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- 01 ለኑካርቲዮን ገዢዎች
- 02 ቴክኖሎጂዎች ማረጋገጫ
- 03 ለግብርና ለኑካርቲዮን ለግብርና ልማት
- 04 የቴክኖሎጂ ልማት ለግብርና ልማት 19 ማረጋገጫ
- 05 ለግብርና ለግብርና ልማት ልማት
- 06 ለግብርና ለግብርና ልማት ልማት
- 08 ለግብርና ለግብርና ልማት ልማት
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- 33 ለግብርና ለግብርና ልማት ልማት
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Photo: Marlene Iqaqrialu

ABOUT THIS PROJECT

Our research team includes Inuit, northern, and southern researchers who have worked together for many years in Nunavut communities. Over the years we have heard from Nunavummiut (people of Nunavut) that services providing information on weather, water, and ice conditions are not easy to use, access, or understand. We have also heard that the information is not always accurate for local conditions. This, along with increasingly unpredictable weather, and changing sea ice conditions, has made it harder and riskier for Nunavummiut to hunt and travel safely. We developed this project to learn how Nunavummiut are using environmental information to make decisions about safe travel on the land (including water and ice).

Our goal is to help improve the information that is available, and how it is communicated in northern communities. To accomplish this goal, we created a survey to get feedback from communities across Nunavut. Survey questions were developed together with input from all team members, as well as from environmental service providers, Inuit organizations, and northern governments and research organizations.

We work together according to the [Aajiqatigingniq research framework](#), outlined by the Aqqiumavvik Society working with Elders from across Nunavut. This framework guides how we make decisions, and build consensus on our research approach and results. Surveys were facilitated by Local Research Coordinators working in their home communities. We also worked together in two collaborative analysis workshops to interpret survey results and decide on key messages for service providers and for Nunavut communities.

Ultimately, we hope that the results of this project will help service providers and decision-makers make their information more relevant and accurate for Nunavummiut, in support of safe travel.



Collaborative analysis workshop in Arviat, Nunavut
(October 2021, photo: Gita Ljubicic)

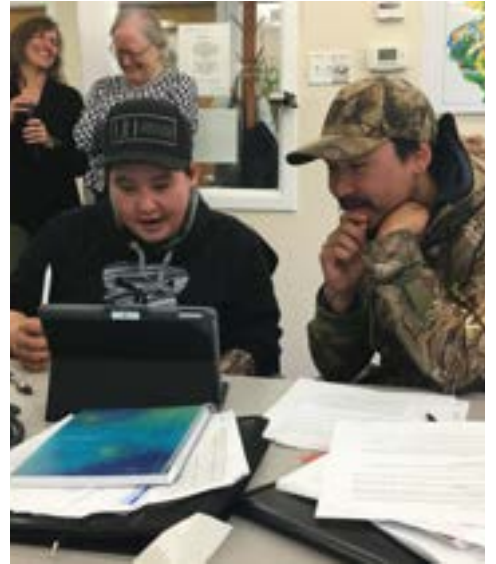
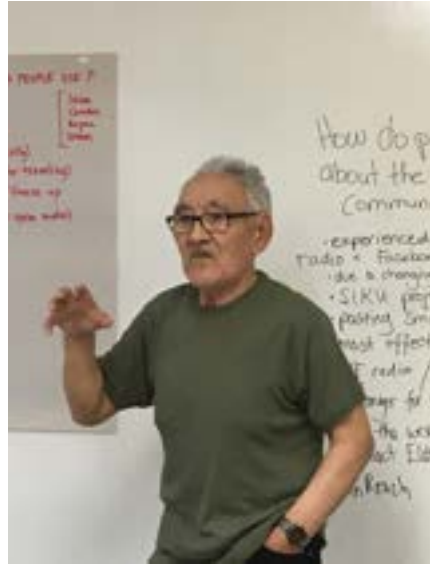
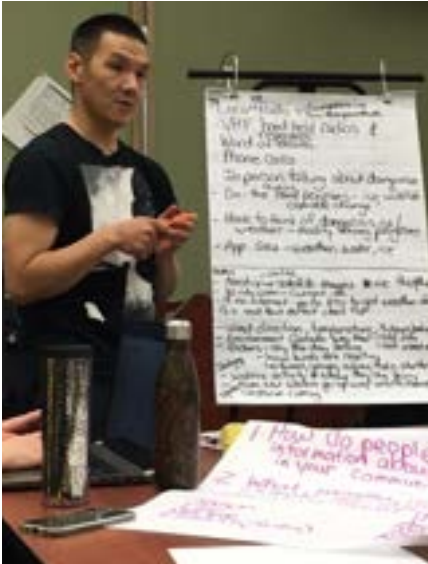
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PARTNER COMMUNITIES

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Our project involved 8 communities in Nunavut: Arviat, Cambridge Bay, Clyde River, Coral Harbour, Gjoa Haven, Iqaluit, Pond Inlet, and Sanikiluaq.





