash is necessary to provide supplies, especially fuel for snowmobiles. Hunters can also be hindered by the biological characteristics of certain prey species, for example, by irregular movement catterns.

Northwest Territories Government game returns and Department of Fisheries and Oceans data for 1978-79 indicate that

1 714 ringed seal, 1 309 arctic fox, 1 124 caribou, 241 narwhal, 123 polar bear, 32 walrus and 17 white whale (beluga) are known to have been harvested by Inuit in the Lancaster Sound region. Although these figures are considered incomplete because of the failure of some funters to report their wildlife take, and other statistical problems, they provide some indication of the size of the wildlife harvest in the region.

Modern technological innovations, especially the showmobile, have had a dramatic effect on hunting as a means of livelihood. In particular, it is the extensive use of snowmobiles during the ice-covered period of the year which has drustically disrupted the tenuous balance that formerly existed between Inuit and their prey. The snowmobile has greatly increased the extent of the winter hunting range but decreased the duration of hunting trips. Unlike the book by dog-team, in which one product of the hunt fueled the means of transport, the hunt by snowmobile requires that the cash proceeds from the sale of skins are used to purchase fuel

for the vehicle, or to pay for the vehicle itself. High fuel and equipment prices, therefore, lead to increased harvests, and serious wastage of meat occurs.

In purely cash terms, hunting by snowmobile is uneconomical and casual or seasonal wage employment, for those who are primarily hunters, subsidizes the increased cost of hunting by this means. But the hunt continues to provide large quantities of "country food" at costs estimated to be much less than those for comparable imported food-stuffs available in local retail outlets.

The hunt has, moreover, important values other than the economic ones. One is the marked preference of Inuit for "country food" over that sold in local stores. Estimates of "country food" available from harvested animals in each community have generally neglected cultural preferences for certain foods. At best, such estimates indicate availability of food resources, not their consumption. Attempts to impute a cash value for "country food" face similar

problems, for it has proven difficult to describe, in monetary terms, the nutritional and cultural importance of the consumption of locally-harvested game. These cultural preferences, rather than solely economic criteria, have kept hunting a prestigious activity.

In recent years, the Government of the Northwest Territories has initiated an Outpost Camp Program to financially assist families wishing to adopt or continue a hunting lifestyle on the land. At present there are four assisted permanent camps in operation in or adjacent to the region, involving a total of 35 people. The Program has been judged a success by the territorial government, and has attracted considerable interest from community residents. The Program may well continue and expand in future years.

Wage Employment

Until the 1970's, wage employment opportunities were severely limited. At Pond Inlet and Arctic Bay they consisted mainly of the provision of labour for the local

trader and for government. At Resolute, opportunities were preparer, primarily in labour positions at the base. At all locations, minimal opportunities existed for employment of wemen, usually as housekeepers.

In 1972, Parametic began to hime Inuit men from Arctic Bay and Pond Inlet to work as well-paid, though unskilled Labourers at exploration sites in the High Arctic Islands. This program is still in operation. In 1974, men from Arctic Bay and other locations found additional employment in construction at Nanisivik.

The effects of industrial employment and high wages included increased consumption of material goods and a generally higher standard of living, coupled with higher expectations which often could not be maintained. Because much of the employment was away from the communities, family stability for some became threatened. For some, increased cash also brought a higher consumption of alcohol. The availability of permanent employment at Nanisivik has had a detrimental

effect on community leadership in Arctic Bay: of the five families that moved to the minesite from Arctic Bay, four are headed by former long-term councillors in Arctic Bay.

In the organized communities, employment opportunities include positions such as municipal service workers, clerks, mechanics, teaching assistants, and administrators. Other opportunities exist further afield in the form of support jobs for oil and gas exploration and minima development projects. Some permanent employment is also available when these projects are operational.

More opportunities are available for skilled labour, but few Inuit from the region enter the high school in Probisher Bay and fewer still graduate. In the local schools, education is available to the grade eight or nine level. The Inuit have not recognized the value of a sound education in a decade that has provided many well-paid job othertunities for unskilled labour, and parental support for higher education is often lacking.

Income

Levels of income in the region, in cash or kind, have been relatively high. Employment in non-renewable resource development and exploration offers wages considerably nigher than those paid for jobs in the communities. Wage employment and hunting both generate cash incomes and hunting, as mentioned, also provides a potentially large supply of "country food". Many incomes are supplemented by the production and sale of art objects and handicrafts, notably seasestone and whalebone carvings. Women, as well as men, earn money in this manner.

In Sond Inlet, tourism has become an important industry. The local co-operative operates a hotel in the community and a summer fishing camp at Koluktoo Bay that provide job exportunities for many residents. Tourism is as yet undeveloped in the rest of the region. In Pond Inlet, Arctic Ray, and Resolute, local co-operatives also operate retail stores. In each community, one or two entrepreneurs operate small businesses, including coffee shops, billiard rooms,

taxi and freight haulage services, and small retail stores.

Government transfer payments, especially family allowance benefits, are an important supplement to most family incomes. Social assistance payments in the region are not generally high, but levels fluctuate considerably.

The Northwest Territories Housing Corporation provides rental homes in all communities. Monthly mental charges which include all municipal services, electricity, and fuel oil, are heavily subsidized by covernment and this contributes to the generally high standards of Living. Food and transportation costs in the region are not subsidized, however, and are high.

Residents' Perceptions

Residents of the communities in the region are increasingly aware of the magnitude of the proposals for devalorment which may directly affect them and their lifestyles. What feel that development will occur and some support it, but

all insist that development projects should not proceed without quarantees of real benefits to the region's residents.

Conditions of decired benefits from industrial projects include tarsiness optortunities, training, jobs, control over worklist and operating conditions, and receipt of royalties. The residents' concern about proposals for the protection of natural are as and the region's biological productivity is that no additional restrictions be placed on their hunting activitie. The celliferent of land claims is also a high periority. It is becoming increasingly common in the region to hear the comment: "We do not oppose non-renewable reasures development, but we are against projects being clarify before the land claims are settled."

Lancaster Sound: Potential and Future Uses

In this part of the paper our attention is directed to the activities which could take place in certain parts of the Lancaster Sound region during the next twenty years. We begin by looking at those major industrial ventures that are already being actively pursued (mining) and those that have been proposed for possible implementation in the near future, (year-round shipping, hydrocarbon exploration and development). Further detail on some proposed industrial activities is provided in Appendix V. Also dealt with are such uses proposed for the region as the establishment of national parks and other forms of conservation areas. Finally, we look at the future of those activities which are more closely related to the present lifestyle of the Inuit residents such as the development of community-based tourism and the bervesting of fish and wildlife.

The reader is asked to examine each of these activities, to look at the benefits which the proposed industrial ventures would bring for the local residents and the Canadian economy 15 3 whole. At the same time, he should keep in mind the

implications which they may have for the social conditions and the environment of the region. While some changes and associated effects appear inevitable, others may or may not be acceptable.

In addition to considering each proposed activity separately, it is also necessary to examine the interactions among various activities, and the cumulative effects which may result from the joint implementation of several activities. To facilitate this review, a composite map (Figure 20) has been compiled to show the spatial relationships of the various potential activities. Most of these activities would occupy restricted locations within the region, and would take place in the summer seasons. The darker areas on the map highlight zones where activities might occur simultaneously. From the composite map, we can see that the eastern end of the lancaster Sound region shows the greatest concentration of potential activities. This sharing of space could be beneficial for the activities concerned if, for example, it would permit joint use of facilities. In

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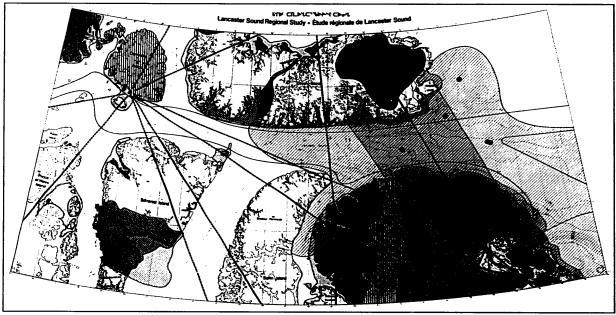
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other cases, spatial overlapping of activities may be detrimental to one or more of the pursuits.

In the following, the major features of each activity are described, together with a brief assessment of its likely economic, social, and environmental implications. From this review, some major issues emerge that must be addressed with regard to the future use and management of the region.

In preparing these activity descriptions, we have assumed that all future development activities will be subject to existing regulatory controls to minimize environmental and social impacts. Although the implications of a land claims settlement have not been examined, it may be assumed that any such settlement would have a significant effect on social and economic circumstances in the Lancaster Sound region. Other assumptions underlying each of the activities described are listed in Appendix IV.

It should be recognized that a great deal of what might be described as "socio-economic impact" is government-induced, through policies on native employment, local business opportunities and the like. These policies are a direct response to requests from northern communities that northerners obtain benefits from resource development.

SHIPPING

Any non-renewable resource development in the Arctic will depend on safe and reliable shipping. Today, shipping occurs during the summer only, for re-supply operations, ore shipments, marine surveys, and icebreaker support operations.

These uses are expected to continue over the next twenty years with an additional modest growth or a trend to larger carriers to meet the demands of a growing population for fuel, accommodation, and vehicles. One shipment from Nanisivik will decline during this period, but because of the new mine at Arvik, total shipments of one tonnage through Lancaster Sound will increase. Summer shipping corridors will not change appreciably.

An important change from the established pattern of shipping in summer only to year-round shipping through the Northwest Passage would occur with the use of large Arctic class tankers carrying oil or liquefied natural gas (LNG). Although such tankers have not yet been constructed, legislative authority exists for the construction, operation,

and regulation of icebreaking tankers designed to move through ice thicknesses of up to three metres at slow speeds. The potential frequency of year-round shipping through the Sound over the next twenty years, based on representative data, ranges from one transit every second day to a maximum of three transits per day by the end of the period. This compares with six tankers daily in the Alaskan port of Valdez or an average of 36 ships per day passing through the St. Lawrence River.

Summer and winter shipping corridors as well as potential ports and harbours in the region are shown in Figure 21. Some of the proposed hydrocarbon transportation projects are outlined in Appendix V.

Regulation of year-round shipping would require the institution of a mandatory vessel traffic management system, reliable arctic radio communications, and a year-round means of surveillance. Although legislation for these matters exists, government would have to provide the necessary funding to establish these services.

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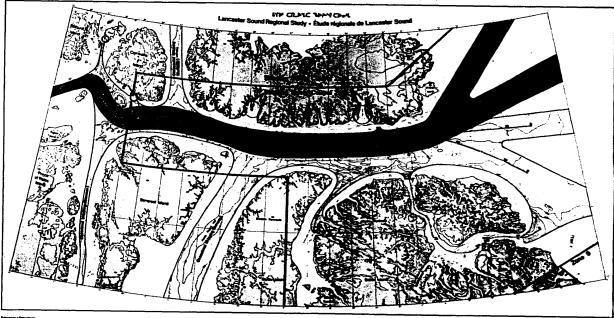
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Winter shipping would be confined to a narrow east-west lane along the northern portion of the Sound so as to take advantage of the extensive floe-edge lead present in most years (see Figure 21). This winter shipping corridor would extend westward to the Beaufort Sea via the Northwest Passage (Prince of Wales Strait route). Strict control over the use of this corridor would be required to minimize damage to biologically or environmentally sensitive areas in the Sound and elsewhere within the Passage.

Implications

Shipping hydrocarbons through Lancaster Sound would assist Canada in achieving its goal of energy self-sufficiency. It would do so by reducing reliance on oil imports, by fostering the development of additional reserves in the Arctic, by proving out the technologies required for further arctic developments, and by encouraging gas-for-oil substitution in easter Canada.

Shipping activity involving the transport of minerals,

hydrocarbons and other commodities would lead to the development of new technologies in the marine industries, and thereby generate a significant number of jobs in various industries throughout the country. Canadian advances in marine technologies would promote the potential of Canada to become a world leader in these fields.

Employment in the region could also be increased through the training of Inuit to serve as crew members on Canadian vessels operating in the Arctic. Employment, business, and training opportunities would also be available through the operation of port facilities and other support services. These increased activities would generate higher revenues and income in the communities of the Lancaster Sound region. As well, more frequent shipping could be expected to lower transportation costs of essential goods for the communities such as fuels, food stuffs, and housing materials.

Year-round shipping could bring with it the following environmental effects: Ship tracks through consolidated ice

cover would refreeze at varying rates during the year and not at all in the spring. Slow-freezing or unfrozen ship tracks could interfere with inter-island crossings by caribou, arctic fox, and Inuit hunters. Migratory whales could become entrapped in ship tracks. Ringed seals could be disturbed and, in some cases, destroyed during the breeding and pupping seasons in east Barrow Strait. There could also be disruption of the migrations of some sea mammals and birds that normally move through or concentrate in Lancaster Sound.

World-wide experience with risks inherent in tanker transport suggests that the projected level of shipping over the 20-year period could be expected to result in at least one major oil spill and possibly one LNG-fire, attributable to tanker eccidents, somewhere in the Northwest Passage. The extent of oil spill damages would depend on the location of the accident, the amount of oil released, the season, the dispersion by wind and currents, the clean-up response time, and the capabilities of the clean-up equipment used.

Oil spills in winter would be restriced initially to the ship track, but residual oil would be distributed by winds and currents when ice cover broke and melted. I large oil spill in Lancaster Sound would be very serious piologically and would also have prious economic repercussions in the communities.

Although LNG is not a pollutant, there is a slight possibility that an LNG tanker accident could result in an extensive plume of ignited natural gas. This could be letted to colonies of birds or groups of mammals if the incident occurred close to them.

Effective monitoring, control, and support of mean-raised arctic shipping would result in increased costs. These posts would have to be met by the ship operators, the targo owners, the tax payers, or by some agreed combination of these as determined by government. The capabilities and limitations of available collution clean-up equipment and the technology applicable to arctic clean-up operations are important considerations.

OIL AND GAS EXPLORATION

The rising costs of imported oil prompted the federal government's "need-to-know" policy in 1976 to assess systematically the petroleum potential of the North. To the present, approximately 150 exploratory wells have been drilled in the arctic islands and the Davis Strait area.

Geologically, the areas under the waters of Lancaster Sound and Baffin Bay offer the best prospects in the region for future exploration: nearly thirty potential hydrocarbon-bearing structures have been identified. Up to fifty wildcat exploratory wells (to demonstrate the presence or absence of oil and gas) and delineation wells (to estimate the structures' reserve and size) could be drilled offshore for extensive exploration of these structures. Some of the activities associated with potential oil and gas exploration in Lancaster Sound are shown in Figure 22. (Further description of two drilling proposals can be found in Appendix V.)

Exploratory drilling in Lancaster Sound would require

commitment of two drillships operating each year during the open-water season. Four to twelve supply ships would be needed for re-supply, fuel transfer, ice reconnaissance, and towing of icebergs. Shore-based and port facilities, possibly located on southeastern Devon Island so as to be close to the offshore drilling operations, would occupy about twenty hectares and comprise a dock area, a bulk storage area, an airstrip, and roads. Support aircraft would be used intensively during drilling operations.

Increased aircraft traffic would be expected in the vicinity of Pond Inlet and Nanisivik, and over southern Devon Island, Bylot Island, Navy Board Inlet, and Eclipse Sound. Crew transfers and re-supply between shore-based facilities and offshore drillships could involve two helicopters making two to four trips per day, and a Twin Otter making three to four trips per week from a logistic centre such as Pond Inlet or Nanisivik. Vessel traffic between drillships and shore-based facilities would be light to moderate, involving perhaps four to five trips per week. Icebreaking of land-

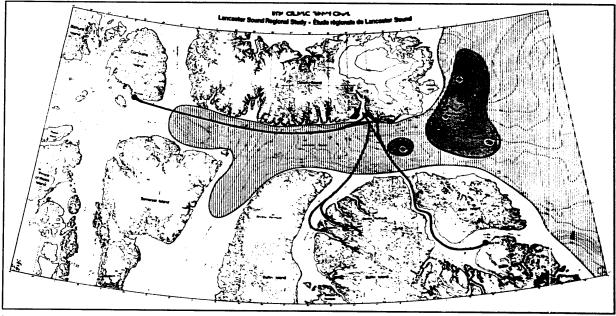
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fast ice would be required in Croker Bay or Dundas Harbour during July and early August if a shorebase were located there.

Implications

Bunefits associated with hydrocarbon exploration in the region would include fulfilment of the "need-to-know" policy about northern energy resources, thereby aiding national energy decision-making. Such exploration could result in the finding of significant new reserves which would be within earlier reach of markets than those of the Melville or Beaufort areas and, particularly, much closer to the import-dependent East Coast market.

Additional seasonal employment opportunities for skilled and bon-skilled workers would be available to residents of field Inlet, Arctic Bay, and Resolute Bay. Other indirect large job opportunities would also be created in other parts of the country through these exploration activities. Residual benefits would include local business opportunities

as well as job opportunities on supply ships and barras, and at land bases such as Fond Inlet, Manisivik or Resolute.

Local economic benefits are important because of a proximal morthern labour force.

Larger aircorts, new port facilities, and increase: air and ship traffic for re-supply could be expected to result in cheaper freight rates from southern Canada as well as in greater robility for residents in the region. In addition, increased private investment within the communities could provide a wider range of services and facilities available for the residents.

Oil and dus exploration in tandanter Sound would, towever, also bring with it potentially detrimental environmental effects:

The impact of the construction and operation of shore bases and dock facilities, and particularly the movement of supply boats, on thousands of migrating white whales and narwhals

in Croker Bay and Dundas Harbour needs to be assessed carefully. Also, potential disturbance to migrating walruses along the Croker Bay ice edge in the month of July, and of harp seals and feeding polar bears from July to September, madds to be examined.

Increased human activities in narrow coastal areas would affect animal populations which are concentrated there. Animals such as whales and seals could be temporarily discillated while walruses could be remanently displaced. Polar bears could remain in the area and become a source of physical danger to the workers. Local disturbances caused by shore facilities could affect large populations of eiders and guillemots that rest and rear broods in the surrounding coastal lowlands. In addition, increased aircraft movements between land-based facilities and drill sites could disturb wildlife and, in some cases, lead to habitat abandonment.

