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Nunavunmi Parnaiyiit  
Nunavut Planning Commission  
Commission d'Aménagement du Nunavut

# **Nunavut Planning Commission (NPC): Marine Planning in the Nunavut Settlement Area**

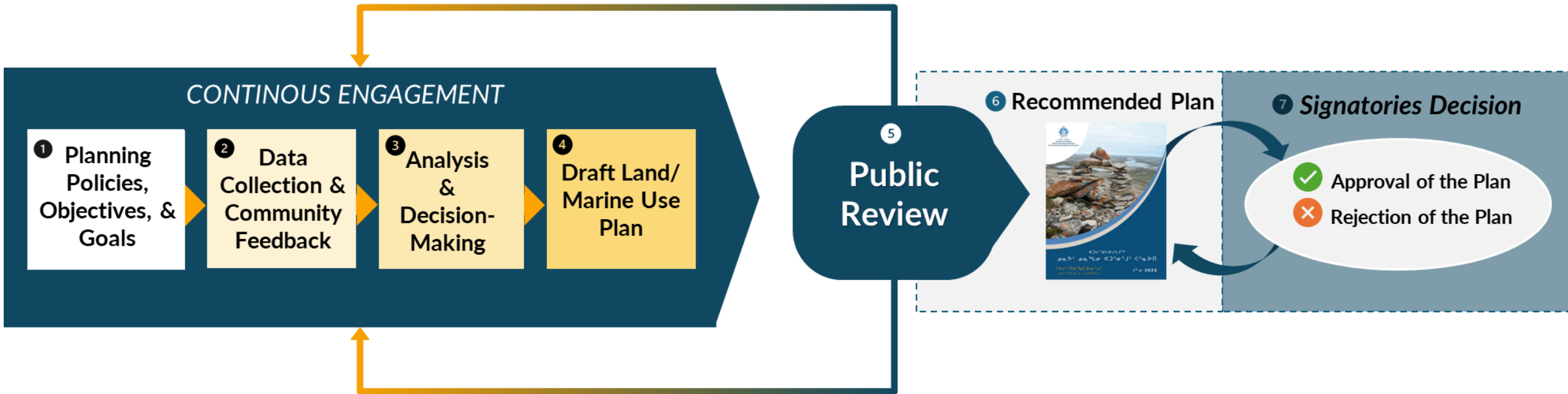
***How the Recommended Nunavut Land Use Plan  
plans for marine space (designations &  
requirements)***