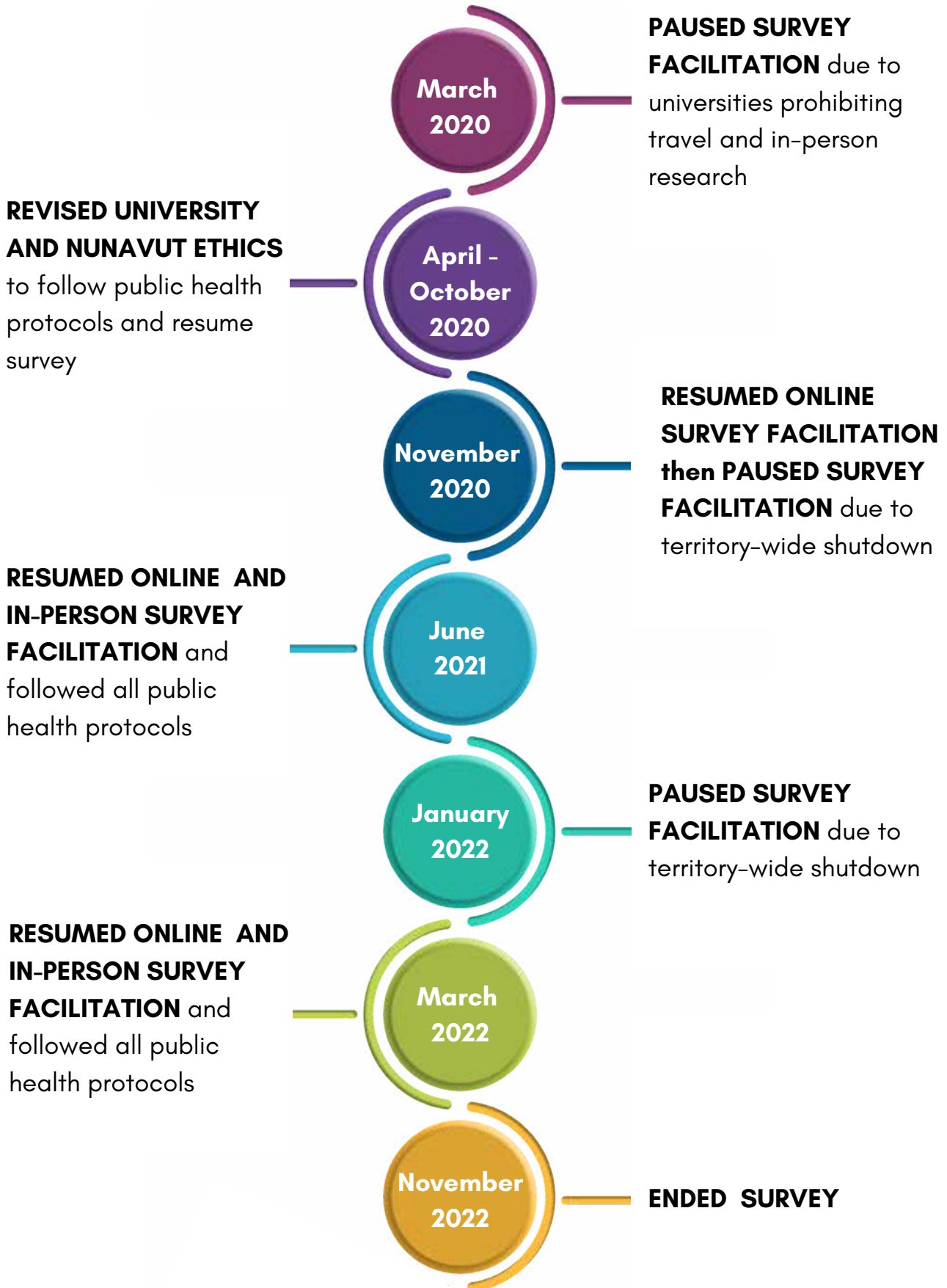
Photos: Natalie Carter and Gita Ljubicic

Training and collaborative analysis workshops with Local Research Coordinators, Elder mentors, and project partners between October 2019 and December 2022.