Noise and discharges from drilling operations could cause local disruption to migrating narwable in eastern

Lancaster Sound during May, June and September, and to feeding bowhead whales throughout the drilling meason. This may not be a significant problem, however, as the drillships, support vessels, and aircraft would be localized offshore, and rapid dilution of operational drilling wastes would occur in the Sound's deep waters and strong currents.

blowout were to occur, this could produce severe impacts, particularly in the coastal waters of southeastern and southern Devon Island, and of northern Bylot Island. These impacts would depend on the magnitude of the accident and on the season in which it occurred. Possible results could include the loss of large numbers of migrating birds in the offshore and nearshore waters of eastern Lancaster Sound and on the shores of northwestern Baffin Island, from tay to October. Pollution in offshore and coastal waters could threaten thousands of feeding and breeding ringed seals while pupping in the spring or moulting in early summer. Considerable numbers of feeding polar bears would also be

threatened in the spring and late summer. A reduction or displacement of the marine mammal resources would cause hunting efforts to focus more on terrestrial wildlife populations, thus possibly leading to their overexploitation.

The Arctic Waters Pollution Prevention Act assigns financial liability for clean-up costs to exploration companies and provides legal recourse for compensation to anyone suffering loss or damage as a result of an oil spill. Clean-up of oil spills, however, may not always be possible because of the magnitude of the smill, the absence of effective technology, or through interference by extreme environmental conditions of ice, wind, and cold. The principal disruption and inconvenience would be suffered by the residents of the region.

OIL AND GAS DEVELOPMENT AND PRODUCTION

At this time, there are no production systems in existence which could be employed to provide safe and reliable year-round operations in the event of discovery of oil and gas fields in Lancaster Sound. Current technology precludes the profilement of fields in water depths greater than 350 metrys. However, movid technological progress in various casts of the world can be expected to provide appropriate projections as done during the next twenty years.

in the profession of all induction familities (Figure 27). All major construction would take place in southern Canada, to diswed by trans-chipment and installation on site.

Tabilities would include warehousing, fuel storage, jet airatrice, an oil tanker terminal, an oil tank farm, a gas liqueful tipe plant, and some permanent staff housing. This these would require a labour force of several hundred, plus substantial quantities of gravel, sand, and other construction appreciates, as well as a number of cargo ships to transport components from southern Canada.

The production phase would involve a modest labour force of 100 to 150 people on a year-round basis. The estimated production rate would require one oil tanker every three days, and one UNG tanker per week throughout the year. This could mean twenty to thirty tanker tran its through eastern langaster Sound per mosts to and from a marine terminal. Tikely to be be situated at Croker Bay or Durdas Harbour. This tanker traffic would be in addition to the transity through Langaster Sound to and from point further west, as muntioned in the previous section entitled mobile in.

Implications

Oil and has development and production in a position count would bring with it various economic benefits. It would contribute to Canada's enemy self-sufficienty and lead to the development of improved technologies in the ciliand tax industry. A producing all field would contribute to the security of Canada's supply of ciliand, by reducing reliance on imports, improve Canada's balance of payments.

Depending on production capabilities of the fields and on the provisions of the royalty scheme, oil and gas production could generate very significant revenues. In addition, both federal and territorial governments could collect corporate, personal and other taxes.

The production phase would provide some job opportunities to the region on supply ships and barges and at the land-based facilities. Development of local service industries would also create some employment and business opportunities for residents. The infusion of more money into the communities by the presence of these support services may lead to a reduction in social assistance payments. Transportation charges for basic goods for the communities could be reduced as shipping volume to the area increases.

The construction and operation of a shore-based marine terminal would have similar implications for the environment as those mentioned in regard to the exploration phase. However, being regular, year-round and permanent over a

period of twenty to thirty years, the movement of ships and onshore activities would pose ongoing, long-term disruption of seabirds and mammals. Animals potentially affected would include migrating white whales, summering walruses, breeding or moulting ringed seal, denning polar bears, and summering muskoxen.

The construction and operation of the offshore production facilities would create impacts similar to those of the exploratory drilling and associated activities referred to previously, but would be of far greater intensity. However, the continuous normal operation of subsea production equipment with its associated noise, physical presence, etc., would not be expected to be a hazard to marine life because of the great water depths and the assumed high levels of ambient underwater noise in Lancaster Sound.

Oil development and production are considered to be more hazardous than the excloration phase because of the probability of a major oil spill either through a blow-out from

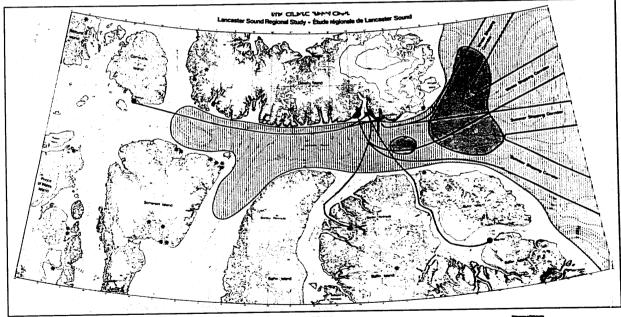
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one of the many wells drilled during the development phase, from a tanker accident during the production phase, or from small, but frequent, operational discharges.

Large-scale crude oil spills from a damaged tanker, subsea production platform, or underwater pipeline would pose the most serious threat to the offshore and coastal marine life. Driven by variable currents and winds, this pollution would be a potential environmental hazard almost anywhere in the Lancaster Sound and northwestern Baffin Bay areas, especially where the oil is likely to concentrate on the shorelines, in coastal waters, or along the landfast ice edges of southern and southeastern Devon Island and northern Bylot Island.

Hunting and trapping patterns may not be directly affected by the physical disturbances of development and production activities since Inuit do not now hunt off southeastern Devon Island nor in eastern Lancaster Sound during the openwater season. However, if previous hunting patterns which did include these areas were resumed, conflicts could arise. In any case, resulting indirect displacement of animals or population fluctuations may necessitate changes in Inuit hunting patterns. The ringed seals, seabirds, and marine mammals in the Arctic Bay and Pond Inlet hunting areas would be particularly susceptible to such year-round disturbances. Intensity of hunting could consequently increase significantly on terrestrial wildlife populations, possibly leading to overexploitation. If wildlife scarcity developed for this reason or because of pollution, special subsidies or compensation payments to residents of Arctic Bay and Pond Inlet could be needed.

MINING

Based on mineral exploration activities to date, two areas geologically favourable for the occurence of lead and zinc minerals have been delineated in the Lancaster Sound region. One is at Strathcona Sound and the other on Little Cornwallis Island (Figure 24).

Within these favourable areas, three deposits of economic significance have been outlined. One is presently in production at Nanisivik in Strathcona Sound, another, the Polaris deposit on Little Cornwallis Island is being developed, and, the third, Eclipse, also on Little Cornwallis Island, represents a potential producer. (Further description of some mining prospects are given in Appendix V.) Exploration activities will tend to concentrate in those geographically very restricted areas where there is a good possibility of other economically viable deposits being discovered. Exploration activities for other base metals, coal and uranium will also continue in the region.

As previously mentioned, the only producing mine at the

present time, Nanisivik, will phase out of production in approximately nine years unless other economic ore deposits are discovered in the immediate area. The Polaris Project (Arvik Mine) may, however, be the beginning of major mineral development activities in the Lancaster Sound region. If the project can overcome difficult operating conditions, and if lead-zinc prices increase, there is the possibility of additional operating mines in the period under review.

If new mining operations were to begin, they would require construction of on-site storage and operating facilities, and possibly a townsite, as well as associated facilities such as shipping docks, roads, airstrips, and areas for tailings disposal.

Implications

Direct job opportunities at the mines would exist during both the development and production phases. Employment and business opportunities would be available locally and would tend to increase incomes, create jobs in associated activities, and reduce dependency on government transfer payments. Associated activities such as marine transport of supplies to the mines, or aircraft chartered for rotational movements of work crews, would improve transportation and communications and create additional employment and business opportunities within the region and the shipping industry. Furthermore, communities in the region would benefit from the reduced freight rates associated with the additional transport facilities available to the mines.

Direct and indirect revenue through corporate and personal income taxes and royalties would accrue to both the federal and territorial governments. Canada's balance of payments as well as knowledge of the North would be strengthened through increased northern mineral activity under Canadian control.

Environmental concerns connected with mining in the Lancaster Sound region include the following:

Exploration activities may cause some disturbance to the

currently small populations of caribou and muskoxen on Cornwallis and Little Cornwallis islands, or the few barrenground caribou now present in the Strathcona Sound area. Disruption of their seasonal movements may further endanger the survival of these local populations.

Development and production activities associated with the Arvik mine site may perhaps cause disturbance of the walrus population in McDougall Sound. In particular, nearby ship movements and low-level overflights in summer may interfere with the use of the Brooman Point haul-out site, located about 12 km from the mine site. These activities could also disrupt the migratory movements of caribou and muskoxen between Bathurst, Cornwallis, and Little Cornwallis islands during the winter. In addition, passing ore carriers may occasionally disrupt sea mammal bunts by Resolute hunters in McDougall Sound.

Social stability could be threatened if families move out of the community to take up wage employment at the new mines or if family heads are absent on rotational employment, as is planned for Arvik in response to requests by the communities.

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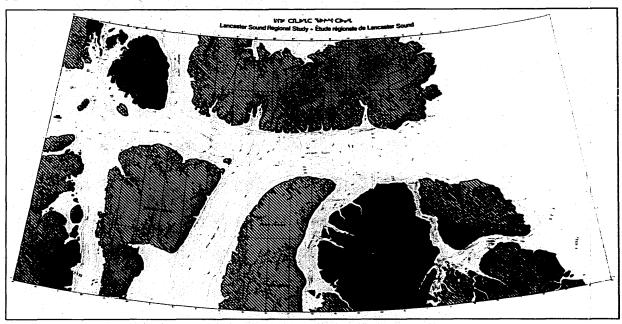
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PRESERVATION OF NATURAL AREAS

There are several programs aimed at designating land and marine areas in Lancaster Sound to protect outstanding natural features and critical biological resources. Parks Canada may set aside national parks and Canadian landmarks. The International Biological Programme (IBP) has identified a number of significant ecological sites for protection (Figure 25) which could be preserved under existing Canadian legislation. The Canadian Wildlife Service has selected critical wildlife habitats, covering, in part, the same areas as those identified by IBP; these could be designated as National Wildlife Areas under the Canada Wildlife Act. The Bylot Island Migratory Bird Sanctuary already exists to protect the snowgoose colony there.

Parks Canada activities include the identification and setting aside of marine and terrestrial areas for purposes of preservation, recreation, and education. This could, in some cases, preclude non-renewable resource development and certain other uses. However, it is current Canadian government policy to assess the non-renewable resource potential

of an area prior to the establishment of a national park. Designated Natural Areas of Canadian Significance (NACS) include those areas which encompass the greatest diversity of themes representative of the various natural regions of Canada. Three such terrestrial areas were identified in the Lancaster Sound region and are shown in Figure 26.

Parks Canada completed a detailed examination of these three NACS in the Lancaster Sound region during 1979-80. The study ranked the three areas in importance according to the extent that each represented the natural themes characteristic of the eastern Arctic. The Bylot Island-Eclipse Sound NACS was considered the most representative, followed by Crestell Bay, and finally the Western Borden Peninsula NACS. Parks Canada is interested in incorporating one of these NACS in the system of national parks with first preference for Bylot Island-Eclipse Sound.

Several marine areas of interest, representing geological, oceanographic, and biological themes of the Eastern Arctic

Marine Region have also been identified in Lancaster Sound. Their possible designation as NACS is being studied. Priority has initially been given to the marine area encompassing the eastern entrance of Lancaster Sound, Eclipse Sound and Navy Board Inlet (see Figure 26).

Natural Sites of Canadian Significance (NSCS) such as Prince Leopold Island are also being identified on the basis of their uniqueness and significance both nationally and internationally. These sites are generally smaller than NACS.

The selection of IBP sites is a separate undertaking from the Parks Canada program. Sites which have been identified include unique plant associations, rare or endangered bird and mammal populations as well as critical breeding, feeding, and staging habitat. These sites would be set aside for the protection of wildlife, for scientific research, and to ensure the continuance of unique ecosystems and ecosystem processes.

There would be no encouragement of tourist or recreational uses of these sites.

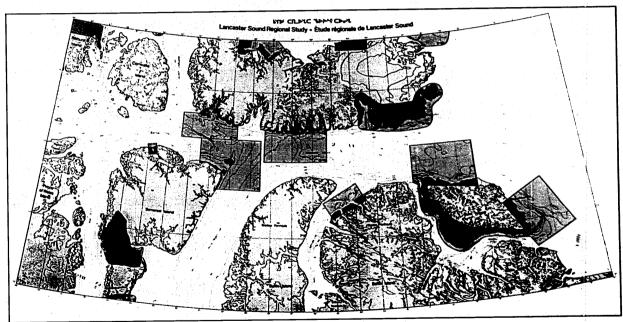
Not all areas of biological or ecological importance have been included in existing preservation proposals. Some areas such as the southern end of Admiralty Inlet and Steensby Peninsula, and the coastal waters of northern Brodeur Peninsula, are biologically important areas, but so far have not been identified for possible protection by any of the above programs.

Implications

Allocation of selected parts of the region as national parks, as well as other types of conservation lands, could serve to preserve significant natural, cultural, and historic resources of national importance. In some cases, such action could aid Canada's national and international obligations to preserve representative and unique areas. For example, the International Agreement on the Conservation of Polar Bears, the Migratory Birds Convention, and the International

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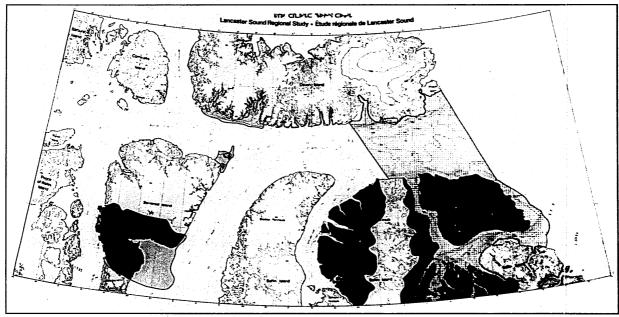


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national Convention for the Regulation of Whaling commit Canada to protect the species involved.

Lancaster Sound is also a potential World Heritage Site to be designated under the Convention concerning the Protection of the World Cultural and Natural Heritage (UNESCO 1972). The recent World Conservation Strategy, prepared by the International Union for the Conservation of Nature and Natural Resources (IUCN), includes Lancaster Sound in a biogeographical province where establishment of protected areas should have high priority.

Renewable resource harvesting in national parks by local Inuit would be the subject of agreements to be worked out between Parks Canada and the native people. Generally, food-hunting and domestic fishing traditions would be honoured, but sport hunting would not be permitted. Controlled sport fishing of naturally regenerating populations of native species could be permitted within parks. Non-renewable resource development would be constrained in parks and nature reserves.

Tourism-related activities would be expected to expand with the development of parks, creating employment and business opportunities for local Inuit. As further outlined in the following section, such activities could include out litting, quiding, transportation, accommodation, and sales of arts and crafts. As has been the experience with other nurthern parks, the number of park visitors would be expected to increase steadily from year to year.

A possible consequence of increased tourist activities is, however, that they could cause degradation of sensitive habitats and detrimental impacts on wildlife populations. To eliminate such threats, land use zoning and other strict controls would be applied within parks.

The designation of a number of potential preservation areas, together with a program for assessing their resource potential. may require increased government expenditures. Areas may, however, be tentatively set aside for protection purposes prior to carrying out detailed evaluation of the resource potential.

TOURISM AND RECREATION

within the Lancaster Sound region today, Pond Inlet is the only community with an active tourist business; arctic char fishing is the main attraction at nearby Robertson River. Some travellers visit Bylot Island and other mountainous islands for climbing, hiking, and sightseeing during the summer months. Interest in "package tours" has grown considerably in recent years and some tour packages within the Lancaster Sound region are already available.

In the hope of increasing tourism in the future, the Government of the Northwest Territories is studying new tourist promotions that may one day be implemented. Natural history tours involving ship excursions, aircraft overflights, and observational camps would focus on the spectacular scenery and wildlife areas of Admiralty Inlet, northern Bylot Island, Creswell Bay, the Devon Island ice cap, and other locations (Figure 27). Glacier skiing and mountain climbing could be exciting adventures on Devon, Bylot, and northern Baffin islands. Seals, whales, polar bears, and icebergs could be viewed from small boats

travelling the coastal waters of Eclipse Sound and Navy Board Inlet. Historic sites such as the camps and cairns of explorers and the ancient Thule settlements are also potential tourist attractions.

Industrial facilities and operations such as mine sites, oil and gas production bases, harbours, and ports could also be possible tourist attractions, especially in remote areas where new engineering technologies are featured. Conversely, a major oil spill could produce serious and long-lasting damage to the pristine physical environment and abundance of wildlife on which tourism in the Arctic is based.

Promotion of arctic tourism would have to be directed toward people interested in special or unusual experiences. It would therefore be a mistake to confine such promotion to southern Canada, particularly since the majority of visitors to the Canadian Arctic are Europeans and Americans.

Implications

An important benefit of tourism in the region would be an increase in job opportunities. Employment from tourism and recreation, available to residents, could include positions as tour guides, cooks, park attendants, and boat operators. Many related jobs would also be based in the communities. Moreover, if tourism could be extended over a longer period of the year through off-season tours or other activities, jobs and other economic benefits could continue for most of the year.

Regardless of the season, the production and sale of skin and fur handicrafts, bone and stone carving ar local souvenirs could offer steady employment and productions and store owners. Local cooperatives and small businesses could be encouraged by incentive grants or loans. Such measures would help to ensure that the tourist industry did not become dominated by non-resident commercial interests.

Arctic tourism appears relatively compatible with community life and preferred Inuit lifestyles. There could be considerable control by the Inuit over the tourist industry which may well have a longer life span than non-renewable resource extraction projects. A flourishing tourist industry could contribute to long-term community stability and security.

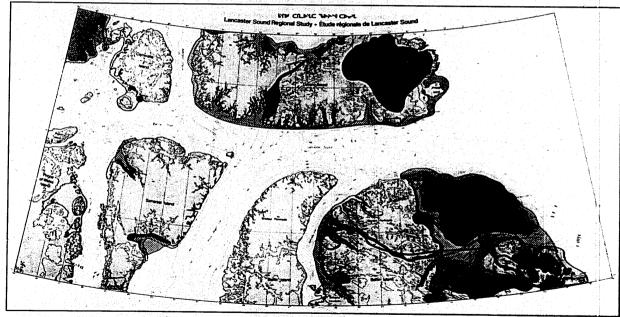
There are, however, some environmental concerns associated with an enlarged tourist industry. For example, overfishing of arctic char populations by tourist sportsmen could result unless the fishery is corefully managed through catch limits and seasonal restrictions. Locales of domestic fishing would often be the same as those favoured by tourists co that integrated management of fish stocks would be needed to ensure the long-term viability of both domestic and sport fishing.