*Nunavik Marine Region Planning Forum, Montreal, February 2-5, 2026*

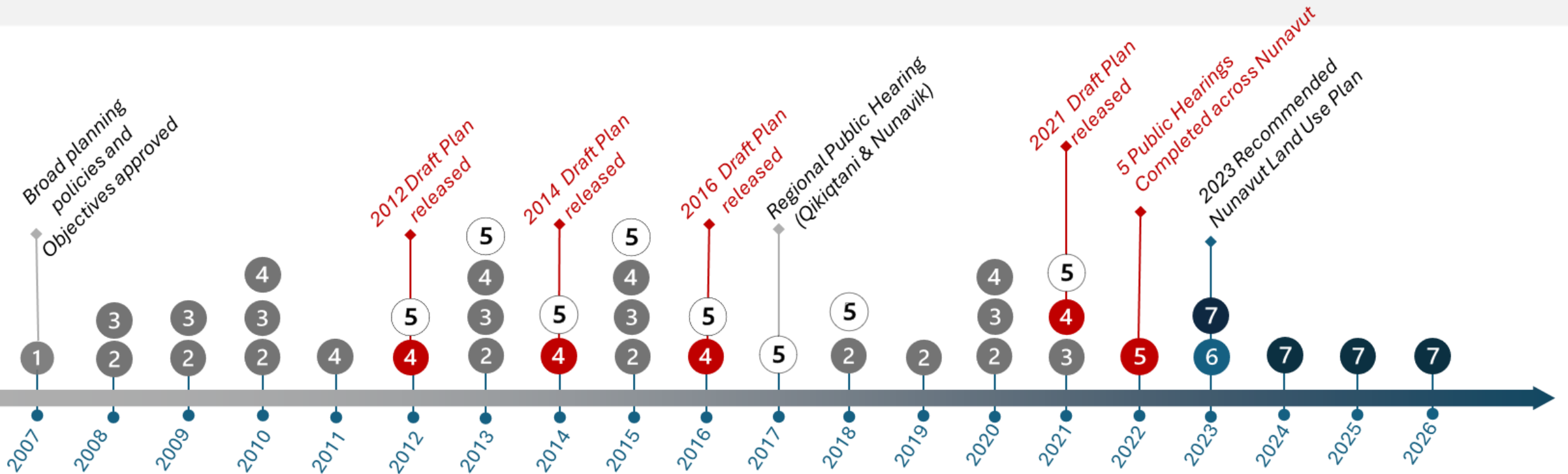




# NPC Planning Process Overview



# NPC Planning Process - (Timeline)



## LEGEND

Phase 1	Phase 2 & 3
① Planning Policies, Objectives, and Goals	⑤ Public Review
② Data Collection & Community Feedback	⑥ Recommended Plan
③ Analysis & Decision-Making	⑦ Signatories Decision
④ Draft Land/ Marine Use Plan	● Milestones