KEY PROJECT ACTIVITIES (2018 - 2022)


Timeline	Activities
December 2018	<ul style="list-style-type: none"> • collaborative project planning meeting at ArcticNet conference in Ottawa, Ontario
January - November 2019	<ul style="list-style-type: none"> • collaborative survey development (involving our project proposal team, Local Research Coordinators, and a number of external reviewers) <ul style="list-style-type: none"> ◦ this led to survey questions, wording, and options that were much more clear, relevant, and accessible for Nunavummiut ◦ it also means results can be more meaningful and impactful to researchers, northerners, and policy-makers
October - November 2019	<ul style="list-style-type: none"> • training sessions with Local Research Coordinators near Montreal, Quebec and in Iqaluit, Nunavut
December 2019 - March 2020	<ul style="list-style-type: none"> • Local Research Coordinators facilitated surveys in their home communities
March 2020	<ul style="list-style-type: none"> • surveys put on hold due to the COVID-19 pandemic (see page 4. for more details) <ul style="list-style-type: none"> ◦ we started working together on a plan for how to safely continue the project
June 2021	<ul style="list-style-type: none"> • Local Research Coordinators restarted survey facilitation <ul style="list-style-type: none"> ◦ this could only happen after public health and research license/ethics restrictions allowed it, and with local community organizations' support ◦ Local Research Coordinators also followed up with some earlier participants to clarify answers
October 2021	<ul style="list-style-type: none"> • collaborative analysis workshop in Arviat, Nunavut
November 2022	<ul style="list-style-type: none"> • Local Research Coordinators stopped facilitating surveys in their home communities
December 2022	<ul style="list-style-type: none"> • collaborative analysis workshop in Paris, Ontario, • presentations of refined results at ArcticNet conference in Toronto, Ontario

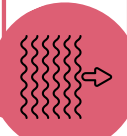
SURVEY TIMELINE DURING THE COVID-19 PANDEMIC



מפתח להצלחה במגזר הבריאות

המגזר הבריאותי הוא אחד מהמגזרים המובילים במשק הישראלי, והוא צפוי להמשיך להתפתח במהירות. עם זאת, המגזר עומד בפני אתגרים רבים, הכוללים מחסור בכוח אדם, מחסור במימון, ומחסור במידע. המפתח להצלחה במגזר הבריאותי הוא הפיתוח של מודלים חדשים, שיאפשרו למתן שירותים בריאותיים באופן יעיל ומועיל.

 יזמים צעירים צריכים להימנע מלהיכנס למגזר הבריאותי ללא תוכנית עסקית ברורה, וללא קשרים עם אנשי מקצוע במגזר.

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 אמצעי התקשורת הוא אחד הכלים החשובים ביותר למתן שירותים בריאותיים. יזמים צעירים צריכים להשקיע באמצעי התקשורת, ולהשתמש בו בצורה יעילה ומועילה.

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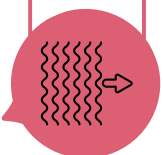
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KEY MESSAGES FOR SERVICE PROVIDERS

At the 2021 and 2022 collaborative analysis workshops, Local Research Coordinators developed twelve key messages for service providers:

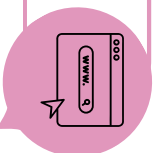
Provide more tide information that is specific to communities



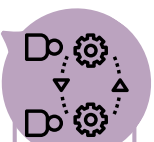
Create colour-coded visuals for ease of interpretation



Reduce number of pages and sites to go to when accessing online environmental products



Need more real time weather information (update more often)



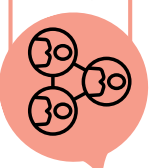
Need more weather stations in key hunting areas



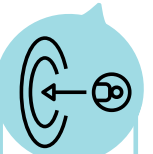
Faster and more affordable internet (address cost and subsidize northern InReach/SPOT subscriptions)



Expand support for community programs and leadership



Continue to work on accuracy (short term forecast and more detailed wind information), leads to trust in products



Create forecast products that are easy to interpret and use (colour coded visuals)



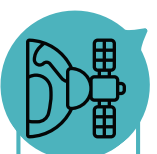
Increase awareness of local services and programs



Increase the number of VHF repeaters and cell towers (address calling for help)



Make ice charts and satellite images simpler to use (add links for tutorials)



KEY MESSAGES FOR COMMUNITIES

At the 2022 collaborative analysis workshop, Local Research Coordinators developed seven key messages for community organizations:

Key messages for communities

- Develop training programs to meet community needs (e.g. Land skills, traditional forecasting, apps, devices, mapping)
- Raise awareness about available training programs (for all community members, hunters and non-hunters)
- Develop a list of useable/reliable sites and apps to help make the best decisions in travel
- Create a list of reliable community sources (who to learn from)
- Share more information in communities about environmental conditions and hazards
- Always travel with an inReach or SPOT device
- Raise awareness about ways to share and access information (local radio, CB/VHF channels, specific social media options)

www.straightupnorth.ca

UNDERSTANDING THE NUMBERS IN THIS REPORT

PERCENT

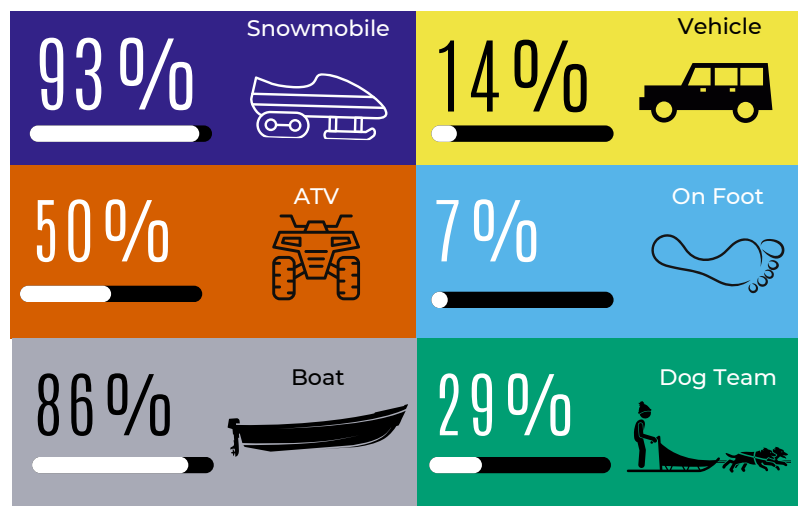
100% = all 14 participants

Most of the survey results in this report are shown as % (percent) where 100% means all 14 participants in Clyde River who completed the survey.

Sometimes participants could choose more than one answer, so totals in some figures don't add to 100%.

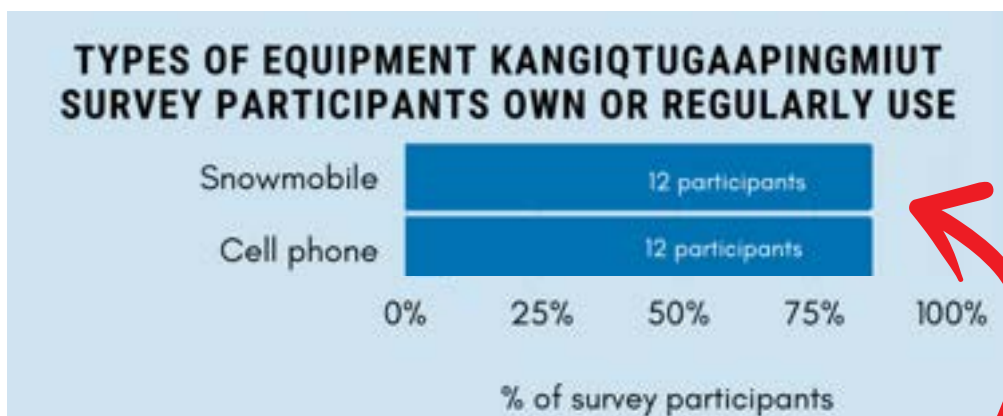
In this example **from p. 13**, participants could choose more than one method of transportation.

METHODS OF TRANSPORTATION SURVEY PARTICIPANTS USE TO TRAVEL ON THE LAND



COUNTS

Count = the number of participants giving that answer



Some of the charts show the results in percent and the **count** (actual number) of participants who gave that answer. In this example **from p. 12**, snowmobiles are owned or regularly used by 86% of participants (12 participants).

UNDERSTANDING THE NUMBERS IN THIS REPORT (CONTINUED)