Hunting and trapping by Inuit would probably suffer little from expanded tourism activities. Presently, non-residents

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are entitled to hunt a few species such as the polar bear, but only under very restricted conditions. Special care would, however, be required to reduce the possible conflicts between sightseer-photographers and Inuit during the annual hunts.

HUNTING, FISHING AND TRAPPING

Hunting, fishing and trapping are expected to continue as integral parts of Inuit Lifestyles in the Lancaster Sound region. Levels of wage employment, where available, will probably increase and pay for the higher costs of sophisticated equipment such as snowmobile purchases and aircraft charters. A growing number of Inuit may also seek employment outside the region for varying periods to maintain current Lifestyles based on a combination of hunting and employment.

The major issue related to hunting, fishing and trapping is the continued viability of these activities. The potential loss of habitat through incompatible industrial activities or major oil spills, the loss of access to hunting areas through the creation of conservation lands, and increasing hunting and fishing pressures, resulting from human population growth, are all factors to be taken into account.

Implications

Even if some young Inuit leave the area permanently to seek

opportunities elsewhere, hunting pressures on the fish and wildlife resources near the communities will increase as the human population continues to grow. Some species may become locally or seasonally scarce. However, one preferred species, the ringed seal, can probably withstand greater hunting pressure because of its abundance throughout the region. An increase in the use of outpost camps and chartered aircraft may result in larger harvests of animals in areas remote from the settlements.

"Country food" will continue to be important to the Inuit of the Lancaster Sound region. The projected growth of the Inuit population could require a substantial increase in current harvests by the year 2000.

To keep pace with the expected needs of this population, more complete use of marine mammals such as narwhal, beluga and walrus will likely be necessary. Intersettlement trade of the products and by-products of the hunt could provide a partial solution to the present incomplete use of resources.

Additionally, schemes to harvest alternate food species such as arctic cod could be instituted. Cooperative projects by Inuit and government, including the development of appropriate harvesting technologies, would be needed to make such a scheme successful.

To ensure sustained yields of caribou, a preferred food species, careful management would be required. Immediate steps would have to be taken to determine accurately herd sizes and sustainable harvest levels on North Baffin, Somerset and Prince of Wales islands.

The economic viability of trapping and hunting of furbearing animals is affected by unpredictable fluctuations in fur prices. Floor prices on furs to cushion the northern economy against these fluctuations would be helpful.

The establishment of parks and reserves may limit lnuit hunting in certain areas. However, by protecting important wildlife habitat, such reserves would help to maintain game stocks in the region, thereby assuring continued renewable resource harvesting for the Inuit. In fact, if the Inuit lifestyle in the Lancaster Sound region is to be based on a combination of resource harvesting and wage employment, increased efforts for the conservation of wildlife resources will be mandatory.

Government assistance will be required for effective management to prevent environmental degradation, to help develor new harvesting technologies and alternative food uses, and to market by-products of the hunt.

Lancaster Sound: Questions About Future Directions

By the year 2000, significant changes will have taken place in the Lancaster Sound region whether there is industrial development or not. Changes will be brought on by the growth alone of the inuit population which is expected to increase substantially over the next two decades. More profound effects on the communities would be expected, of course, if large-scale developments did occur. The key to managing activities of the future is in careful planning.

In this draft paper we have described the character of the region, mentioning the regional and national implications of a variety of present and potential uses and outlining the rajor issues which follow from them. Before we can identify what options for the future use and management of the region should be evaluated in deciding on a course of action, it is necessary to hear from the public.

It is, of course, apparent that there is no single public view, but rather that a spectrum of different perspectives and values exists within Canadian society. However, there appear to be four main <u>concerns</u> which, to varying degrees, play a role in all these viewpoints. These concerns may be briefly described as follows:

The National Interest

The concern for the national interest rests on the nation that all Canadians should share the country's resource wealth. Accordingly, future use of the Lancaster Sound region should not be considered in isolation from economic developments and requirements in other parts of the country.

Protection of the Environment

This concern is based on the belief that all Canadians have an obligation to ensure the continued viability and beauty of our natural environments. The uniqueness of the Lancaster Sound region would therefore demand that protection of the environment be an important consideration in determining the best uses for the future.

Lifestyle Flexibility

The opportunity for people to select or maintain a satisfying lifestyle, is another concern. Within this context, the Inuit of the Lancaster Sound region should be able to continue developing and following lifestyles of their choice.

Use of Appropriate Technology

According to this concern, all forms of industrial activities should proceed as long as appropriate technologies are in place to prevent accidents or disasters, or to minimize their impact to an acceptable level. The development of these technologies for Lancaster Sound region should form an integral part of project evaluation, design, and implementation.

As mentioned, to be able to determine the best uses for the Lancaster Sound region, it is essential that these different perspectives be voiced during public discussion so that all concerns may be given careful attention. There are many gaps in the present knowledge of socio-economics and arctic

ecosystems. In addition, the design of appropriate technology for this uncertain environment is still in its carly stages. Therefore, a major goal in planning for the region's future must be to manage land and water use in a manner that allows us to retain as many options as possible until our knowledge increases.

To help the public make suggestions for the use and management of the Lancaster Sound region for the next twenty years, we have raised some basic questions about the directions which might be taken in regard to the future development of the region. With each question, we have included an outline of relevant implications, and a brief evaluation according to the four concerns that we have mentioned. These questions are seen only as the starting point for public discussion in workshops and community meetings. It is hoped that the discussions during the public review phase will help to identify a clear-cut set of options to be evaluated in deciding on the future uses of the Lancaster Sound region.

QUESTION 1: Should new major industrial development be deferred until safer technology and greater understanding of environmental, social and economic relationships are available?

Deferring large-scale industrial projects would mean a slow pace to development of the Lancaster Sound region. The present Inuit lifestyle which is a combination of wildlife harvesting and wage employment would continue, as would all current commercial activities. Government agencies would continue their work in identifying and seeking local support for the setting up of parks and reserves in the region. In addition, new small-scale enterprises, such as those related to tourism, could come into existence. Wage employment opportunities would be available from these new enterprises, existing commercial activities and government functions.

The course of action implied by this question would affect the main concerns as follows:

The National Interest

. The hydrocarbon potential of the region would remain

unknown and the national interest in gaining access to these energy reserves would not be satisfied.

- Preventing the shipping of hydrocarbons through Lancaster Sound may result in the adoption of alternative transport systems with potentially more serious social, economic, and environmental implications elsewhere in the Canadian north.
- In view of the considerable investment in hydrocarbon development elsewhere (e.g. Beaufort Sea, Hibernia), it could be considered in the best national interest to postpone oil and gas exploration in the Lancaster Sound region.

Protection of the Environment

- . This direction would allow time for careful review and selection of outstanding natural features as parks and reserves.
- Deferred development would not present any new threats to ecological processes, but hunting pressure on some animals such as whales, narwhals, walrus, and bearded

seals may become excessive as the human population increases over the next twenty years. This may cause an imbalance in the food web.

Lifestyle Flexibility

- Deferring industrial activities would ensure that the Inuit have continued access to wildlife resources and can pursue a traditional lifestyle unimpeded by negative social, economic or environmental impacts of major development activity.
- Inuit residents would be allowed time to adjust to the rapid increase in industrial activity that has taken place in recent years, and to the technological changes that have accompanied it.
- . No new major economic activity may mean limited job opportunities and, therefore, government would be required to continue subsidizing the increasing needs of a growing population.

Use of Appropriate Technology

- Deferring industrial activities would provide time for government to conduct baseline research on arctic ecosystems and to monitor the impacts of current activities.
- Research and development (R&D) activities in the area by private enterprise would, however, be limited because of uncertain prospects for major industrial activity.

QUESTION 2: Should parks and reserves be formally designated before new industrial development is allowed?

Identification and formal designation of protected areas in the Lancaster Sound region, on a timely basis, would require the formulation of a regional conservation strategy. This would involve the establishment of various levels of protection for land and water areas and the effective implementation of legislation and regulations. For example, there might be an integrated system of national parks, marine national parks, national wildlife areas, wildlife sanctuaries and other types of ecological reserves, according to the significance of particular areas for wildlife populations, habitats or ecosystem processes.

Implied in such a conservation strategy is a conservative upgroach to economic development. This means that any other activities could take place as long as they conform to the intent of the conservation strategy. Therefore small-scale commercial endeavours would proceed in areas where it is judged that conservation values would not be compromised.

Traditional hunting, fishing and trapping, crafts, recreation, tourism, and scientific research would continue as would extractive activities such as quarrying and mining. Major new industrial endeavours such as year-round stipping of oil and gas through the Sound or exploration for hydrocarbons within the Sound would have to be shown to conform to the regional conservation strategy before they could proceed.

This course of action would affect the major concerns as follows:

The National Interest

- Formal designation of proteced areas would serve to hold natural, cultural, and historic resources in trust for future generations of Canadians and, at the same time, would fulfil Canada's international obligation to preserve representative or unique ecosystems.
- . The action would delay hydrocarbon exploration or limit exploration to parts of the region. This may

preclude the development of oil and gas reserves in the region in the near future with undesirable implications for the Canadian economy.

This course of action may restrict shipping of oil through Lancaster Sound, and could consequently result in the adoption of alternative transport systems with potentially more serious social, economic, and environmental implications elsewhere in the Canadian North.

Protection of the Environment

- The development of an integrated network of protected areas would ensure the maintenance of species diversity and abundance while permitting sustainable hunting, fishing, and trapping.
- Implementation of a conservation strategy could be a major international achievement and a prototype for other nations.

Lifestyle Flexibility

. Protection of areas of special biological significance $% \left(1\right) =\left\{ 1\right\} =\left$

- would ensure the continuation of Insit hunting, fishing, and trapping.
- Current commercial activities would continue; additional activities would be permitted where they would not compromise conservation objectives.
- The regional economy would be enhanced through the development of tourism and recreation associated with parks.
- Implementation of the conservation strategy would bring with it opportunities for the Inuit to take part in the organization and management of parks and reserves, local businesses associated with tourism, arts and crafts, and service industries. It would however, restrict their opportunities for participating in major industrial activities during the near future.

Use of Appropriate Technology

Applied research in protected areas would serve in developing environmental monitoring programs and therefore help in determining acceptable performance standards for future activities.

 Limited exploration and development activities would contribute to the development of safer operating procedures.

QUESTION 3: Should shipping be expanded at this time to include year-round transportation of oil and gas?

Lancaster Sound is the eastern gateway to the Northwest Fassage, a sea route with potential for major international patterns of trade and commerce in future years. The feasi-tility of year-round shipping has already been demonstrated in the Soviet North, through the Northeast Passage. Canadian capability in Arctic transport is developing rapidly and the feasibility of year-round shipping in the Northwest Passage may well be domonstrated within a few years.

Assuming that the Arctic Pilot Project (see Appendix V) was given approval and was successful, year-round shipping of LNG would follow. This development may also open the way for year-round shipping for Beaufort Sea oil and gas through the Northwest Passage to the East Coast. Other shipping activities such as the transport of ore and re-supply services would increase.

This course of action would affect the main concerns as follows:

The National Interest

- Year-round shipping would permit development of a major shipping route with consequent benefits to northern economic development, international trade, and control of arctic waters.
- . It would provide major spin-off benefits to Canada such as the improvement of Canadian shipyards to hardle refits and repairs as well as the construction of iceb. Sing tankers.
- . Transport of oil and gas from the Arctic Islands and the Beaufort Sea to the East Coast would reduce the need for imported oil in that region of the country. It would thus help to improve Canada's balance of payments.

Protection of the Environment

. The information gained through technical and environmental research for the shipping corridor would be useful in preparing a regional conservation strategy and in managing resource harvesting.

- Careful implementation of shipping through ice-covered waters would result in actual experience that could be translated into environmentally safer operating systems.
- Despite the institution of a strict regulatory regime and careful management, there remains the possibility that ship accidents will occur and cause environmental damage.

Lifestyle Flexibility

The institution of year-round shipping through Lancaster and would provide additional wage employment and business opportunities in the region. At the same time, it would allow present hunting, fishing, and trapping activities to continue. Thus expanded shipping would enlarge the choices in lifestyle available to the region's Inuit residents.

Use of Appropriate Technology

Year-round shipping and associated safety requirements would introduce new incentives for scientific research on accident prevention and monitoring of slip pollution, resulting in a vigorous R & D effort.

QUESTION 4: Should there be a determined program to explore and develop the resources of the Lancaster Sound region?

Such a program would be based on the view that economic development in Lancaster Sound is desirable and that, if properly controlled, the needs and standards of residents of the area, and of Canadian society as a whole, could be met. Emphasis would be placed on proceeding with resource development but with an agressive research and development policy that would make possible the safe development of these resources with consideration for the environment and the people of the region.

Under such a program, oil and gas exploration would proceed rapidly throughout the region, and production would follow after commercial discoveries have been developed, and technology is in place to provide safe and secure operations. At the same time, mining activities would follow the trends described earlier. The facilities at Nanisivik would possibly be used for other industrial activities after the depletion of known ore deposits.

The increased demands for tourism and recreational facilities from the enlarged workforce could result in the expansion of related commercial activities. Under such a program, the identification and setting aside of special areas, parks, and reserves would likely be deferred until the most attractive sites for industrial development were delineated. Traditional hunting, fishing, and traceing would continue, but a displacement of these activities could occur.

A coordinated approach to carry out such a program would require the establishment of a broadly-based resource management group to guide decision-making. The participation of both levels of government, industry and local representatives would be needed for this group.

The National Interest

 The delivery of oil and gas to market at an early date would help Canada attain its objective of energy self-sufficiency.

- Employment in the ship building and petroleum industries would be generated.
- . Government revenues would increase.
- Effective support/control systems would be installed in advance of international use of the Northwest Passage.
- An aggressive research and development program would be developed to demonstrate an Arctic marine technology for the production and shipping of oil.

Protection of the Environment

- Carefully planned development would encourage the evolution of environmentally safe technologies, and would facilitate long-term monitoring of environmental and social impacts.
- Despite vigorous research and development efforts, there would be a risk of serious pollution within the next twenty years if hydrocarbon development were to proceed in Lancaster Sound.
- An aggressive pursuit of northern economic development would demand trade-offs in wildlife protection and in

- the allocation of lands for conservation and recreation.
- There would be some detrimental environmental effects connected with aggressive non-renewable resource exploitation.

Lifestyle Flexibility

- Increases in economic activity, no matter how well controlled, would inevitably have some detrimental effect on the environment and thus on the traditional lifestyle of the region's people. The Inuit would have little time to adjust to the pace of this activity.
- Hunting, fishing, and trapping activities in the region could be impaired while the demand for wildlife in the vicinity of settlements and around development locations would likely increase.
- . New industrial projects would provide increased wage employment opportunities for local Inuit.
- Residents of the region would have a role in quiding the extent and pace of development through the resource management group.

Use of Appropriate Technology

. Commitment to a determined resource development program could establish an overall planning framework for the region, within which private industry could undertake efficient project design and implementation. In this way a strong incentive for vigorous research and development by industry could be created.

May We Have Your Comments

After having read this paper, you may wish to take part in the difficult process of determining how the Lancaster Sound region should be used and managed in the future. In that case, your participation in the public meetings that will take place in the communities of the region or the public workshop to be held in Ottawa would be valuable. However, if you can not attend one of these sessions, or if you prefer to provide your comments or suggestions on paper, lease write to the address given at the front of the paper.

All input provided during the study's public review phase will be carefully reviewed, and will effectively contribute to the development of the final version of the Green Paper. This final document is expected to assume a significant role in the formulation of a regional plan for Lancaster Sound.

Appendix I

METHODOLOGY

The Lancaster Sound Regional Study is organized into three main phases. The first phase involves the preparation of the Draft Green Paper with its associated maps and reports. The second phase of the study consists of the public review of the draft documents. The third phase comprises the preparation of the final Green Paper, including the incorporation of the results of the public review.

PHASE ONE: PREPARATION OF THE DRAFT GREEN PAPER

Data Collection

During the first phase of the study, Working Group members compiled and summarized all available information relevant to the project. As a first step, <u>Background Reports</u> were prepared on the following topics: Selected Physical Characteristics; Selected Biological Characteristics; Socio-economic Characteristics and Conservation Interests; Non-renewable Resources and Transport; Jurisdictions and Legislation. A complete breakdown of the contents of the five reports is given in Appendix III.

Concurrently, information on the Lancaster Sound region was also summarized in map and written form in a Preliminary Data Atlas with accompanying Map Descriptions. This atlas contains 83 thematic maps at the scale of 1:2 million. The maps deal with important coastal and oceanic processes, animals and their habitats and functions, resource harvesting areas, and commercial activities. They also illustrate potential activities in the region over the next 20 years such as shipping, hydrocarbon exploration, and the establishment of parks and reserves. All the maps can be quickly up-dated, if necessary, to incorporate new data obtained during the public review process.

The information summarized in the Background Reports and presented in the Preliminary Data Atlas provides the background for preparing the <u>Draft Green Paper</u>. These documents are being distributed in Inuktitut as well as the official languages. They are being made available for reference to interested agencies and institutions, the general public, and the residents of the region for their review and comments.

Data Analysis

Approach. Following the compilation of the data base, existing and potential activities in the region were analysed using a variety of methods and tools. A systematic mapping and planning approach, developed by James Dobbin, was used by the Working Group to examine the relationships among biological, physical, and socioeconomic factors, and potential activities within the Lancaster Sound region. The approach also called for the preparation of map overlays. These overlays provided a flexible and efficient means of using selected information from the Data Atlas to identify and illustrate key features of the region, to verify or test certain assumptions about the region, and to refine the analyses. In some cases, the mapped and written information was sufficiently detailed to allocate weightings in various colour intensities to reflect the relative importance of specific data, e.g. critical habitats for various animals. The approach also enabled members of the Working Group to consider characteristic seasonal patterns.

Establishing the Existing Regional Framework. During the preliminary analysis by Working Group members, the overlays were combined in order to arrive at composite maps, illustrating physical environmental characteristics, critical habitats, resource harvesting and commercial activities in ice-covered and open-water seasons.

Analysing Potential Activities. Members of the Working Group proceeded with the analysis by considering potential future activities. Detailed written profiles were prepared on activities such as shipping, oil and gas exploration and development, mining development, and preservation of natural areas. Projections of the nature and scope of these activities were prepared for the years 1980-2000. Changes in the environment, the economy, harvesting patterns, and the communities as a result of each activity were identified by relating the future activities to the existing regional framework. Areas of likely conflict were highlighted when overlays representing potential activities were superimposed upon the regional framework maps. A

further analysis suggested key issues to be addressed in decision-making on the future use and management of the region.