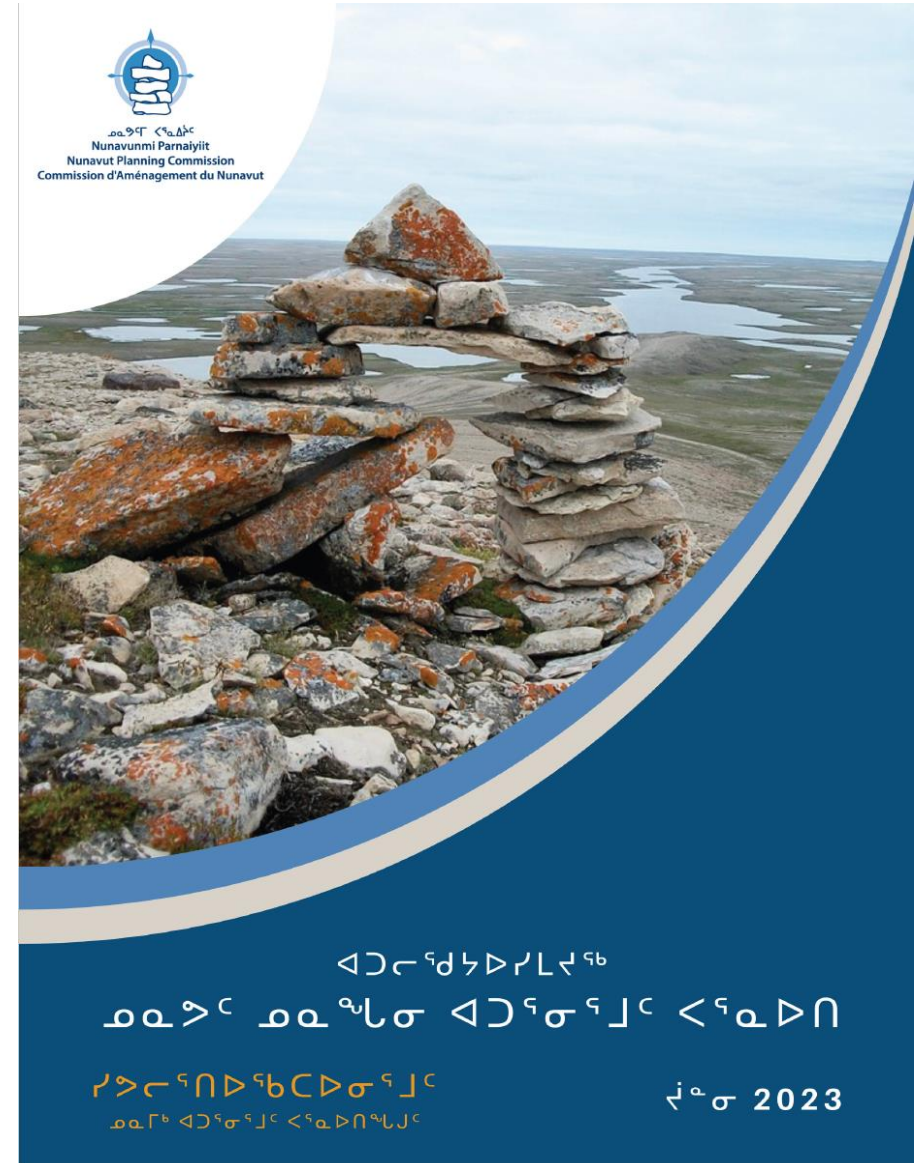
# NPC Planning Process: Challenges

1. **Funding and capacity constraints** over a long planning horizon
2. **Misunderstanding of planning** (e.g., assumptions the plan is static / cannot be amended; uncertainty about impacts)
3. **Complexity and usability:** hard for participants to see how the plan is implemented in practice
4. **Scenario gaps:** needed more project-based walkthroughs to show conformity pathways and reduce proponent uncertainty
5. **Data and GIS challenges:** mixed data sources/scales, conflicting datasets, and multiple versions of the same values
6. **Implementability questions:** plan requirements must be clear, measurable, and enforceable