PARTICIPANTS

Participants = everyone (all 14 people) who did this survey in Clyde River

RESPONDENTS

Respondents = only the participants who answered follow-up questions

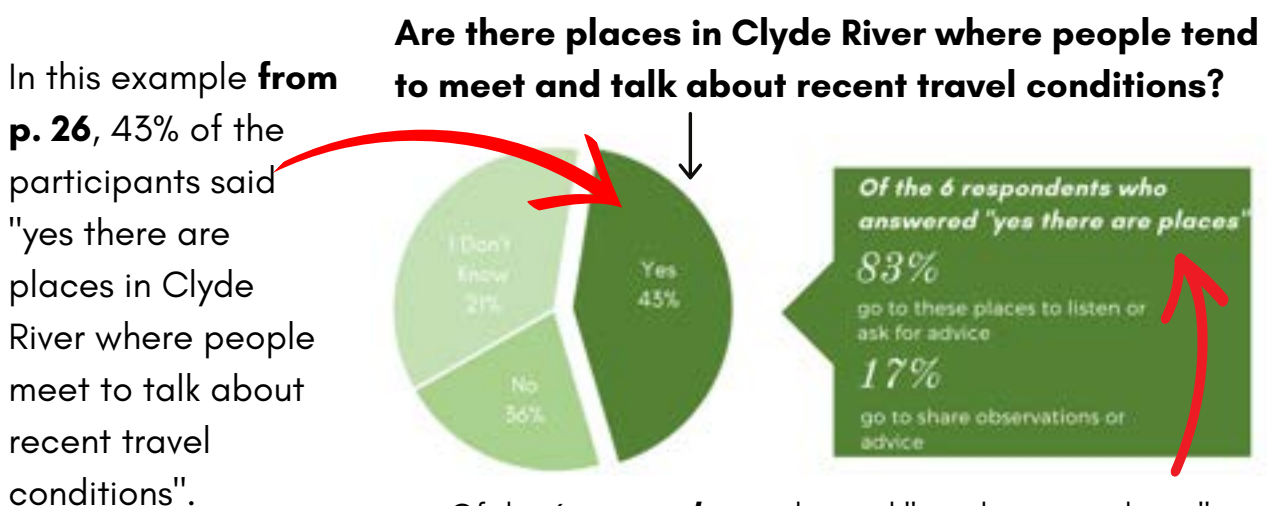
There are some questions in the survey that not everyone answered.

Participants who answered "no" to a question would skip to the next section.

But participants who answered "yes" to the same question would be asked some *related follow-up questions*. When we show the results to follow-up questions, we call this group of participants "**respondents**", because they were the ones who answered the question.

Respondents = only the participants who completed maps

Some participants did not complete travel maps (due to technical issues and other reasons). When we show the maps, we call this group of participants "**respondents**", because they were the ones who completed maps.



Of the 6 **respondents** who said "yes there are places", 83% go to these places to listen or ask for advice and 17% go to share observations or advice.

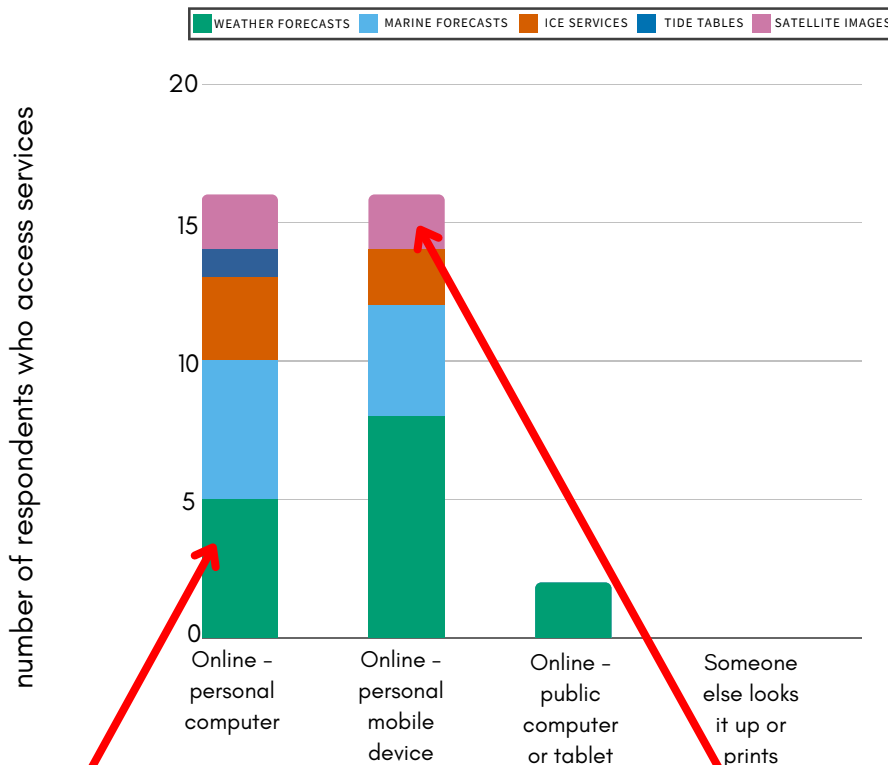
Only the participants who said "Yes, there are place", were asked the follow-up question, "Do you got to these places to listen or ask for advice?" This smaller group of participants who answered the follow-up question are called **respondents**. So the percent shown for respondents are out of the total who answered the question, and not the total of participants.