Data Synthesis

The Working Group examined current government policies and various perspectives in regard to northern development. From this review, four questions about future directions were selected.

PHASE TWO: PUBLIC REVIEW PROCESS

The second phase of the Lancaster Sound Regional Study is recognized as an essential component of the development of the Green Paper. It began with two newsletters, circulated in January and May 1980. Informal northern community meetings by Working Group members in March and April, 1980 familiarized the residents of Lancaster Sound with the study organization, its purpose and process. An Information Brochure, released in the fall of 1980, will initiate the

public review process on a nation-wide scale. A member of the Working Group will visit the Inuit communities in the Lancaster Sound region during the fall and winter of 1980-81 to explain and discuss the documents associated with the study.

With the release and distribution of the Draft Green Paper, all interested persons and organizations will be provided an opportunity to discuss issues and options for the future of the Lancaster Sound region. Community meetings will be held in Arctic Bay, Grise Fiord, Pond Inlet, and Resolute to provide a forum for discussion by the residents of the region.

Industrial organizations and public interest groups, including conservation and native organizations, and the concerned public at large, are also encouraged to contribute to the discussion. Two public workshops, to be held in Resolute and Ottawa, will be an important vehicle for this exchange of ideas.

PHASE THREE: PREPARATION OF THE GREEN PAPER

During the third phase of the Lancaster Sound Regional Study, the Draft Green Paper will be refined and modified to take into account the contributions arising from the public review meetings and other comments to the Working Group.

New data and corrections will be incorporated into the Data Atlas and amendments will be made to the regional framework and the potential activities discussed in the Draft Green Paper. This wil: lead to the refinement of options for the future of the Lancaster Sound region. The Green Paper, in its final form, is scheduled to be submitted to the Minister of Indian Affairs and Northern Development during 1981.

Appendix II

STUDY ORGANIZATION

The Lancaster Sound Regional Study is a project of the Morthern Affairs Program of the Department of Indian Affairs and Northern Development (DIAND), undertaken in collaboration with the departments of Environment (DDE), Fisheries and Oceans (DFO), Energy, Mines and Resources (EMR), and Transport (DOT), and the Government of the Northwest Territories (GNWT). Because of the interdepartmental nature of the study, a two-tiered organization has been set up comprising a Steering Committee and a Working Group. The Steering Committee, made up of representatives of these agencies and chaired by M.J. Ruel, Director General of Northern Environment, DIAND, gives general direction to the study. Membership of the Committee is as follows:

M.J. Ruel, Northern Environment, DIAND - Chairman

J.A. Carruthers, Parks Canada, DOE

M.P. Klein, Northern Economic Planning Branch, DIAND

O.H. Løken. Northern Environmental Protection Branch, DIAND

A.H. Macpherson, Western and Northern Region, DOE

W.D. Mills, Northern Pipelines, DIAND

M.J. Moore, Executive Committee Office, GNWT

R. Paterson. Fisheries Management, DFO

A. Redshaw. Northwest Territories Region, DIAND

R.G. Skinner, Office of Environmental Affairs, EMR

C. Stephenson, Canadian Coast Guard, DOT

H.W. Woodward, Northern Non-renewable Resources Branch, DIAND

K.B. Yuen, Ocean and Aquatic Sciences, DFO

H.J. Dirschi, Northern Environment, DIAND - Secretary.

Permanent observers on the Steering Committee are:

M. Freeman, DIAND

J. Reiskind, Department of External Affairs

K. Rorison, Department of National Defence

The responsibility for the conduct of the study has been given to a Working Group, directed by H.J. Dirschl, Coordinator, Renewable Resources Planning, DIAND, and composed of the following members.

D. Bissett, DIAND - Socio-economics
B.J. Britton, GNWT - Socio-economics
J.A. Dobbin, James Dobbin Associates Ltd. Coastal and Ocean Planners. Toronto
A. Geddes, DOT - Marine transportation
B.A. Gibson, DIAND - Legislation and regulations
J.T. Inglis, DIAND - Terrestrial biology
S.A. Kanik, DIAND - Non-renewable resources
J.S. Loch, DFO - Marine biology
D.C. McKay, DGE - Climatology
G.G. McLean, DOE - Preservation of natural areas
J.N. Parker, DIAND - Regional economic planning
B.S. Pelletier, ENR - Geology and geomorphology
B.D. Smiley, DFO - Oceanography

Consultant services to the Working Group have been provided by:

A.M. Ault - Environmental planning

James Dobbin Associates Limited - Coastal and ocean planning

K. Harper - Community liaison and socio-economics H.M. Myers - Research assistance.

Typing and secretarial functions were carried out by N_{\bullet} Saab.

The Working Group's task has included gathering and summarizing all available information relevant to the project and analysing marine and land use patterns. This has involved the compilation of a data base, consisting of a Preliminary Data Atlas and of 12 Background Reports (see Appendix III for a complete listing).

The Working Group also prepared an initial draft text of the Green Paper which was reviewed by the Steering Committee. The recommended revisions were then initiated by the Project Manager, H.J. Dirschl, who also was responsible for the final editing of the text. Individual members of the Working Group contributed substantially to the revision and finalization of specific parts of the paper, and provided comments on the manuscript as it was being edited.

Appendix III

SUPPORTING DOCUMENTS OF THE LANCASTER SOUND REGIONAL STUDY

The data base for this study consists of the following documents:

 A data atlas of 83 thematic maps at scale 1:2 million with map titles and legends in English, French, and Inuktitut.

The atlas is accompanied by a set of map descriptions (also in the three languages) which outline, for each map, relevance to the study, key information presented, and quality or completeness of the data.

2. Five background reports, including 12 individual papers, provide more detailed information, particularly on topics unsuited for cartographic representation. The background reports are also in the two official languages and lnuktitut, except for those on geology and oceanography where the scientific terminology made translation into lnuktitut unfeasible.

LIST OF DATA MAPS

- 1.1 Geology
- 1.2 Earthquake Epicentres
- 1.3 Physiography
- 1.4 Coastal Geology
- 1.5 Coastal Geomorphology1.6 Coastal Slope
- 1.7 Marine Sediments
- 1.8 Rivers and Lakes
- 1.9 Mean Annual Rainfall
- 1.10 Mean Annual Snowfall
- 1.11 Mean Annual Precipitation
 1.12 Mean Surface Wind Roses
- 1.13 Mean Surface Wind Roses
- 1.14 Surface Water Circulation: Summer
- 1.15 Mean Tidal Range: Spring
- 1.16 Consolidated Ice Edges: 1964-1979
- 1.17 Median Ice Cover: May 28
 1.18 Median Ice Cover: June 25

- 1.19 Median Ice Cover: July 23
- 1.20 Median Ice Cover: August 20
- 1.21 Minimum Ice Cover: August 20
- 1.22 Maximum Ice Cover: August 20
- 1.23 Median Ice Cover: September 17
- 1.24 Median Ice Cover: October I
- 1.25 Median Ice Cover: October 29
- 1.26 Minimum Ice Cover: October 29
- 1.27 Maximum Ice Cover: October 29
- 1.28 Ice Drift: Winter 1.29 Ice Drift: Summer
- 1.30 Icebergs
- 2.1 Phytoplankton: Summer Standing Stock
- 2.2 Polar Bear: Winter
- 2.3 Polar Bear: Spring and Summer
- Ringed Seal
- Bearded Seal
- 2.6 Harp Seal

- 2.7 Walrus
- 2.8 White Whale (Beluga)
- 2.9 Narwhal
- 2.10 Bowhead Whale 2.11 Killer Whale
- 2.12 Colonial Seabirds
- 2.13 Fish
- 2.14 Vegetation
- 2.15 Arctic Fox
- 2.16 Muskoxen
- 2.17 Pearv Caribou
- 2.18 Barren-Ground Caribou
- 2.19 Snow Goose
- 2.20 Birds
- 3.1 Communities
- 3.2 Tourism
- 3.3 Shipping: Corridors
- 3.4 Air Transport

- 3.5 Scientific Research: 1979-1980
- 3.6 Archaeological/Historical Sites and Bird Sanctuary
- 3.7 Polar Bear Hunting
- 3.8 Walrus Hunting
- 3.9 Seal Hunting
- 3.10 Whale Hunting
- 3.11 Muskoxen Hunting
- 3.12 Caribou Hunting
- 3.13 Wildfowl Hunting3.14 Fishing
- 3.15 Trap Lines
- 3.16 Mining
- 3.17 Oil and Gas: Permits
- 4.1 Tourism: Potential
- 4.2 Shipping: Potential Corridors
- 4.3 Shipping: Potential Marine Pollution: Winter
- 4.4 Shipping: Potential Marine Pollution: Summer
- 4.5 Air Transport: Potential

- 4.6 Parks Canada's Areas of Interest
- 4.7 Ecological Sites (IBP)
- 4.8 Mining: Potential
- 4.9 Sand and Gravel: Potential
- 4.10 Oil and Gas: Potential
- 4.11 Oil and Gas: Exploration
- 4.12 Oil and Gas: Potential Development
- 4.13 Oil and Gas Activities: Potential Marine Pollution:
- 4.14 Oil and Gas Activities: Potential Marine Pollution:
- Summer
- 4.15 Representative Oil Spill Trajectories (a): Summer 4.16 Representative Oil Spill Trajectories (b): Summer

LIST OF BACKGROUND REPORTS

 SELECTED PHYSICAL CHARACTERISTICS OF THE LANCASTER SOUND REGION

Geology and Physiography

Climate
lce Climatology
Physical and Chemical Oceanography

II. SELECTED BIOLOGICAL CHARACTERISTICS OF THE LANCASTER SOUND REGION

Marine Life
Terrestrial Vegetation and Wildlife

III. SOCIO-ECONOMIC CHARACTERISTICS AND CONSERVATION INTERESTS OF THE LANCASTER SOUND REGION

A History of Human Occupation An Overview of Socio-economic Conditions Conservation Interests

IV. NON-RENEWABLE RESOURCES AND TRANSPORT OF THE LANCASTER SOUND REGION

Non-Renewable Resources

Shipping

JURISDICTIONS AND LEGISLATION OF THE LANCASTER SOUND REGION

A Review of International Rules, Federal and Territorial Legislation as it Relates to Use Options.

Appendix IV

ASSUMPTIONS FOR ACTIVITY ANALYSES

SHIPPING

- There is a possibility of at least one major oil spill and one 200 - fire, attributable to tanker accidents, to occur during the next 20 years somewhere in the Northwest Cassage.
- Underwater noise caused by ship propellers may adversely affect the orientation or habits of some sea manufals located in the tancaster Sound region.
- The Coast Guard will have effective facilities to monitor and control ship movements, safety, and collution standards.
- 4. The Coast Guard has the capacity to respond to an oil or LNG crisio, but clean—up capability is limited by current technology.

MINING

- One concentrates will continue to be shipped from Manisivik until 1990; shipping from Arvik will commence in 1992 during summer navigation seasons only.
- Market conditions for load, zinc, and iron will remain relatively stable over the time-frame.
- No additional mines will be brought into production prior to the year 2000.
- Surface exploration will continue at the current rate over most of the region but will increase on Cornwallis and Devon islands.
- Exploration activities and shipments of one concentrates will be confined to the summer months.

OIL AND GAS EXPLORATION

- There is a possibility of a blowout resulting in release of oil into the environment, however, the probability is low.
- Exploration (drilling and seismic) will essentially be restricted to marine areas in the future.
- Ail exploratory drilling will be undertaken in summer, within the 100 day drilling window (July, August, September).
- Existing settlements will be used for transfer of personnel to drill sites.
- Base camps will be constructed close to exploratory drilling sites. Camps will be approximately 25 ha in size, containing airstrip, sleeping accommodation, water supply, fuel storage, cummunications centre, and

warehouses. Operational staff will be about 30 people.

- During the time-frame, 30-50 wildcat wells may be drilled with an additional 10-16 delineation wells drilled to estimate the structures' reserve and size.
- 7. During any one drilling season, a minimum of two, and a maximum of four, drillships may be active in the area. One seismic ship will be operating in the region every second year.
- 8. Specifications for each drillship operation:
 - . on-board personnel = 100
 - . number of 70-metre support vessels = 3
 - . helicopter trips to each rig = 2-4/day
 - . fixed-wing flights from base camp to personnel transfer point = 3/week.
- P. Fuel and re-supply will be from St. John's, Newfoundland, or ports in Greenland.

10. Drilling fluids and cuttings will be dumped at concentrations below toxic levels. Oil-stained fluids and other material such as garbage will be separated and combustibles will be incinerated.

OIL AND GAS DEVELOPMENT AND PRODUCTION

- There are no production systems now in existence that can be supplied directly to provide safe and reliable year-round operations in the region. It is anticipated, however, that the required technology will be developed prior to the year 2000.
- Development wells will be drilled from drillships or semi-submersible drilling platforms.
- Development will continue to be confined to the icefree season.
- At least 3-10 large fields will have been outlined by exploratory drilling.

- Shore-based facilities will provide the necessary separation, storage, shipping, and transmission of products.
- 6. Production will be on a year-round basis.
- Total cost of all systems will exceed \$5-7 billion and provide continuing employment to several hundred persons.

PRESERVATION OF NATURAL AREAS AND TOURIS!

- The unique environmental characteristics of the Lancaster Sound region are worth preserving, and Canada has a national and international responsibility to preserve them.
- One of the terrestrial or marine National Areas of Canadian Significance, or a combination of them, will form the basis for a national park in the region.

- Management guidelines will be developed for each of the national parks and for other types of conservation areas to regulate resource development and minimize environmental degradation.
- 4. In new national parks, those rights recognized in native land claims settlements will be honoured, and extractive activities which are the subject of such rights can only be terminated after agreement has been reached with the native people concerned.
- All levels of government and native organizations will be consulted in establishing and enforcing management rules for conservation areas.
- Tourism, which may be promoted by parks and reserves, can contribute to the economy of the region.
- Commercial exploration, extraction, or development of natural resources will not be permitted in a national park.

RENEMABLE RESOURCE HARVESTING

 Hunting, fishing and trapping activity will increase with increasing population.

Appendix V

EXISTING PROJECTS AND CURRENT PROPOSALS FOR NON-RENEWABLE RESOURCE EXPLOITATION AND TRANSPORTATION.

HYDROCARBON TRANSPORTATION PROPOSALS FOR THE NORTHWEST PASSAGE

Various proposals have been made for year-round marine transportation of oil and natural gas through the Northwest Passage. Although these hydrocarbons originate outside the Lancaster Sound region, their transport has implications for planning future uses of the region. The details of each project are not completely known, however, and may be subject to change because of technological advances or other considerations.

THE ARCTIC PILOT PROJECT application has been jointly filed by Petro-Canada, Dome Petroleum, NOVA (formerly Alberta Gas Trunk Line Company Limited), and Melville Shipping Limited. This pilot project would involve construction of a natural gas pipeline, barge-mounted storage and liquefaction facilities, and tanker transport of liquefied natural gas (LNG). The system would use a 56 cm diameter pipeline to transport gas 160 km

from the Drake Point field on Melville Island to Bridgert Inlet on the Island's south coast. At Bridport Inlet. the gas would be liquefied and shipped by tanker to regasification facilities in eastern Canada. Two icebreaking Arctic Class 7 tankers of 135 000 tonnes with a capacity of 139 909 m³ (0.88 million barrels) would be built. They would each make 14 round trips per year. The system would be capable of moving 7 million m³ (250 million cubic feet) of gas per day. Project costs are estimated at \$1.76 billion and project startup is planned for mid-1985. The gas would be destined for the Canadian market, but it has been proposed that twice the equivalent volumes should be released to the U.S. market from other Canadian sources in order to pay for the project. An EARP panel has completed hearings on the project and a report is expected later this year. The NEB expects to hold hearings in early 1981.

DOME PETROLEUM has suggested, on the basis of early planning, that by 1987, its Beaufort Sea operation would consist of one production platform and a fleet of two tankers moving 15 898 m 3 (100 000 barrels) of oil per day. The magnitude of the operation would be gradually increased until 1990, to twelve production platforms and a fleet of 24 tankers moving 190 785 m 3 (1.2 million barrels) per day. The tankers would probably follow the Northwest Passage (M¹Clure Strait, Parry Channel), but a destination for the oil has not been indicated. Early estimates by Dome suggest that this huge undertaking would require an investment of \$25 billion by 1990.

TRANS-CANADA PIPELINES PROJECT. An application is expected in 1980 for the project which would involve a 77 km long pipeline on Ellef Ringnes Island, natural gas liquefaction facilities on King Christian Island, and three 75 000 deadweight tonne vessels of Arctic Class 10 icebreaking capability for yearround operation. Project cost has been estimated at \$2.4 billion (in 1984 dollars). The origin of the gas would be

Ellef Ringnes Island, King Christian Island, and other sources, but its destination is presently uncertain. The projects proponents, Trans-Canada Pipelines and Dome Petroleum, have indicated that project construction might begin in 1986. One of the routes being examined passes through Wellington Channel, Barrow Strait, Prince Regent Inlet, and through Hecla and Fury Strait to Foxe Basin.

SEATRAIN is an American scheme for moving oil from Alaska's North Slope to east coast markets via the Northwest Passage, using a fleet of three Class 8 icestrengthened tankers. Initial estimates call for each of these tankers to make an average of 15 round trips annually.

GLOBTIK TANKERS LTD. has proposed another American scheme which would carry Alaskan oil to the U.S. east coast via the Northwest Passage, using ice-strengthened tankers in the 350 000 tonne range. No information is

available on the icebreaking capability of the vessels. Each of these huge tankers would be capable of carrying 397 469 $\rm m^3$ (2.5 million barrels) of North Slope oil to Conception Bay, Newfoundland, where it would be transshipped in smaller tankers to U.S. ports. The initial complement of six tankers would give a system capacity of 79 493 $\rm m^3$ (500 000 barrels) per day; the fleet would be increased to 24 tankers with a corresponding increase in system capacity.

GLOBTIK TANKERS LTD. has also advanced the concept of transporting liquefied natural gas (LNG) from Alaska and the western Canadian Arctic, by way of the Northwest Passage, to American and eastern Canadian markets. Using four Class 10 icebreaking tankers, II million m³ (400 million cubic feet) of gas per day would be transported. The system capacity could be rapidly expanded by increasing the number of tankers to 20. Globtik indicates the cost of transporting Prudhoe Bay gas by tanker would be \$11 billion compared to \$17.5 billion for the planned Alaska Highway Pipeline.

2. HYDROCARBON EXPLORATION

The offshore area of Lancaster Sound contains geological structures with significant potential for oil and gas.