# NPC Planning Process: Lessons Learned

1. **Collaboration is essential:** success depends on regular coordination across all key partners—not only NPC
2. **Communicate early and often:** clarify roles, process, and benefits; repeat core messages consistently
3. **Be explicit about trade-offs:** name them upfront and explain what they mean for communities and proponents
4. **Use practical tools:** scenario-based examples and clear guidance build understanding and trust

# Recommended Nunavut Land Use Plan – Marine Component Overview





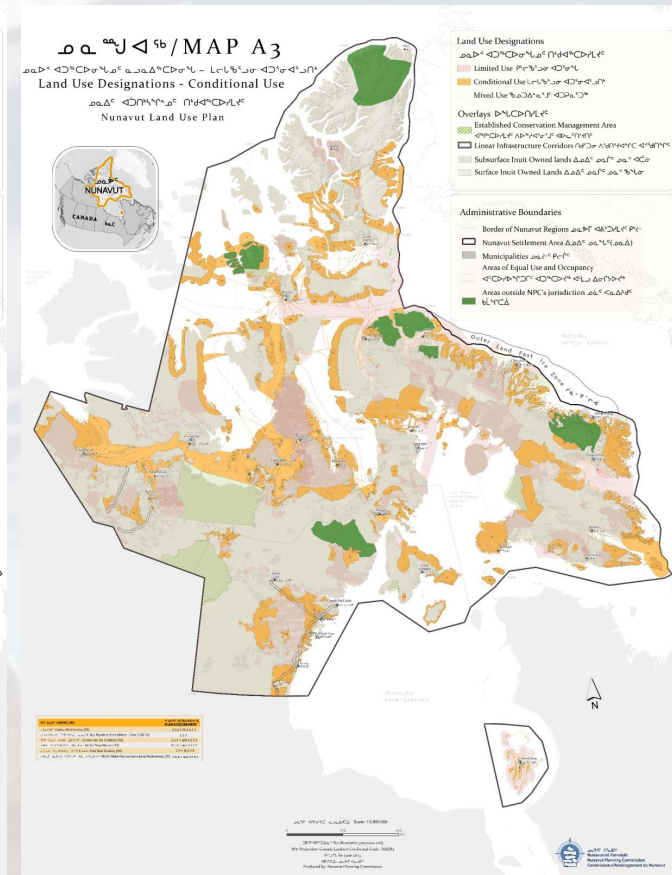
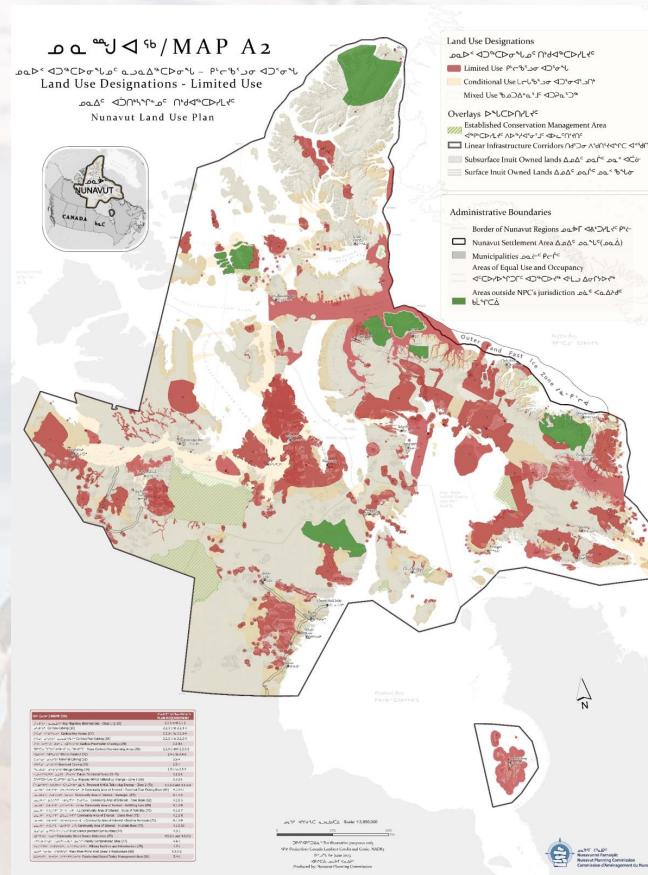
# Marine-Use Designations