UNDERSTANDING THE NUMBERS IN THIS REPORT (CONTINUED)

RESPONDENTS

Respondents = only the participants who use forecasting products

WAYS THAT KANGIQTUGAAPINGMIUT RESPONDENTS ACCESS POLAR SERVICES

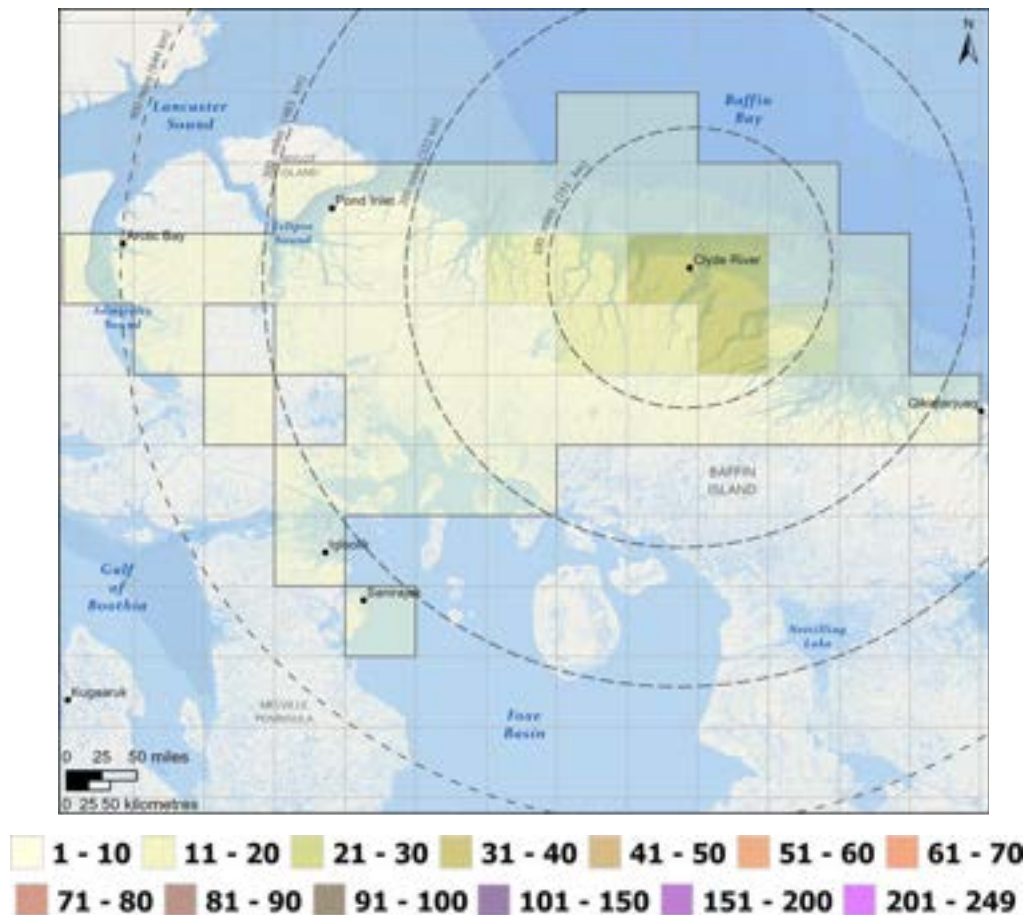


Some participants did not use every type of environmental forecasting information (i.e. weather forecasts, marine forecasts, ice services, tide tables, satellite images).

In this example from **p. 33**, of the respondents who access weather forecasts, 5 of them go on online using a personal computer to access weather forecasts. Of the respondents who access satellite images, 2 of them access satellite images online using a personal mobile device.