Three companies - Norlands Petroleum, Petro-Canada, and Shell Canada hold the oil and gas permits to approximately 3.2 million hectares. No exploratory drilling has yet occurred. Norlands applied for permission in 1976 to drill an exploratory well, but their drilling program was deferred by the government, on the recommendation of the Environmental Assessment and Review Panel that reviewed the application in October 1978. An application is expected from Petro-Canada in 1981 to drill three or four exploratory wells in western Baffin Bay and eastern Lancaster Sound. Drilling for both programs would involve dynamically positioned drill ships operating during the open water season, and both operations would entail marine, land, and air support.

3. MINING

Commercially viable lead-zinc and iron ore deposits have been identified in the Lancaster Sound region.

Nanisivik, a lead-zinc operation located at Strathcona Sound on Baffin Island, began production in October 1976. The mine produces 150 000 tonnes of ore annually, which is concentrated on site and stockpiled for shipment during the open water season. With proven reserves of about 8 million tonnes, the mine has an expected life span of 12-15 years. The operation employs approximately 225 persons, and supports a permanent community of about 325 people. Associated facilities include airstrip and a marine terminal.

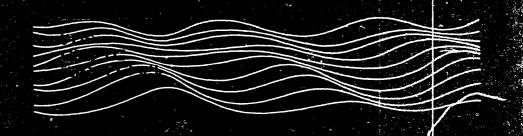
The Arvik Mine (Polaris deposit) is located on the southern part of Little Cornwallis Island. With ore reserves estimated at 23 million tonnes, Arvik will have a life span of at least 25 years. It will be the eleventh largest leadzinc producer in the world. Preliminary construction actimates the southern producer in the world.

vities are currently underway and the mine is expected to begin operation in 1982. Cominco's present plans call for the production of 2 050 tonnes per day, to be concentrated and stockpiled for shipment during open water season. The mine will employ about 240 persons who will be accommodated in bunkhouse facilities. No permanent community is planned. Although only the Polaris deposit is under formal development consideration at this point in time, the Eclipse deposit, located on the north end of Little Cornwallis Island, also contains significant amounts of lead and zinc. Future development of the Eclipse as well as other adjacent deposits is a possibility.

The Mary River iron ore deposits have been identified on Baffin Island, south of Milne Inlet. They contain approximately 130 million tonnes of high grade ore. Although exploration, metallurgical and economic work has been done, no current plans exist for the development of these reserves.

Coal Mining was carried out by the Inuit of Pond Inlet at two separate mine sites on the Salmon River until 1964. In the decade prior to the sea lift, an average of 125 tonnes of coal was mined each year. As oil and gas prices continue to rise, coal mining will likely resume as a source of local energy at reasonable costs.

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    Λ. Λ.ς (D. Bissett), Δως Πλὸ ἀσς (Dept. of Indian and Northern Affairs)
    Α. ΣΠΛὰ (J. Britton), ωας ἐἰκὶ ἐἰκὰ σς (Govt. of the Northwest Territories)
    Α. ἀΛὰ (J.A. Dobbin), ἐἰς ἀΛὰ ἐβὰ ἀσς (Dept. of Transport)
    Λ. Ϥ. ΓΛὰ (B.A. Gibson), Δως Πλὸ ἀσς (Dept. of Indian and Northern Affairs)
    λ. Ϥ. Γ΄ς ἡ (B.A. Gibson), Δως Πλὸ ἀσς (Dept. of Indian and Northern Affairs)
    λ. Ϥ. ἐκὶ (J.T. Inglis), Δως Πλὸ ἀσς (Dept. of Indian and Northern Affairs)
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    λ. ἐν (J.S. Loch), Δας ἀνα ανα (Dept. of Indian and Northern Affairs)
    λ. ἐν (J.S. Loch), Δας ἀνα ανα (Dept. of Environment)
    Γ. Γ. ἐκὰ (G.G. McLean), ϭς Πς Πλὸ ἀνας (Dept. of Indian and Northern Affairs)
    λ. ας ἐκὶ (J.N. Parker), Δως Πλὸ ἀνας (Dept. of Indian and Northern Affairs)
    Λ. Λος ΠΔ (B.R. Pelletier), Δαζ ἐνα ανα ανα δυλ αν
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H.>. j' / (H.J. Dirschl), Δος Προ δος (Dept. of Indian and Northern Affairs)

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ذ ً ف کره : الموردلال م د مره ۱۵ و ۱۵ و د الم	1	נים אלי פו איר	38
בי לי אסף בער שסאי כססו		Din de ladyede of to bodetore	43
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۰۰۰۰ د ایک مر	13	Λοησο βαργοροφοσ	47
۵۵ ۵۵۵۲		PaD>+cD%CD~r	49
۵۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰	14	parc 80% A/L Lic	50
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ŰaÞゼ° ÅaÞ╆ċÞʔCÞlナơ°Ͻ°	24	ለ -በ ነ -ወደም ልማጋና	
۵۹ Ф۶۲		ρΓ <i>σ</i> + <i>σ</i> δ ^ε σ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ	53
۵۹۸۲۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰	28	ዔው⁴ cበ▷ሁኑና σϒና	56
לבא ^ט הירק	31	۵۳۲۵۰ ۴ لے (۲۵۰ (۲۰۵۲) ۴۵۳۵۵۵۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰	58
«የኤሥ σ ^ι » Δየኤ የኦ የ σ ·	34	%≥° ∈ NDL >° σΥ°	60

۵۴۲۵۵ ۵۰ ای زی۵۲ (۶۰۵۲) ۸۵ ۱۹۵۸ که ۱۳۰	63	4/አት/ው 3: ÞĽ፞፞፞፞፞ፚዻ፞፞፞፞፞፞፞፞፞፞፞፞፞ዾኯኯፙ ፙዼ፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞ኯ፟ዾጜጜ፞ጜ፞ጜጜጜጜፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙፙ
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80° CUDF, 94°	75	
Drc 6<1 20 4 12 Vilde Jelle	76	D&eĽι°\Δ° Δc₹ I: %ρ° ΛεΩ≻Dσ₹95
فهه د ۱۵۲۲ و ولاد		۵۵-۱۱، ۵۲ مدر ۱۱: ۵۵۲، ۵۵۰ فه ۱۵۰ مرد که ۱۳ مرد مرد ۱۹
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⟨ለየፈታኈ 1: Ld \delta \chi\chi\chi\chi\chi \delta \chi \de	84	۵۵-۱۱۵ مرد ۷: زمولره باید به (۵۵مرمه) د طه ای ۱۱۱
ᢧᠲ ᡐᡴᢗ⊅ᢣᡕᡰᡏᠲ᠋᠘ ᡮ᠘ᢡ< ᠙		۱۲۹۵۱، ۲۹۵۲ می ۱۹۵۵ و می مون کو شو مول کو پرد
٩٨٠٤٠٠٠ : ٢٠١٥٠٠٠ ١٥٠ مه و د مه و ۱۹۵۵ مه د د و الم	86	4 La Direchacoare
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1.	د ف کامک م تومی ۱۲۵۵۵۵۵۵ کو ۱۳۵۰ مولاد میلاد	2	14.	۵۲-۲۵۰ ۱۵۵۸ م ۱۵۵۸ م	
2	8D2-1, VD-40	4		Ф≻Г	32
۶.	ممه< ۲۵مده ۱۳۵۰ مهر ۱۳۵۰ مهره		15.	وکرخه ۱۳۶۰ کوکه موره موره موره دره دره کوکه دوره دره الم	
	ביסישר בעור ויישר ביישר אור ביישר בישר בישר בישר בישר בישר בישר בי	9		ውኑ୮ (<i>የሀ₀\₀</i> ላ୮ኆ ቀጋላውር▷ላ୮ኆ)	33
4.	Tab 5 014 00. PM	15	16.	طاهر اود طلع ۵۹۵، ملاد دورد: ۵۲۰ دورد ا	
۶.	ውይ ^{ውና} ማረሀው - ንያው የተመር ነው			مالعدا ود ۱۹۳۵ کهی دی و ۲۹ د طورد: ۱۹۳۸	
	(PU&\&\T4c &\Quad C\\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \	16		(PU&\&\T<<	36
6.	۵۲ کا ۱۹۵۰ ماده که در ۱۹۵۶ ماده ۱۹۵۰ ماده ۱۹۵۰ ماده ۱۹۵۰ ماده کا در ۱۹۵۰ ماده که در ۱۹۵۰ ماده کا در ادام کا در ۱۹۵۰ ماده کا در ۱۹۵۰ ماده کا در ۱۹۵۰ ماده کا در ادام کاد در ادام کا در ادام	18	18.	۱۳۰۵ می اومی کی کی کی این می این کی این این این این این این این این این ای	39
7.	١٥١٥ ١ ١٥٥٠ كوره٥٥ و١٦٨ هـ٥٥ و١٦٠		19.	أ م ص با م ص به د م ح اله م ح اله ص به اله م ح	,
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8.	طالعد م م م م م م م م م م م م م م م م م م م		20.	^ <u>>\C<u<>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u<></u>	52
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9.	مالور، مه، ۵۵، مه، مهد، مهد، مهد.			۵۳۲۵۰ ۹۲۶ ز۲ (۶۰۵۰): ۴۵۰۵۰	
	وير: ٥١٥٦ (١٩٥٥م/ ١٩٦٥ و١٩٥٥ مردي ا	22	23.	סירלש׳ לינש (גיני): ארוף סייני	59
10.	[*aD4%	26		בשלי הילי הייני סייני לא ביין. ארושטפוי	
11.	בים ארו : ספסר ברים ארוש ארוש ארוש ארוש ארוש ארוש ביים ביים ביים ביים ביים ביים ביים ביי		25.		68
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12.	ውጌ ^{▷′}	29	26	βL4σ° ΦL2 Λ2°02σ° Λ1° Δ2° Δ1° Δ1° Δ1° Δ1° Δ1° Δ1° Δ1° Δ1° Δ1° Δ1	72
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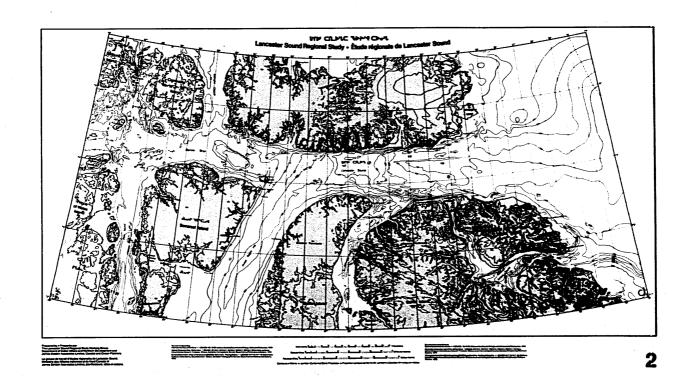


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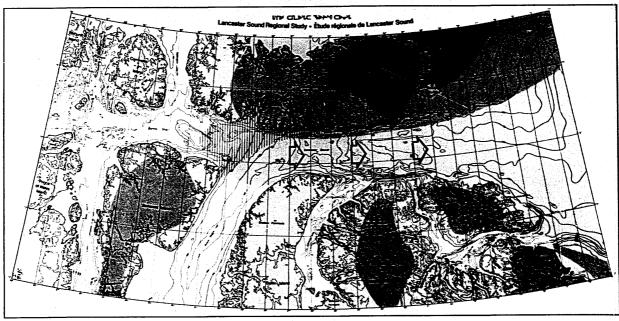
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Physical Environmental Characteristics: Winter • ♠♠▷▷ △└♠△└┕–՝ ſ° ▷፻▷ቫ・• Caractéristiques physiques et environnementales: hiver

Sea ice conditions range from complete ice cover (white) to open water (dark blue). Arrow = general ice movement. Position of fast-ice edge usually in hatched zone. Blue areas on land receive most snow.

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Selected Components • かつ ちゃくしゃしゃしゃ • Composantes choisies

- 1 Mean Annual Snowfall ベスノビニ ドップラナ・Précipitations annuelles 4 Ice Drift: Winter パ ムヤステベ トアシボ・Glaces à la dérive: hiver
- 2 Median Ice Cover → S'-1 Couverture de glace médiane
- 3 Consolidated Ice Edges: 1964-1979・ジェルニーペンは 1964-ディ 1979ード・Lisières de glaces consolidées: 1964-1979

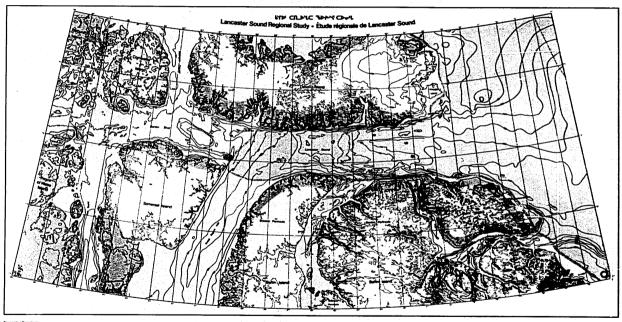








Five levels of important habitats are shown for major species. Dark green areas are critical habitats for species that concentrate and feed along fast-ice edge. White areas are general range of one or two species. aut Cald allot kiph's bles alabet. Cid Diffsha alabets bles attific lab Ahla dalland Cid Bosto alabets Cidstad bles tipantesse affros adot. Cinq niveaux d'habitats importants sont indiqués pour les principales espèces. Les zones en vert foncé sont des habitats critiques pour les espèces qui se concentrant et s'alimentent le long de la frange de glace ferme et les zones blanches représentent une aire générale frequentée par une ou deux espèces.



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Selected Components • Þɔˤ ק><> L∠L • Composantes choisies

- 1 Polar Bear a...a Ours blanc
- 2 Ringed Seal €∩ Phoque annelé
- 3 Arctic Fox -"L6" C" ∩ PLL 4" Renard arctique

- 4 Marine Marrinale: Spring Migrants・CTLやTやC'。かせげ: かんせど ハギニンベーダー Marrinalities, marins: micration trintaristre
- 5 Colonial Seabirds · ▶ ハーファー・ ハーマ・Oiseaux coloniaux
- 6 Muskoven Þ ニピ Boeuf musqué

- 7 Peery Caribou %-PC* D'Did Caribou de Peery
- 8 Barren-Ground Caribou ヘインドドンロデ コンダ Caribou de la toundra
- 9 Vegetation・AアンドデL・Wegetation



















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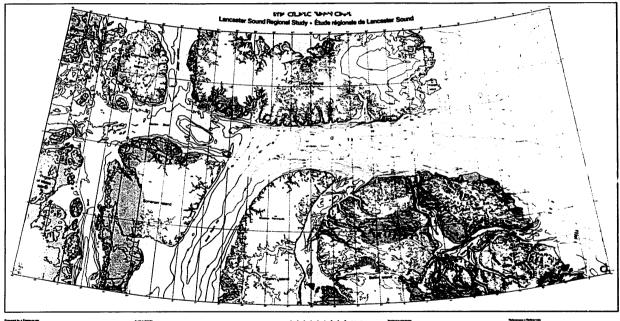
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Red colour indicates areas where inuit commonly harvest wildlife. Key species harvested are shown in Figure 9.

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Selected Components • かつ うって マント Composantes choisies

1 Seal Hunting・ビロックト Chasse au phoque

4 Trap Lines • FPf<F6A • Lignes de piégeage

2 Polar Bear Hunting・ヘニテント系・Chasse à l'ours blanc 3 Caribou Hunting・フラントデ系・Chasse au caribou









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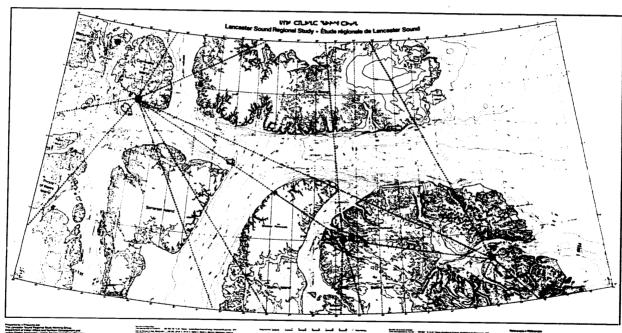
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Current Commercial Activities: Winter ● Labert Paper > `> `> `> CDaddi'>: PPS' ● Activités commerciales actuelles: hiver

Comercial activities include mining of lead-zinc ore and air transportation operations.

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Current Commercial Activities: Winter ● L`ヘトペット・プログラン: トラン・ トラン・ Activités commerciales actuelles: hiver

Selected Components • りつ ちゃくしゃしょ • Composantes choisies

1 Mining・シケラCマダム・Mines

2 Air Transport - "FLC" - Transport aérien





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Biological Resources Characteristics: Summer • ÞÞℲΔ° ϶ϹϷϲ-ՈւϤϿʹ϶ʹ϶ʹΓϹ ΔͰʹ϶ͺϗͺϲʹͰͼʹΓ°: ϤϷϧ·϶ Caracteristiques des ressources biologiques: été

Selected Components • かつ 「「「」」 「「 Composantes choisies

- 1 Polar Bear a..... Ours blanc
- 2 Walrus < △△A Morse
- 3 White Whale (Beluga) "La" C" Yearla" Beluga

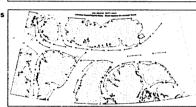
- 4 Narwhal・コレー ゲールボ・Narval
- 5 Marine Mammal Migration・CILシTトC e マイヤ ΔからAトマ Cヤ・Migration des mammitères marins
- 6 Colonial Seabirds ▶∩ "C/" ("T-4" Oiseaux coloniaux
- 7 Peary Caribou -% 4"C" D'D& Caribou de Peary
- 8 Snow Goose VJA Oie blanche
- 9 Birds · ∩↑ C√ · Oiseaux





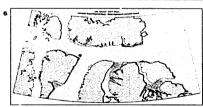








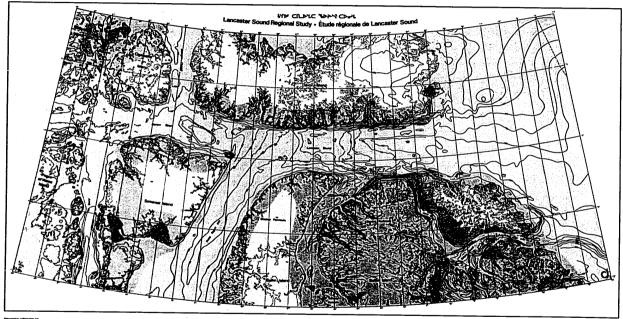






Five levels of important habitats are shown for major species. Darker green areas indicate an increasing overlap of important habitats. White areas are general range of one or two species.