## Limited Use

- Walrus haulouts sites
- Key Migratory Bird Habitat Sites
- Cumberland Sound Turbot Management Area
- Tallurutiup Imanga proposed NMCA
- Community Areas of Interest

## Conditional Use

- Caribou sea-ice crossings
- On- ice travel routes
- Polar bear denning areas
- Key Migratory Bird Habitat Sites (Class 2)



Marine Use Designations ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ			Areas outside NPC jurisdiction ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ ᓄᓇᓯᓪ
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75% (998,094 km <sup>2</sup> )	10.3% (136,312 km <sup>2</sup> )	14% (184,323 km <sup>2</sup> )	3.3%



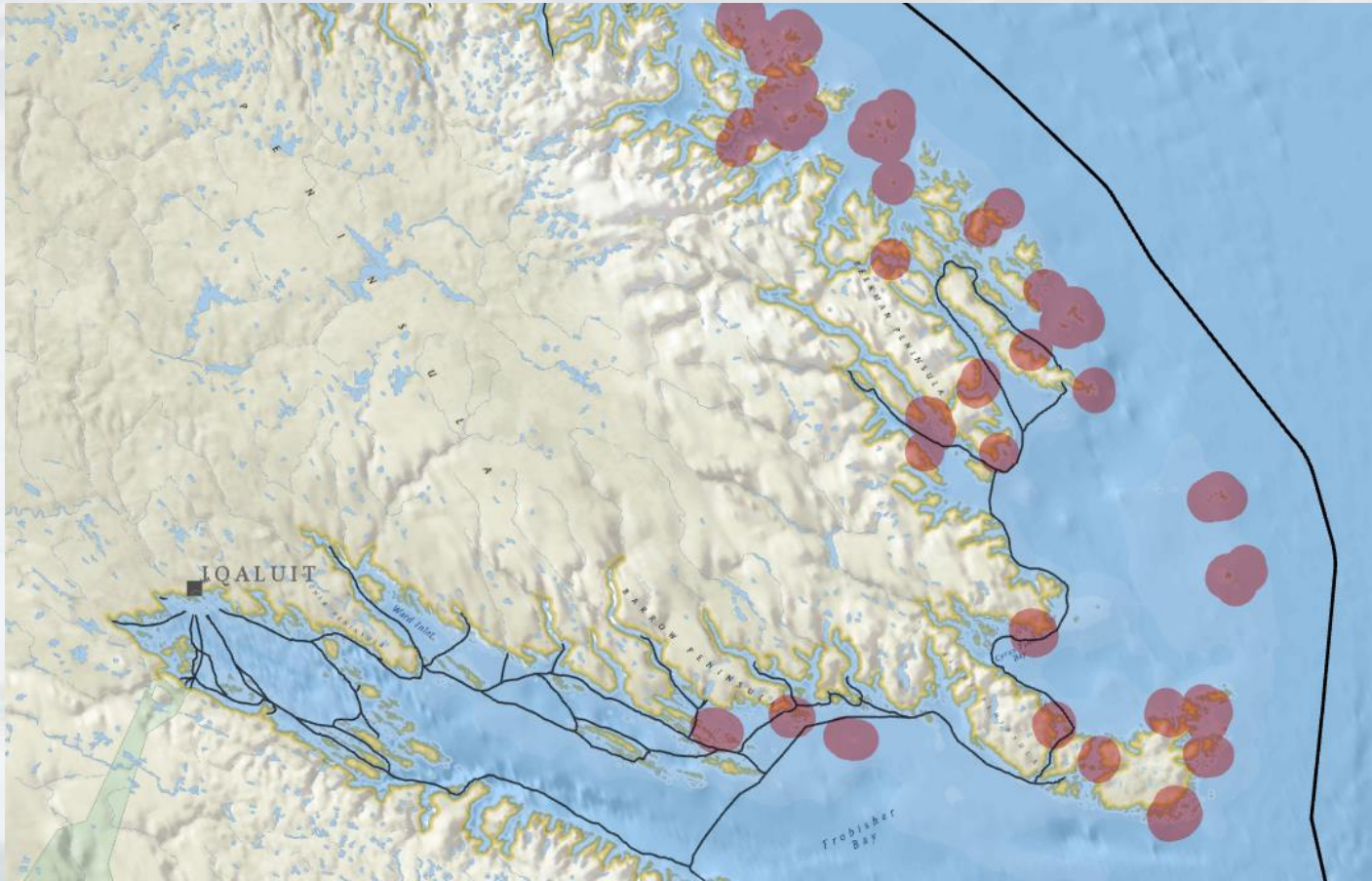
# Marine Use Designations

## Limited Use

- Walrus haulouts sites ●

## Conditional Use

- On-ice travel routes ~



## Plan Requirements

**2.4-1** The walrus terrestrial haul-outs shown on Map A are Limited Use areas within which the following incompatible uses are prohibited:

- (a) oil and gas exploration and production;
- (b) mineral exploration and production;
- (c) quarries;
- (d) hydro-electrical and related infrastructure;
- (e) wind turbines for electrical generation that are over 15 m in height and related infrastructure; and
- (f) all-weather roads.

**2.4-2** Except as required for safe navigation, the following requirements apply to all uses in those areas except scientific research vessels or scientific research activities:

- (a) marine vessels less than 50 ft (~ 15.2 m) in length must remain at least a 0.5 nautical mile (~ 0.9 km) away from a walrus haul-out;
- (b) marine vessels 50-100 ft (~ 15.2 to 30.5 m) must remain at least 1 nautical mile (~ 1.9 km) away from a walrus haul-out; and
- (c) marine vessels greater than 100 ft (30.5 m) must remain at least 3 miles (~ 4.8 km) away from a walrus haul-out.