UNDERSTANDING THE MAPS IN THIS REPORT

TOTAL TRAVEL



MAP COLOURS AND LEGENDS

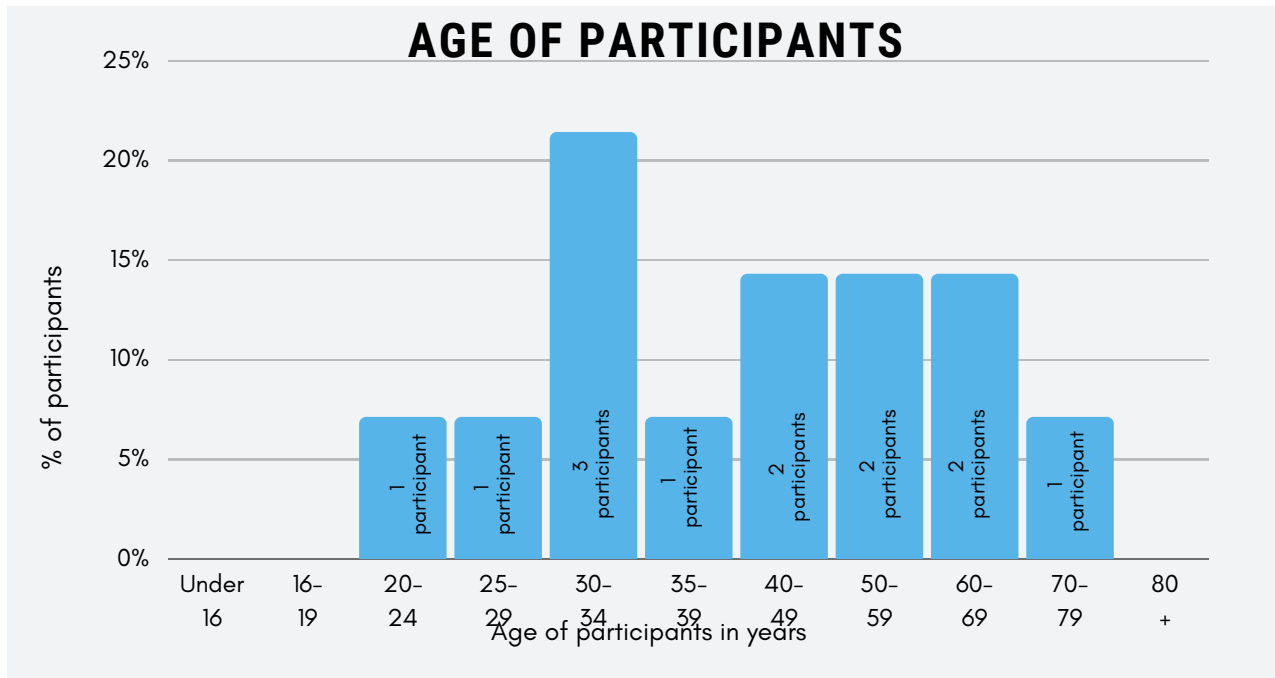
Each coloured box on the maps represents a certain number of respondents who travelled to that area, and all of the types of transportation they used to travel there (e.g. if a respondent went to an area by ATV and by snowmobile, it is counted as having travelled to the area twice).

Darker/brighter colours = more respondents went there.
Lighter colours = less respondents went there.

Respondents = only the participants who completed maps

Some participants did not complete travel maps (due to technical issues and other reasons). When we show the maps, we call this group of participants "respondents", because they were the ones who completed maps.

KANGIQTUGAAPINGMIUT SURVEY PARTICIPANT DEMOGRAPHICS



Survey participants ranged in age from 20 to 79 years, with the highest proportion (21%) being between 30–34 years old. No one under the age of 20 or 80 years and older, participated in the survey.



100% of participants identify as male

All participants identify as male.

100%

of participants identify as an Indigenous person

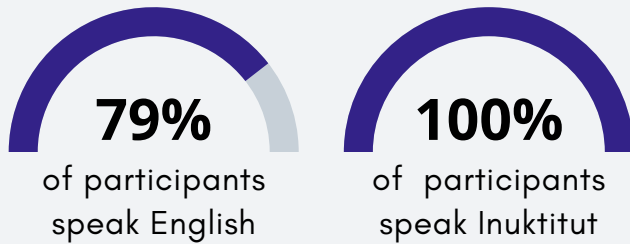
All participants identify as an Indigenous person, and as Inuit.

100%

of Indigenous respondents identify as Inuit

KANGIQTUGAAPINGMIUT PARTICIPANT DEMOGRAPHICS (CONTINUED)

LANGUAGES SPOKEN*



*Participants could choose multiple languages

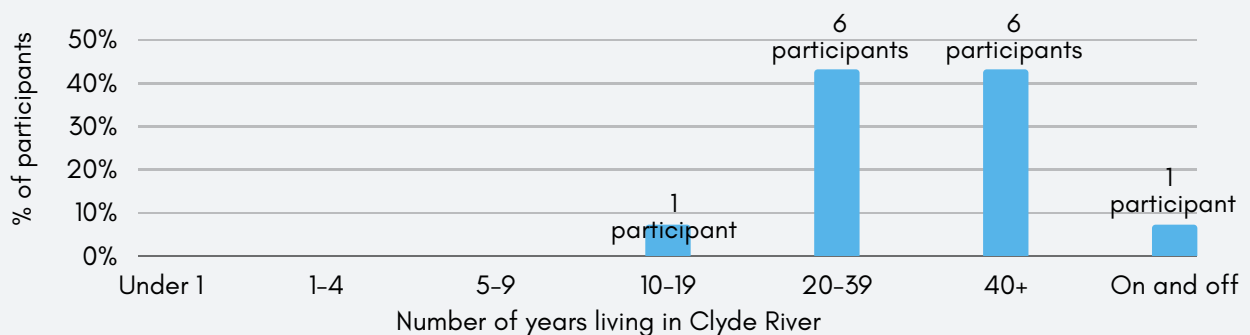
Participants were asked about which languages they speak.