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Physical Environmental Characteristics: Summer • 🎍 🗡 Δピュムー しっか: 🔍 🗢 Caractéristiques physiques et environnementales: été

Selected Components • Þ'⊃ SÞCÞ≺L∠L≺ • Composantes choisies

- 1 Rivers and Lakes・J: Cイン・Cours d'eau et lacs
- 2 Ice Cap ≪AD Calotte glaciaire
- 3 Mean Annual Rainfall ペラリンピー じゅうしゃ Précipitations annuelles moyennes de pluie
- 4 Surface Water Circulation · △LD' "\$" LC △Y 「っ" L: 《ウナイ · Courants de surface 7 keebergs · ハトコケム · keebergs · N · コケム · keebergs · keebergs · keebergs · N · コケム · keebergs · N
- 5 Median Ice Cover AFF-L Couverture de glace médiane
- 6 Ice Drift: Summer - ATS-- 4: 4>> 3' Glaces à la dérive: été









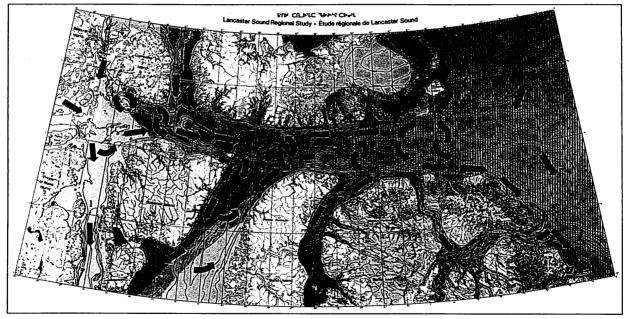






Physical Environmental Characteristics: Summer ● _ _ △ ▷ △ └ ← ` C : 〈 ▷ ▷ □ ● Caractéristiques physiques et environnementales: été

Sea ice conditions range from partial ice cover (light blue) to open water (dark blue). Icebergs are most frequent in hatched areas. Surface water currents are shown by arrows. Blue areas on land receive most rainfall. Cプレ えがりよう ごがつうかいしょ スピップをつり でんかい ムビッグテム としゅがくしてい ひょうし としなくしゃ じょうりんくうじ しゅい Les conditions de la mer de glace varient de l'état partiel de couverture de glace (bleu clair) à l'état d'eaux libres (bleu clair) à l'état d'eaux libres (bleu choncé). Les icebergs se trouvent le plus fréquemment dans les zones raturées. Les flèches indiquent les courants d'eau de surface. Les zones bleues sur terre sont celles qui reçoivent le plus souvent des précipitations.



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طهجات, موات (که ه در۱۴۵۰ کره اخش (کاع) ۱۳۵۰ موټه کوی آیالان به بجات, ۱۳ احظه ۱۳۵۵ کوخوه , مه دهه ع حله ات موټه کوی آیالان طهاع که کامد کات لامد ع . که کامد مومه کوی مودی خلاخی که کامد

٩٠٥٥ و ١٩٥٠ ك٠٥٥٥ كم

د عا, ٩٦٩م كاناع طك و ١٩٤٤ كان ملك مؤود والمدين الفرائعة والمرابعة والمراب ⇒≻Γ λέθαβ∇₀ Φρλ«<)« ΤΓς ΛΓΦ» σ ΦΊλης ΠΡ−</p> יש מכלים (אים Prince Regent-זורקייכושליים Admir-

ه لا ۱۹۰۵ کېد ترس کې ځالد کې ځاله . دا ه لا لوه ځا کېدا کېد Cirat Atharistar, cabaston pat holder de Photor Odob-The CRPS Subtrat Let ProJ.

بره فر که که ۳۵۶۶ دره که ۸ مره عم حمله ۲۰۰۵ و دره ۱۰۰ عام `a'. Lar fita af'F C'_>PNF /'c_>'<! a'"\D'>a. CND' %cfb-

عه ۱۹۵۰ عم. كاع ۱۹۵۵ مدعات ۹۴۵۰ طامه طامة احت. ودوم موادم. ۵٬۶۰ هوابات، اباطهر ڈائی کہلا کھا کھا ہے۔ جواراتی ره ح حهم مهارف که اور در اور کی ورد کی کیامی کم والو می مهارم م

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۵د وه م د کم ماد ۱۹۰ که 100 لادلی، ۹۹ میمود کال ۱۳۵۸ کیدد کفیل بهار ۱۳۹۹ کی کاک ۱۰ کی کاحنه

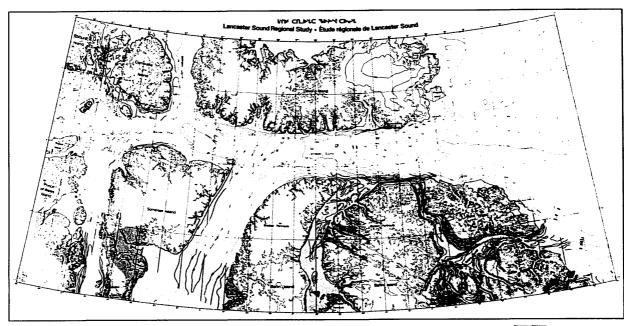
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Δ^ανσσ. ἐºβν ϽϒΦ° νθικτιονκον Ος άJνΓ Φιμο νΩΛΩΓ CΔLΔ-יי בסגאוור. فِلِهِ ٢٩ ١٩٠٩ لوالاخي، كلا، ظارر، ٢٠ م، خدكر المالي، نام٦٠Λ8→ΣΑς, ϤΓ~" LΠΟΦΩς 100 8σΓ5Ψσς ΣΔς, Φ'L> Φ'ΣΥΥς Σς

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Red colour indicates areas where inuit commonly hunt or fish in summer. Key species harvested are shown in Figure 17.

ውረጋቦ በበጎ/Lኛ ጌላዮነላል ልቃል ላኤ/ተላበኛ-ርጉታ ልጌ-ተለበኛርጉታ ውኑታ፤ ኦቪኛ ላኤ/ርኮታረዮኛን ፌኤልያ/Lኛ 17.ቦ. Les zones en rouge sont celles où les inuit vont couramment à la chasse et à la pèche. Les espèces principales chassées sont indiquées dans la figure 17.



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A HOULAND

Hunting and Fishing Patterns: Summer ● 4リュイン・ロートトペン・マートトルペン・ロートトルペン・レー・くって: ペトル・・ Chasse et pêche: été

- 1 Seal Hunting 山ハットム Chasse au phoque
- 2 Whale Hunting ・アーピング A Chasse à la baleine
- 3 Caribou Hunting・コンノトム・Chasse au caribou











בי בסאי לבסארס>כסי שרי ארתאסאי

ጋ⁵ኒላቴ⁶. ልL⁶a ²⁶6⁷ጋጉ▷⁶ σΓኒ በJΓϤ⁶CDL₃Ϥ⁶በ² J ለΓϤϿL⁷ҳበ₂⁶ ▷⁶⁶⁷ປ² σ⁶ σ⁶ J⁶ ίνεησ⁶ J⁶ a D⁷ CL⁶ d Δ⁷ C⁷ CL
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D ε Γ ⁶O ⁶ L⁶ P ε Р Γ , Λ Γ ላ ና σ ላ Γ γ Γ γ Δ γ δ δ 198 2 - ነ ε ⁶O Γ a J .

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۵۲۲، CD" PLQ، ۲۹، ۷۹CD=۹۵,۵، ۲۵، ۱۲۹،۵۰۲-۵۰ ۹۲ ۲۶ ۹، ۲۰ שים סדמי לסבחי מי (סדמי לסה מדי קכ"טבחי מי), אבתמתלסלי ومرد مهمار مره عد مر بحمه ، محرار علاقه من محرة حمر علاء على مهم و المرابع على المرابع على المرابع على المرابع 4-L3 Nobe Le 634 Lic 6024 600 300.

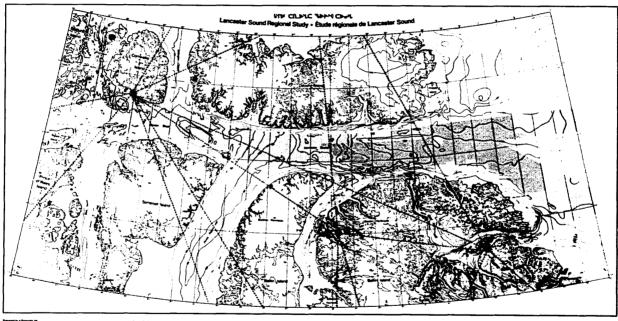
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nile pacies paciatalor. ALo Atonomoras Libet -۵۵ د کن عور ۱۳۵۰ که حدید به ۱۳۵۰ که دین کوروه که که دین کوروه که که دین کوروه که که درونوه که کورونوه که دورونوه کورونوه که دورونوه کورونوه کورونوه که دورونوه که دورونوه که دورونوه کورونوه کورونوه که دورونوه کورونوه کورونو کورو -רים אסר בשל ספון בייצים ימלים ימליביקרייקה חויחרספינה חויחרספינה چه طاع ۸د۱۲مه ۱۹۲ که۱۱ طهدخلا خوه ۲۵۰ مه ۵۰ درغ خود کرده ک-

٥٠ د مد عمد عمد حمد عمد ال ما اع أوماعا مهد عمد الماد الم רי אברכיד מהחשחים בחביני כנים שלשי מששי אספנפים בי, CLCG Robertson River-VosaCDAF OLD 85-975 (Koluktoo Bay). ABD PO GOOD DO GO GO LATE DE C' DE C' O GOOD GO. BDYDODO ANDOING Ellesmere

Commercial activities include shipping of lead-zinc ore, resupply shipping, scientific surveys, tourism, and air transport. Dark red indicates spatial coincidence of activities.

ላታ'ናተላስቀርን, ኮፖቼር'ለኮሮውታው, ምክምር'ጋታነቢ-ለኮውው ፕኒርሶኔ, ላኮኖታጎል ፕኦትየላለኮላፊን ለተቢለኮላው Les activités commerciales comprennent le transport maritime des minérais de pionné et de zinc et des responsérionnements, les études scientifiques, le tourisme et le transport aérien. Les zonés en rouge foncé indiquent le coincidence d'activités au même endort.



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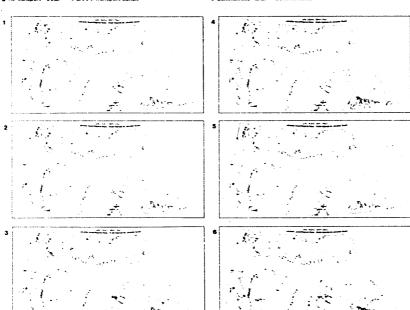
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Current Commercial Activities: Summer • じょレペッドュレットへアクレップ イマン: マント・ Activités commerciales actuelles: été

Selected Components • ダン 与りて マント Composantes choisies

- 1 Mining・Þァラビーダル・Mines
- 2 Shipping: Corridors イソンムシア シドイ・イイル: インイル・Transport
- 3 Air Transport VLC 4'VO'T -- Transport adrien

- A Purism. AIGA GACIGA., abbita. Registre
- 5 Oil and Gas Parmits MANUAL APA PATON et caz parmis
- 6 Communities And Communeuté



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مر ج م ۱۹۵۵ کر مره

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حاله ۱۰ و ۱۰ حوص ۱۰ کی ۱۰ کیلی ۱۰ کیلی ۱۰ کیلی ۱۰ کی ۱۰ کیلی ۲ کیلی ۱۰ کیلی ۲ کیلی ۲ کیلی ۱۰ کیلی ۲ کیل

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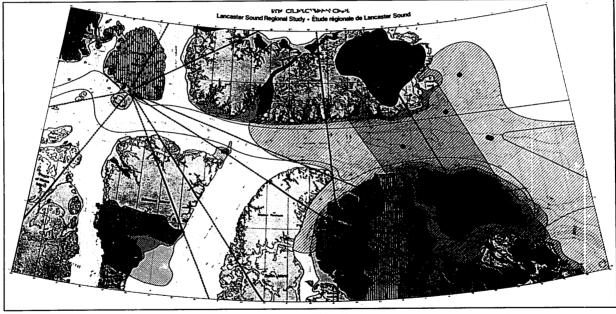
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Potential Activities • ᠰᠲᠲ ᡟᡆᠲ · Activités possibles

- Shipping Corridor ▶ Г⋖⁴≺⋖° ⋖"J∩`Г° Corridor de navigation

- Proposed Drilling Sites ムイン・ヘトマレース・Lieux de forage proposés

- Land-based Facilities ・ ユーニー ヘンペトム・Installations terrestres
- Potential Extent of Accidental Oil Pollution・トランタニュ」、アコイ・テーニアルドレビ(イン・トーラント)をEtendue possible de pollution accidentelle
- ---- Air Routes "LC/" 4"J/11" Routes aériennes
 - Parks Canada's Areas of Interest・しこひ しいこうしんとて ベルドイン・ Régions d'intérêt de Parcs Canada
 - Tourism · ベングムシベ タノベングベン チンマン・Tourisme



ESPACIONE EN INC. MINIS

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ره ۲۹ کمد ک²مد برد (ΣΣΓΩ عال ۲۸ کو طوحاله ۲۸ چار ۱۲ عاد ۱۲ ع dΓico<'cΦ<C Dordod' Δ' oF dooCD-(ΦL o Δ' o \Δ', 4-L2 ΔΥ' SCPN'. DY8Δ' 4-5")"CD8' C")" ασΥΔ' Γ' Λ24P- " of 57" Prage of A" Dys' od A" Do da"CDoto, CL" P" - Seaway-Jos"CD-T. SIC DAPPOR OF ACCORDER SERVICE SOUND TO PROGRESS OF PR 455F 404CP&C40 4/1349FC 05.

کی طرخاد آرح مرحمه در ۱۲ مرحمه اد مراهای ۱۲ مرحم در - ۵۲ مرید ، ۱۵۹ مرید که ۱۹۹۰ مرید میرد میرد میرد که ۱۹۹۰ مرید که ا ١٠٠١ ماد له ١٠٠ كوده ١٥٨ موم موم ١٥٨ م SATING NO NO. ASTONS AS AS THE LC. ADCCDOTE DE J. ALL ۸۴٬۲۵۰ ۴۵٬۲۵۰ ۱۰ ۵۵٬۵۵۰ کو ۵۳٬۸۲۲ م۹۶٬۵۴۲ ۱۰ څادیه 40%CDN-31 2.6.04D.U. 4.41. 50. 40-40.20. CDD.30 BDAGGCDGDCDGOGG, DCtGDF6 CCD2616 ArcgocCDgcF6 Dca ال د المؤدخية المالي المالية (Alaska) Þ°९3° oʻc 36-o° Þo°C° oʻo° St. Lawrence

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مهدرهم مر چاد آر مدم خمهه و چرد چنه ره خه عه درمه ФсСDJ° a' o' Г° AY' Sdo Lo CD> NOBS> "> 0 Lo act. ∩ -عد ۱۳۵۶م (CDU) و د برو من من اعر چادرار ۱۳۵۶م و ۱۳۵۶ مود ۱۳۶۸ و د برو من این این این این این این این این این ا DENCOCONOSI. NOSTOJE CLOSO ACYLYDISONOSIE, LELOS

مامال مرماله عام، ۱۲ ملد خارطه که ی ره پو چنری م د کرد در اور ٩٩٥٠ كان د ١٥٠ و د ١٥٠ د ١٥٠ محمد المحمد الم CLBYAG CL COST aDYBY DO ds. Cd J AMS OFLE 21.

Shipping: Potential Corridors • ΔΎς ΔΑΑ Τ΄ Τ΄ Σ΄ ΑΓΊΤΑ ΑΤΙ Τ΄ ΑΓΊΤΑ ΑΤΙ Τ΄ ΑΓΊΤΑ ΑΤΙ Τ΄ ΑΓΊΤΑ ΑΤΙ Τ΄ ΑΓΙ Τ΄ Τ΄ ΑΓΙ Τ΄ Τ΄ ΑΓΙ Τ΄ ΑΓΙ Τ΄ ΑΓΙ Τ΄ ΑΓΙ Τ΄

Shipping Corridor (Summer) - トーイ・イン・イン・イン・Ports eventual
Shipping Corridor (Summer) - トーイ・イン・イン・Ports eventual

........ Distance (nautical miles)・トレンテザ (トレダイタイトが しムー)・Distance (milles nautiques)

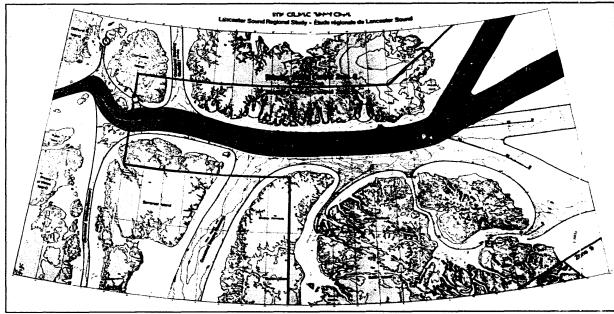
□ Harbours・PベAトイごン・Ports de mer

○ Ports • DL'C'A' • Ports

○ Proposed Racon Beacon・ヘー・AJCPハードAトインン・Ballet

tote: A harbour is a place which provides good archorage for the purposes of temporary shafar or for the coding and unbooking of cargoes. A port is a place for the beeding or unbooking of ships that to supervised or make or which exchanges.

Un port de mer est un havve natural et un endroit de moullinge pour fin d'unitamquement du de débarquement du matériei. Un port pinnémagié pet un endroit d'uniterquement ou de débarquement des novires sous la surveilleme d'une authrité présée de publique.



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 ρομασος αρερος εαστε ζαίος ο λε δα Γρης

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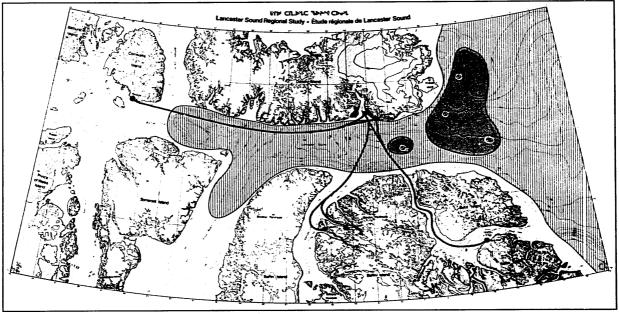
Oil and Gas: Exploration ・ トライマンテータッグ しょうである ・ Pétrole et gaz: exploration

- Airports and Crew Rotation Sites・ヘニン・テドウムからとこしぐ・Aéroports et lieux de roulement des équipes de travail
- Re-supply Barges イナッコムイCPドCごして、ノトトコン・Barges d'approvisionnement
- Re-supply Routes・イソーングピーン・ベップ・Routes d'approvisionnement
- 6 Proposed Drilling Sites ムイベルト・Leux de forage proposés
 Land-besed Facilities ユート トンアハドルトイング・Installations terrestres

High Potential Exploration Areas - "トートッド・" - Zones à potential exploratoire élevé

Louritoderale Potential Exploration Areas - "トートッドルーン" - Zones à potential exploratoire faible à modère

Map represents a five-year projection. • ೧೬ ಎಟಿನ್ ೧-ಓತ್ ೬೭೬ಕ್ ಒಟ್೧೧೮೬-೧-៤ La carte représente une prévision de cinq ans.