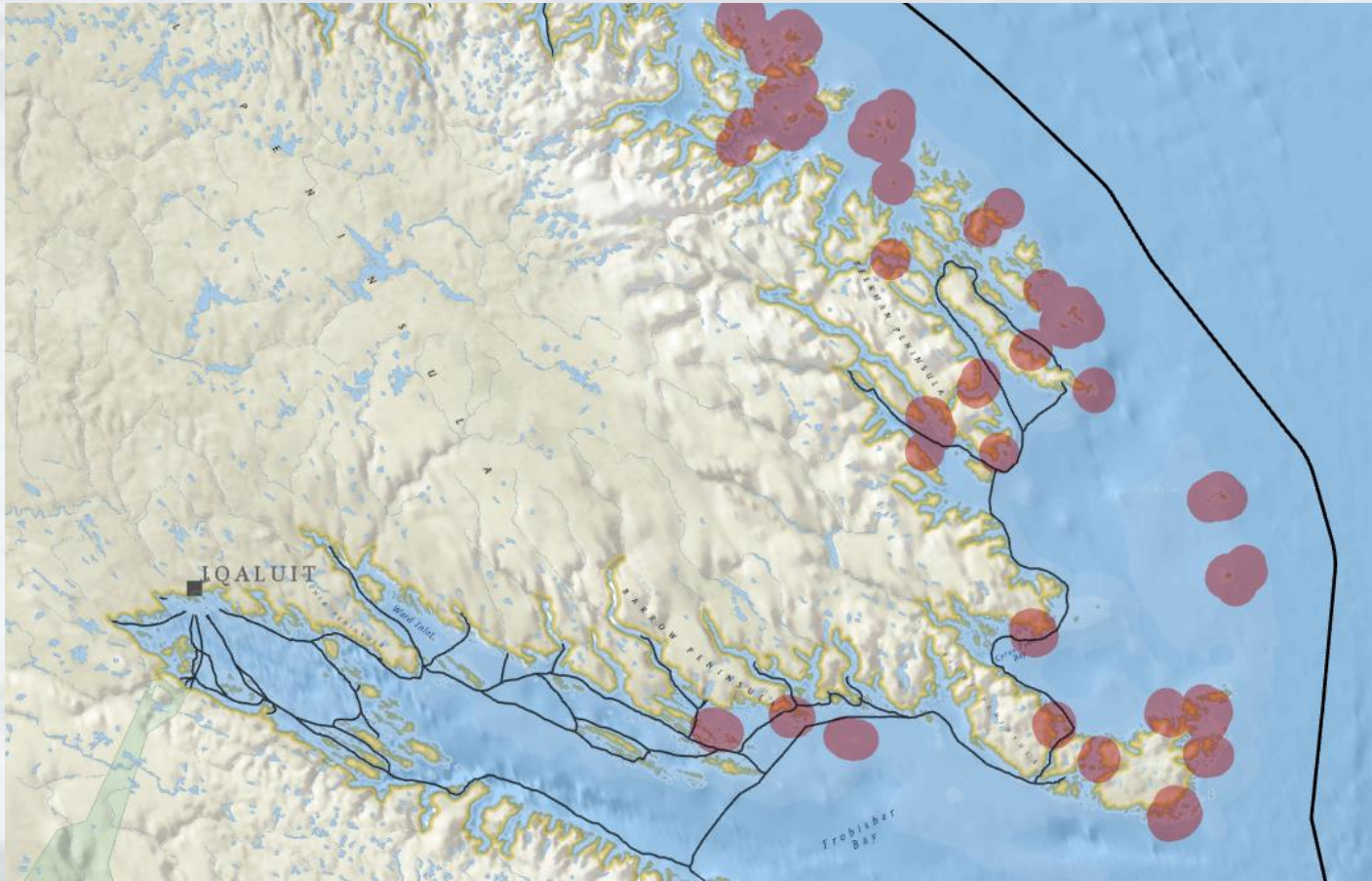
# Marine Use Designations

## Limited Use

- Walrus haulouts sites ○

## Conditional Use

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## Plan Requirements

2.4-1 The walrus terrestrial haul-outs shown on Map A are Limited Use areas within which the following incompatible uses are prohibited:

- (a) oil and gas exploration and production;
- (b) mineral exploration and production;
- (c) quarries;

## Plan Requirements

4.1.1-1 The on-ice travel routes shown on Map A are Conditional Use areas within which, except as required for safe navigation, a proponent of a project that will disrupt or destroy on-ice travel routes during the seasons of Upingaksaq and Upingaaq set out in Table 3 must consult with all municipal councils, hunters and trappers organizations and regional wildlife organizations within a 300 km radius of the route before undertaking the project.

4.1.1-2 Section 4.1.1-1 does not apply to vessels engaged in community resupply or emergency response.

a walrus haul-out, and

(c) marine vessels greater than 100 ft (30.5 m) must remain at least 3 miles (~ 4.8 km) away from a walrus haul-out.

# Marine planning gaps and opportunities to strengthen the Plan

**Key marine drivers are less fully articulated than terrestrial provisions:**

- *Shipping*: limited planning guidance on corridors, traffic growth, noise, speed, and cumulative effects
- *Fisheries*: addressed at a high level (important areas identified), with limited development of spatial management measures

**Governance/jurisdiction constraints shape the gap:**

- Overlapping jurisdiction and shared authority for marine sectors (shipping and fisheries) constrained the level of detail the Plan could provide, reinforcing the need for coordinated pathways in future phases

**Opportunity for stronger marine planning framework:**

- The Plan can serve as a foundation for future Marine Spatial Planning (MSP) in Nunavut.



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# Thank you