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βλΡΡΠΙς Δεντσθε cnltstle Cabo Dacio, baClis aifog Δρεςαθού ΦίβλοΠολού ΛΟθέσιως Δεντεπίτες στι CLολα Λεπγροής Φονταιας (2002 γολι Βοςυτπιμους). Ο ΦονταJERT IN ACTOR ABY ALTER BACDS AT FOR ACTS OND OF L

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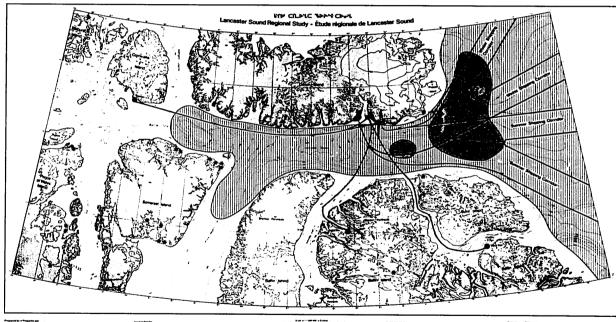
Airports and Crew Rotation Sites・ヘニトット・アンド・Aéroports et lieux de roulement des équices de travail

Marine Tanker Terminals・ドアインCトロン つごでんトイごう

Re-supply Routes・ ペナゲンムなどでつい べいつじんいい・ Routes d'approvisionnement

Land-based Facilities・ユェニー トムマントを入りていて、Installations terrestres

* Staging Airstrips・ハイベヘトトでアンツ 「でごぶ・Principales pistes d'aviation d'étape



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>>> סירשבי די אבתלאסים שו בי אשר של כספינ הי אשני פיני פיני שובשל של בי השל הייני של הייני

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Mining: Potential・トケーマーグー・Composite Composite Composite

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Favourable Geology and/or Limited Mineral Resources ・ ヘステンペケントで ヘステンペヤンシー ペイン・C Gologie tavorable ou resources minérales limitées

Mineral Deposits and Fevourable Geology・ヘムワンペダン・ヘムワンペステントラール。 Gleaments mindraus et calcinole fevorable

Coal-bearing Rocks・ヤイヤでご トラデ・Roches carbonilleres

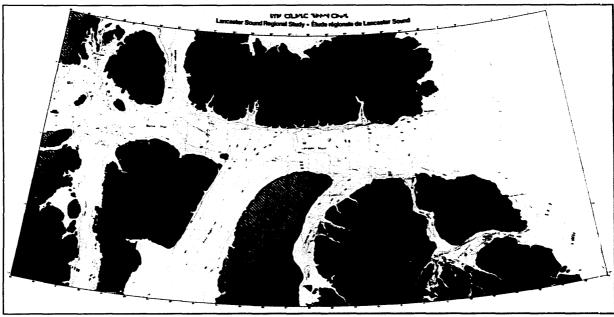
■ Coal Occurrences • ヤーヤヤCr- • Venues carbonitères

Lead and Zinc・マルイントラーマー・アン・Pice of ainc

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Partierm Producer (1982): Arvik (Polaris Daposit) - Þ⊁-TC'y-4'NÞ-41,"⊃''' (1982): 4'K' (Þ_sft_4''-4''') - Mine productive à count terme (1982): Arvik (gitement Polaris)

3 Potential Producer: Ands (Eclipse Deposit) • PHRCH-(AP) Sull.4-: (AR (C-/L-47)-



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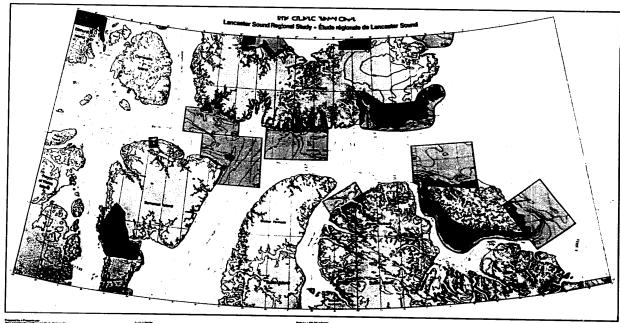
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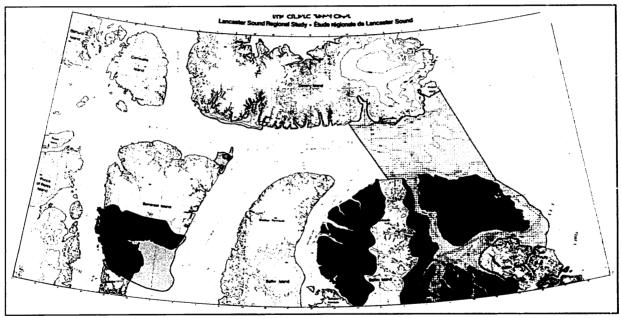
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Natural Site of Canadian Significance・レンシン トーCアンレーン・Zones naturalles d'importance

Marine Natural Area of Canadian Significance ・ Cパレト もっとつ しょくて しょくしゅう Régions marines naturalies d'importance nationale

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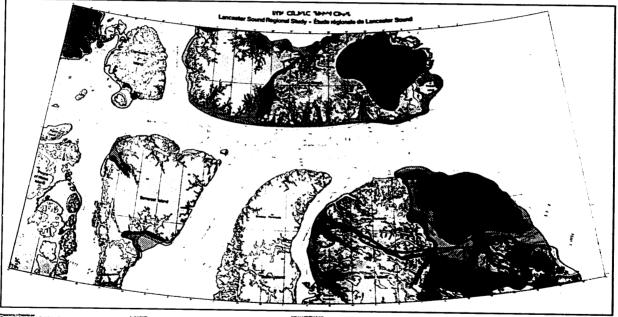
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- Pache sportive: actualle
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- Makers Viewing- Existing 4471" PL-SLA's aby 2004 And Observation do la nature: actualis
- Makers Visualing Potential・イベアド シレイレンドン・シンプルト・4ンプ・Observation de la nature: potentie
- Mountain Climbing PL+* L-457+* Escalade
- Camping/filling・/テビルイブット ヘノニューペーショ・Camping/excursions
- Cross-Country Stding Routes / PAP/" Sentiers pour te shi de fond



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LCL of P2de Abd@CD3e dCD d2@CD6kJ Afdb5b@D@. 44L3 L44 Ab49CD46-215 20TO 4245 184085 C925 442962018625 לינם ΔοΔ' לשבישותים במחכיי ססמיכסשים שיבור.

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۵۵۰، ۲۰ ۵۰۲، ۱۹۰۵ م و ۹۰

-CL® dd ልዬማ/LbΔ^ልናወፕና ΛJ°ልማበና/Lbአ®ጋና ር୯ርና ዓልቃላ-ሥልናወፕ°ወ® Ldoሚ ΔΔΔና ልዲኒ°ው ዓልልሥታትናወፕ°ው ልልውና ጅኒፈልጐ ውናፈብጐ ጋ ୮୭ ጎልና . ዓይንትጎናታበና ጋበት ጋ ዓልΔεውሞርውፈና ዓልበና ማ ጋልወቼና ኒቪር.

CL°α Le° CD°<ς ΔL°αΠΓ Lθ Δ Δ/LΓγρος Λεςγωσς:

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۵۰ کی ۱۳۰۵ ۱۳۰۵ ما ۲۰۵۵

ששי אכתי ארתי אפירבלסי

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۵۰،۲۰ ۵۰۲، ۱۵ مراد ۱۵،۲۰ مر وره

סטי רעי פיי ארוני אושי הפיקראפי

CL°a $\prime\prime$ >* J° CDL5°3° D'LA%G5*3° LDTL $\Delta\prime$ d° σ G $\Delta\prime$ LdT° \dot{P} a-D>cD° σ ° d° Λ c Π GDD σ ° Γ ° \dot{c} ° \dot{b} ° D'D°, d° La Δ Y° G5D° \prime dDσ, \prime a D Δ ° a Δ 6° Λ c Π GDD σ 9° Λ 7° a G5° LC LdG° Δ a Δ 6°, baCTD° a, CL°a \dot{d} 9° \prime 4° \prime 4° a \prime 5° LDL5° a \dot{d} 9° \dot{d} 6° \dot{d} 7° \dot{d} 6° \dot{d} 7° \dot{d} 6° \dot{d} 7° \dot{d} 6° \dot{d} 8° \dot{d} 9° \dot{d} 8° \dot{d} 9° $\dot{$

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しゅつらじょく つらんべん

- ארתי מסרף בקא"טי סרמי לפרחפי מינש ס"רלשרחפי.

- וכר לי לפסארי סדי כרסקאים.

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-Φίακ' σε, Δθον κοες, ΦLο ΠΠίσΦοκο σε CΔbσ عد علاء د ۳۰۰ ۱۳۵۰ کا اے ح حام کے فی سیاسے فی۔ \p<9\5\5\° . ለኖ-ፈ-ውጭው-ዓኑ°ን .

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-۸רסיCD+ע רבטב בבט אפי הפריחCD+עי ליף רנדי בי - אברלי אירי שבסל ריישי, כילהם בידהי לישב ליבו -CDY AT a STY LC Den't I a STY and a CALD Detail הרואינו שמאישרטי מלי-מחכטיים מהחאשי.

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PURPOSONO OF LIP PURPOPURATE DUERCOSOSO

£301 POLSON 75117C L44 BL45Ne0, 940PS 800

علام محمود بله جميره معروبه معروبه وله وله والمحمود المنه الله • ووالله المراور المراور الله الله الله المرور المراور المراور المراور المراور الله المراور الله - מישר אישר בעל באלי אבתאפער ישעבי לישבי אישר ארת אבתאפער-Ocalatio CLa がら いっているとのしょう つれかりはいたいこと

* F (15-15)

-LINGSO JIE 3647 D'ALONZHOS C'ONTINO 200 2020 ACON CLIS ™ خاکره کاله کا در الفائد الفائد الفائد کا ایک کالو کی کو الفائد کاکو ک DINAHAR DO KALSK UNGERCOPING COLL. CODO DIRLINCODI LOCOLLA COLLA C at Encharge after DonChelowsky Alac Alge McDode General 25-c5 Fe مي دوره طروح عدات عوكم الروع الموطعة الاصلام المولامة الموادة الموادق الموادة الموادة

والمراور والمرابع والمراجع والم والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراع المراكب المنها المراكب على المراكب الموالية المراكب ال OF BASHOR FEMORE ALP ALP (FLLESSES OF O POSSESSES) ナディアすいべきとう こうっくつひとってったけた ましだっしり ったづたっちいひ ちろぶい っこっこ THE DRECOME SERVICES AREAS THAT THE PROPERTY OF A CONTROL OF THE PROPERTY OF T من الله وموال المناه والمراه المراه المناه المناه المناهد المناهد المناهد المناه المناهد المنا PERCENTAGE OF THE STREET VAR TOCKET OF THE O

عه و ۱۵۵۵ کام ۱۹۵۰ ک

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5. 6. 249° PATON OD CD . CONTON TO PAPOR 1. 40/C +6 .5 عوام اد - فه که که که د مود اد ایک ۱ مهر د ایک مور که در ایک که در ایک که در ایک که که در ایک که در ایک که در ا

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יכשיבי ארוני ארוכטורטוי בקרשטי . לי אל ארוני ששאישטי ארמבבסיטי שטאיני ידי כני של אבתי מסטי בראים ככסט בחי שי . שטאיניכטאי בחכסמיי LOGGITUS DAG , ONGE YOU BEE TO CAL ACTON DO DO ACTOR X-> CFO ((I)FO), ALLO YOU IN A CDORGO, DETIGODO DESGO ሥንካ ገና C4ትውቀዥና ውንዚ በየረውጭና 1980㎡ 3000 ነና **ላጎ ነልና ላ**ች L bedie of to book at a sace of the s, the sace of

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 Ο' ΕΝ΄ ΛΕΠΡΟΦΊΟ ἐ' 6' ϽΊΝΟ ἀΝΡΑΊΟ ΓΟΘΙΑς ΔεΊ

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 1980-101-31.
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د اله طلاع ۱۳۵۸ الما و خوه ۱۳۵۸ موه ایران ایرا

۵ ۵ ماد ۱۱: ۵۵>۲ مه د کو ۱۱: ۵۵>۲ مه ۱۲ کو ۲

L.A. PΔ' (<u>M.A. Ruel</u>), Δ_ΦΔ' _Φαξ' σ «ΥΠ_CΠΑ', Δ_ΦCΠΑ'-Δ' ΥΥΡC' A. JSD' (J.A. Carruthers), '' bac, DOE \triangleright . H. $\stackrel{\circ}{\circ}$ (O.H. Løken). \triangle o \triangle ^c potto denento. \triangle oc \mathbb{R}° d. H. Lº 5°5° (A.H. Macpherson), ▷⟨σσ°Γ°, DOE D.O. T'S (W.D. Mills), C'SCAPS, ASCAPS d'os L.J' (M. Moore), Фс 7'AY's, GNVT S. くついい (R. Paterson), Δ%シャノロルロールト は、DFO ട.೯. ১၉৯৫ (R.G. Skinner), ላደበራበት ዛና በበናናላቲ ኖና, EMR በ. ለሥና (D. Bissett), DIAND - Δ≟ሥራበትና - ቮልኦኦራበትና H.D. DODGE (G.W. Woodward), DDD Date of the DICON be o-Par Denate, DIAND P.A. KA (K.B. Yuen), CAD'TO OLLO AL'TO BERYONGE, DFO D.A. j' 2' (G.J. Dirschl), ΔοΔ' ραθ' σ ΦΥΠοΠΑ', DIAND- OOS O. 3cD%C'30' 422'CD\$L0' 60'L%CD%C'64'D' 60'L2' «Dentas Cadys: i. shil, Apendas; ba. isp, 62CDY 4780-1205; P. 2055, DaC Jonados.

کے شمار کے میں جارک کی انہ کی گئی ہے ، طلاح کے میں ہے ، Ddot Achonso.

۲. ۱۹۵۰ (J. Britton), GNWT - مفرد المعرب ا ት. ላ. Čለ* (J.A. Dobbin), ት \ Čለ* 62 ንት እና c c በ. ሥታሪቴ ላ Lo CNDo ላ ለራበትና, ጋና ጋ୮.

 In' (A. Geddes), DOT - CND d° ΔΥ SCPOENE ۸.<. ۲۲۹ (V.A. Gibson), DIAND - ۸٤٠٥٢٥٥٠

ح. ط. المحتود (S.A. Kanik), DIAND - المحتود ት. / . ሩ (J.S. Loch), DFO - CNDና ГРС- ምት የレፈተ ለጋጭጋና ዘ. L. ተኮና (<u>H. M. Myers</u>) - ዔንት አበፈና ተና ል ይፈጭበ ſ.ſ. L'c' (G.G. McLean), DOE - ροΔ' <<CDσΥ' ك.ح. ذرع (J.N. Parker), DIAND - عميه أمكه به في المحال الله الله المحال المحال المحال المحال المحال الله المحال المحال المحال الله المحال الله المحال المحال المحال الله المحال ٠Δ٢.

Λ.ς. Λο^cΩΔ (B.R. Pelletier), EMR - ραρς %ρΔ°σθσ^b የየንትረል

۸.Π. `LΔc (B.D. Smiley), DFO - CND حاداً

۵.L. فرد (A.M. Ault), محرامه محمورة والعه في المحمد المحم جُد، كُمُ مُحْكِمُ مِرَا (James Dobbin Associates Ltd) مر المحم مه الم محرب محمه محرب محمه المحمد عليه المحمد ا

%⊳⊱५°°∩

م٣٠٥٠ ١٥ كال ١٥ ١٥٥ ١٥٥ كالر ٨١٥ كالر ٨١٥ م. خ

470°CP4, el. CT, 14078CD5 LC JAVANANAL, PPAPPTE (Cdal nns%YL4% III CL* P%Da* Cdd aa).

أثراثات (H.J. Dirschl) ۸دارداردهی همیک وه.

DShelle SAC ACT III: 2° 6' DYD° SDAY "CDOTC DShele 6" oo YC

11.0 AMM6660000 1:2 Fedo of ALD MASGYLOGON-۵۰ مد د ۱ د ۱۵۰ مدم د ۱۲ مهم ۱۵۰ مدر ۱۵۰ م

ف مار مداد دل معرب م الرحمة الم المحرب الم المحرب ١١٥%، ١٤٠٠ ، ١٩٥٨ ١٩٥٢ ١٩٥٥ ١٩٥٩ ١٩٥٩ ، ١٩٤٥ ۵۵٬۱۱۰ نام د ۱۳۵۰ هم ۱۳۵۰ مادان ۱۳۵۰ ۱۳۵۰ ۱۳۵۰ ۸

2. ('-L++ 2>+4)' NN5"CD2LcD"D++ . Acf+D"=10 12 جحه , (له طحال ١عمانه) مع تاهه طن ۱۵ هن ۱۵ مانه مين عمه . ιπο αντιστού το με το μεργιώς αρφοριώς αρφοριώς Δενμίτ- 1.10 α'SJΓ αλα' στις φης αναι

ويه ۲-۵۸ مه کا ۱۳۵۵ د ۱۳۵۲ د ۱۳۵۲ مه که ماد که که ماد که هدا ، ۱۹۵۲ مولی کار در ۱۹۲۸ مال ملای مالی می ۱۹۲۸ میل میره وی می CAL a Do NOCOCOTILC.

24PPQ 4PC6,8PT-6,65Q 4PC6,0CPCDCDC0, 44P6,0DP4 P4P126

- 1.1 ΔΩΣ " ΒΔΔ" σ "
- 1.2 00D 54 51C 90 7516 5
- 1.4 " >D \ 620° o t
- 1.5 ~" >D< Δ~ξσΥC Δ~° σ<"CDσξ
- 1.6 2 50 DATOYS
- 1.7 CNDF գՈՎC ՖոΔ° σՎ
- ىزى دا⊾ك ئۇ 1.8
- 1.9 **ፊና**ነΓ Lሄቴናርና ቴኒር ሦበና ኃላላኒ

1.11 ۵٬۵۱۲ مری، ۱۰۵۸ طهلی طهره ویو ۱۳۵۰ مهلا

- 1.12 12 12 15 6AC 6 TO Y'C"-"LC' 6 TO "PI" < A T
- 1.13 CLOOK BACKORC YCCHLCIORC PASSARE
- 1.14 CNDS OFLIGHT SEC ODESIGN: ODSE
- 1.15 Nossiads als Dessiads Ansadat: DAL
- 1.1/ FOLENC DOAS Panc: 1964-1979
- 1.17 745 ac 740% bc 90% 400 L5%CU: 1 28
- 1.18 24° 30 240° 40° 40° 540° CV: 40 25
- 1.1 + 244 35 24A54 35 905 34A1155CH: REA 23
- 1.0% /44% at 1/40% at 90% advice%CW: 31/ 20
- 1.31 740 pe 24890 pe FP9eits: 4JH 20
- 1.22 PHM on PHSMM on MENNY: 41P 20
- 1.23 444 at 4444 at 80° at 40° the CU: 20A0 17
- 1.24 78° ar 780°C° ar 90°a40°C°C°: 4°1< 1
- 1.25 280° 35 280°C° 35 975340FLY°CES: 4°0< 29
- 1.3ల ాకంటిపురా జెక్సింకి పురా గొళ్కాడ్కి∶్ చేంది. 29

- 1.27 24° 35 24∆°<> 35 4°5° 36 4°5° 4° 5° 5° 29
 - 1.28 ሥቆና Δኛናዓታኒ: DPDF
 - 1.29 ሥ³ና ΔΥΎ5σዢ: ∢ን≻Γ
 - ۵۰ کادک^۸ 1.30
 - 2.1 Cd+SD5034346 A24046: Φ>F >+C204+4406 L8C+30+
 - 2.2 204: DPDT
 - 2.3 401: 1055
 - ىزىم 2.4
 - 2.5 D' 44
 - 2.6 SDP=C
 - 2.7 4445
 - 2.8 %>'3"("(PC3L3")
 - 2.9 9,000 (310)
 - 2.10 বং কৈ
 - 2.11 ﴿ مَ∆دَ

5.15 U, L4. PUTD5?? CUD, LDCD4.

- 2.13 ۵% د
- 2.15 NAL-4
- 2.16 DELLAS
- 2.17 98 0000
- 2.18 00 DAG 00 0P30AG AGG
- 2.19 65326
- 2.30 01645
- 3.1 pacc
- 3.2 % 2% 0 0 C45% 0 C45% 0 C45% 0 0 C45%
- 3.3 DEA 446166: 44A46
- 3.4 Us Lipo to The decides 200
- 3.5 % 55 45 45 ACZUKAJS: 1979-1980
- 3.6 ACCOCOSSANDSOSO/CASILOS DOLSADOCODOS DORS

- לינש חיורסבי אלסיכ∆כימי ביסישישור פעודסנהי
- 3.7 Da " D'6 C' 6"
- 3.8 DAAGADGC 60
- 3.9 ac 20020000000
- 3.11 Dr: L: 2005 0
- 3.12 > > > > > > < 5 6
- 3.13 Nº F4%20%5°6
- 3.14 46567596
- 3.15 MALGOW/DADCO DO (FPFOSS &S)
- 3.16 PYS' 64"0%' \$' P'<> PYS' 64"0618'
- 3.17 D°24545 4 L5 >5645 ((2°): 1456-400-405
- 4.1 Drewe Dy: 8201 300001 2556 386
- 4.2 DEG 406869: 7586 SDUFP 2905
- 4.3 DEG 44606%: 220064 455 646: DEDE

- 4.5 0° Γ' δ° Δ° Δ° 5° 5° σ° 6° 800 ΦΟ ΦΟ Δ° αΘΟΓΙΣ ΕΝΕ
- 4.6 300 backs burylly ochs oses cos che
- 4.7 F46f(ADJLLY-60) AP906 4L5 BL46 (IBP) 00567L6f(AC)4C6D(906 BDANON
- 4.8 D>5'04'06': 826 4)6014'2'Lic
- ن. ، ۲۵۹، طه ۲۲ کامن : ۱۳۵۹ می ماری هر این ا
- 4.10 PORTER OF LS SEC (12): BEAR SOUTHER SELVE
- 4.11 >9/60 OLD > c (ir): 909CDat
- 4.12 P" 744 6 4 L3 > 6 (i7): 82 6 R 7>5 5 Ard 607 4 2-°D° A∈N°ADag.
- 4.13 እ°ራለው ብዜጋ እነር (ሲፈ) ፈርብኖኝና: ፈምስበዚያልዓንናምኝ ርእናጋዜታ ዜሮ ጋበን ላይ ፈርትናቸው (በአንድብኖና CODE ALSES: DPDE
- 4.1 PONDS OF LS > C (in) HORAY: HPONDER CSF off CUSE VELL : 402E
- 4.15 a JED GSE 646 DOLADE TO HATE 605 ODC 64016 (3): √₽≻F

- (∧) **₫**>५୮

 - I. FRANCAPILY DOD'S SON' OF OD DOLING IN INTO DO عمار ۲۰ مم
 - ۵۰۲ کا کا که ۵۳مون کا وه

 - ~14~D~~0
 - II. ه ۱۲۵ م ۱۲۵ م ۱۲ م ۱۲۵ م os co.
 - CUDL PL47c _aT ^2°DA' \$L₹A'_>

III. Abranca faddecka ie Dinara Godaere Ala Labi dogoda a'lic Adda i'lica.

- የአንድ ድቀን ገር ጋይታቸል - CHetheric - PAO Tome - ያወንም ውስያ ቀረ - CVs SPO የርማራ ጋራ - የወይል የርማራ ቀል

IV. 409000 the Praticity Arts in thousand asserts in

DLA ANGLOSS OC ADOCTOR ROBBY FOR DAG

V. ۱۹۰۰ و ۱۳۱۲ کیلان ۱۳۰۰ د ۱۳۱۱ کیلان کو ۱۳۱۲ کیلان کو ۱۳۱۲ کیلان کو ۱۳۰۱ د ۱۳۰۱ کیلان کو ۱۳۰۱ کو ۱۳۰۱ کیلان کو ۱۳۰۱ کولان کول

Designation and IV: Son Authors relatively Applias

- ALLIS HÖJR DYSESER ARUFÜSEKTSP ESKALS ALSTROGS

 HITTERAS KRANNES. RSKSSKES ESKALS ALSANNES KAMME HITTERAS KRANNES ESKENDENTSON.

4. حدید می به در دور و می که در دور که در می که دور می که در که د

D59 00 04

- ኦንቴሊና ራድ ጭናፈክበርኦኤናርፍቃዮጋና ፈቴፖሊካኖና 1990 በድኔሀ;
 ጭናፈካበናሥረላኔታ የተለናበና ለስፈፍቃካጋቱ 1982ህድክበናኔሀ «ኦንቨ የሥላታ ህፃናፍቃት የሚተፈጥረሁታየነኒኒና.
- ۱ الحاظ مهم ۱ موده موده در خوده ۱ موده ای مو
- オイディー ひとちょうないか ハイベーハ・マモジャイボッシャ からずぐく 2000 マンター。

- 2. ዋና የ (የተመንነቱ የ የተመ የለነ ቀነ ጋ) Ldaኒ ልደረነው የተመ የንኖነር ለረብንኮኖኒን የንን .
- 3. CL'۲۶۱٬ ۴۰٬۵۵۹٬۰۵۰٬ ۵۵۶۲ ۹۲۵۵ ۸۹٬۵۵۰٬ CL۵مح ۸٬۸۰۵۸۰٬۰۵۳٬۵۳۵ ۲۴۵ ۸۴۲۸ (۴۵۵٬ ۵۵۲٬ ۹۲۵

- ۲۸۸۸) ۵- ۱۵۵-۵۰. کئی ۸ج۹٬۵۵۱-۵٬۵۵ ۵۲۱۲۶۵۰ به ۵لادنا۱۵۵۰ ۸ج۹٬۵۵۱ د
- 4. معدد نامک محمد کا ۱۹۵۰ مید کود کا ۱۹۵۰ کو ۱۹۵۰ کود درجه کا ۱۹۵۰ کا ۱۹۵ کا ۱۹ کا ۱۹۵ ک
- 6. ር' ኛቴ' ርኮጐ ፖϲ, 30-50-ኮՎ ቴኮጐጋጐርኮኒኑ እን ላላ Lo 10-16-ህዲ' ቴኮጐጋጐርኮኒኑ የዲ' ቴኮጐጐጋርኮቴላ' ১ነት ቴው ላጥበናል-ቴ' ኒኒኒ ኮጐፖላጋቴ' ልኮዲ'.

- حرار . >۱ حر حمد مه می ورد مهد حدیدی . د مرح مه می ده م DKT. 10020 DED 400 80250 0000 6AF AF 5062-۱۳ مردوا که د**چن**ه ۱۵۵۰۵۵ هم
- اج رواد عنو مدر محاط خول خول ۱۹۲۸ کو ۱۲ اور ال
 - . ΛεηκΔε ΔεΓερία ΦΕΔεκΔΕ 100
 - . % 10-10 70-10° + 4 50 € DEA 3
 - Hacked de de cocococococo de ocoso de ocoso de -2-4 15-25 JC1-25 F.
 - . DIFTIE DIFFERAGOCHE 200 CEADERE 1. dat Doct of 2005 = 3/10-19PMF ACDMF.
- ۵۵۲۹۵۵ ۵۰۲۵ ۵۵۵۵۸۹۲۰ ۲۰۱۵ ۸۵۰۵۵۹ ۱۵۰ کور

10. סטיים מין אניי פין פארי מרכט אוילי מרכט ארי בי מרכט אריכר-95000 6500 45040515440. Douglaste Leas Dac 9876-م م کارد طداے طعدد ۱۹۹۷ء طعم م و ع ع د عدد ۱۹۵۸ مدا ">C . CL dd Δρ J ~ a ">)ΔC .

DOLAS 4-12 >= CD ((14D) +3+ 10 CD of 10 14D of 2

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- J' ADJ'a"Dor harldor.

- 3. ACROS RIAPRILITE PRAG ANASCOCIOSOS.
- 4. AL a 3-10-15 AP = J AT + AC ACRAS GRASCOPLESS 50
- 5. sació sono Acno ic. Ala a i Fra to sa sacio DAs raco FILLABORD OVER TAP SCARDS COSCARDO OF TO COVED OUR 15-17-46-66, CHAS ADONO, ADECEMPERO OF a SaPisso.
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- 7. 48% CIMES JUST SOL \$5-7 ACC CON DUCOS-۰ •م∈

- 1. CLa ¿ 6 DYD Date de Para of Arthroad Alaa PS CACHDIGHT OF ACTIVITY. O'LD LaC CLOTH ۸۶۸۵۴،۶۴۴ هوردئات کڅلاجات طالب کوتاجردئات.
- 2. DON'S ACTE PICE ALTE CORPTES & FUEL COMPLEAD.
- 3. Decrotes Letispipos (Lodat Contors As as dela J Neno OLD DON PS Chat NOOSIJ.
- ምንም. ቁዜጋ 100 ኦኒስ ርቢኒያ ለራቢስናፖራፍዎንጋል ለራቤልማት ፡ 4. ፲ዾሮው ርልጭፖለ እስታሁዲችማጋው, ሮክያል ጋ፟ችኒዊ ውልሮችፖርምንድ عناهم ٥٠٨٥٥٥٥١١٥٥٥٠ عدل ١٩٠١٥٥١٥٥٥ عداله 70 DA°a 1+0 CL0 dat dĈċl5*05 a655*05 \$750 5160 AGO CDO CO DO DE ALO ALOS APBAPIBATIONS.

- نه دهره منه آمریکوند کولید که ۱۳۵۰ می معدد که ۱۳۵۱ در ۱۳۵۰ می در از این از در ۱۳۵۰ می در این از این در ۱۳۵۰ می
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1. Displaying Nathornage Assessment of propagation of the propagation

The Arctic Pilot Project with House the Arctic Pilot Project Pilot Project

Γ' Δρ' γΛ' cΓΛ (Melville Shipping Ltd) CΔ' Alberta Gas Trunk Line Co.-'Jos"CDd" L'a 40%c"0" J NOVA-'Jo-۲۵۰۵۶۲۰ . ۱۲۰ ماه ۲۵ که ۲۵۰۵۲۲۰ ۱۲۸ ماه ۱۲۸ کود او ز ۲۰ ۵۲٬ ۹۵۰ ۱ م الے المحال ۱۹۵۱ م ۱۹۵۱ م ۱۹۵۱ م ברנגייכי סינם נוט לאבף בי מעי, סינם סרסי לסי לי ₫ ታ ምር D የ j å ል ዓ ነ ቴ ኒ LNG - ነ ታ ና ው C D ላ የ የ . C L å ል ጋና ታ ጭ ጋ ጭ 56 د ۱۰۰ م م م د ۱۰ م ک ک د د ۱۱ (ک ۵ ف ه و ۱۱) ه ک ک ک ک ح د ۲ ا (Drake Point) Þ९५९) ٢ ٩٩٩٥ ٢ ٩٨٠٠ ١٥٠١ (Bridport Inlet) ۴۴°CD < <<p>Coly®DF 401, ~ ~UCD a 4 2 ~CD12 ~ DL4 44 92 8 CL 142 VD1, -50 - Class 7 4 L. D'GLA G-% >00 C° + 0 4 L > ∆L° anr 4 > ∆J° a° >0.88 Ted > 6 8 CD> 6 ΔL a de nn 5 CD d a 6 D 139 909 m3.

ቴሬር୮° Δቴናሃና ኃơ ሥነጋΓ° ለበላጐርኮላይኖ (Trans-Canada Pipeli ne Project)ለበላጐ/ላይኖ ነጉ ማበው ጋና 1980-ህበና ኃህ ሥነጋΓ° ካልኦህσና Γ° Ȱል ርዮኖቴና ማሻ ኃơ 77 km.-Γ° ርተ ኛው Δኖና በሶ ማስ ዋዮምርቲው (Ellef Ringnes Island), ላት ይኔ ኒፖሶና ዕልያ ልራም በፕሮ ማቅ የነ ዕበነበላቴ ዋዮምርቲው (King Christian Island), ላት ይኃ

\$JeLJC ላጋም ል ዓጋልና. ላየት ርኦጋን ርኦላማ \$2.4 ለራላ ኤናኮትሙ.

1984 የልኦታሪስፕ ወቅ ርኦጋናርኦ ጋታ. ኒላ ልደና በነታን ዋየማርፕታርኦ
\$ጋቅ, ላቴ ጋ የነ ብስነበላ ዋየማርፕታር, ላቴ ጋ ላላፕ ወቅ የላላታድ

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baC 〈ልና ረልግ (Trans-Canada Pipelines) ላቴ ጋ ጋት ለናት
ተላ (Dome Petroleum), ኦየማ ፖርላልና ለበላጋል ል በላቴና ታህታት

1986-ህበና ጋJ. ላርኦታማ የኦንትር ማርኦላ ኦላፊን ለማረጋል የመደተ Inlet,

ላቴ ጋ Hecla, Fury Strait - ጋ ላቴ/በታኦታላማ ጋቦት Fox Basin
Jኒኮታንቦት.

Ji'n' CA' d'' FIN (Globtik Tankers Ltd) offanba' Arlfydrig Ardrifyffer Al'a da'r bf' dwrdaa'

Argong Caglar o' affalbo' Cegalar o', Cloft do' ar Ab''CaCoga a''of , rd' do' a''or 350 000 C'' o' dylla o''or 397 469

m³ (1.5 fed' o' 'b' Cobro') C' et' is 'i's fo (North

Slope) Dat b''r' Al', rde' is 'i's fo (Conception Bay,

Newfoundland) Cabto d' y''or de' ae' an' df' ae'nrify''or

79 493 m³-o' d' eo 500 000-o' 'b' Cobr' o' d'' a'' a''

Copr' f; c' a aft erd''cobr' ar 24-a' df' a'' a''

60 20' a'' A'' Arnydr' a'' an' df' 4do' Le' an'.

וליאי כרח (Globtik Tankers Ltd)

. D"CD31 FC habod a "D" hab "Po"CDate

ב לי טים של הרואלה כב של אסף בי של כי של "שבט" פינ ברישן Λכ% כחנדי פינ ס"ריסשי ד סי בש ינידי. Λίνδς トップマップ σマック - i c · Λ · i c · Norlands Petroleum), ۸۶ و در (Petro-Canada), هال که اور (Shell Canada) NULLAR SELECTION VIOLE VIOLE DIVERSION DIVERSION DATE ים פי 3.2 רבשים שותום שים. שבי בירי לב אצ שבים " של בי אי בי אי בי אי ארשארר של ארשארר של בי 1976-1/15 J D' DPL'SA' 60005 65 Fb , DY466 6000PAA' 4DcCA'b L= CD-30 4 3 1978- Cd=D"DA Arapler . Arapler -[CD " JOD' a "D" A " P 6a C" d" J" 1981-1/5 " C" D" DPND J" -Data Nilder Dica Holler Walnor Ancil Baffin Bay-F Data to dela controlo Compile. Codo oposoco Dras-490 4756 91 41 406 PY90 Λεης, 20, 41 3 4640A-

3. Þ5° σΦ° σ%

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ΔοΔ¢ Γ¢ νLC¢¹ ΓΡC¢ Ρ5ς¹ σσαςςραθης C.5σσ» L¢β¹ σ Salmon River-¹JøςαCPՎΓ 1964-¹JΛ² 5J. ΡΓσέ Վσδας* ΓλαΓ¢ ←Lo i, of Apyre >%JAchedDaable (coal) 40%CDebebel

و مالم ۱۹۶۹م مالک مالک مورد، ماره الم ۱۳۵۸ کولاد، ماله المالهام ماره مالک

νε, Φ'¢JCĽ° 125 C°°°° Cοδσ" Λ°ΔΡδ° C∠ΡΦΌ». ΡΦνδοδ

¢b dd ΛεΠΣΡΣΠΡ ΦΡΡΠΟΡΣΠΡ Φ'LIS ΦΔΣΡΓΦ'SΠΡ ΦΡΣΓ «ΥΝΠΈνες ΔLb d. PSS'GΦΦ' N ΔΒ'GP 240-σ" ΛεΠΠΓΡΙΣΝΟΝ γσ" C"<(Ly")σ" Δ'S"NCPΣΠ', ΔαČ'AP'c.NLS'G'F' ΦΦ'CPՎ-

 FIGHTS 31g ANIT agraphylessille epocait Tea Aace (Milne Inlet) barbies ACSaba Aber Abit 130 Fed Care, drassbar, spraged Care, dela pyspe AAP's Sabar Spraged Care, dela pyspe AAP's dage Care, dela pyspe C