Most participants speak English (79%) and all speak Inuktitut.

It is important to understand how long participants have lived in Clyde River as this relates to (although does not necessarily determine) how much experience they have with travel on the land, water, or ice.

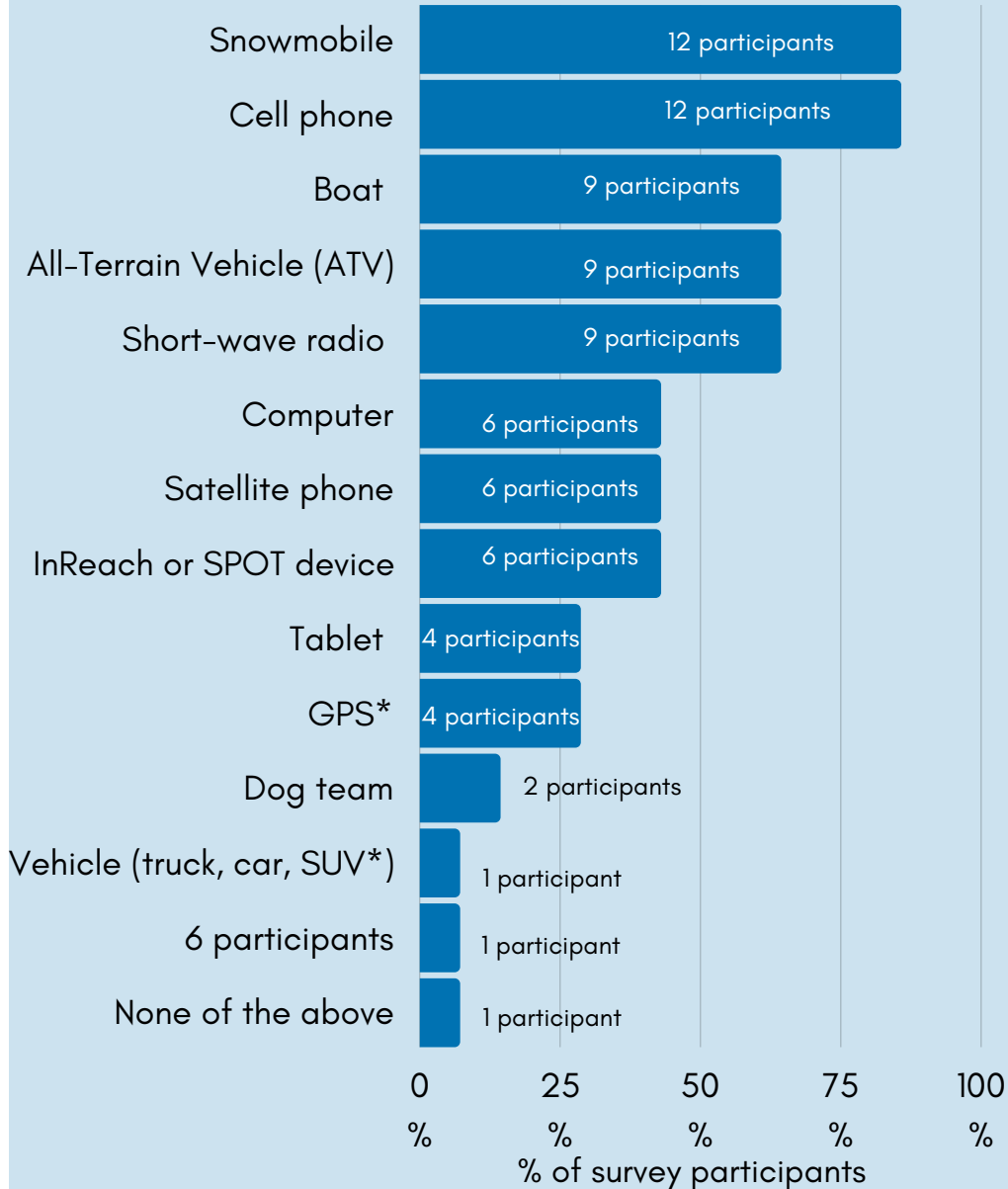
Most participants (86%) have lived in Clyde River for 20 or more years.

LENGTH OF TIME SURVEY PARTICIPANTS HAVE LIVED IN THE COMMUNITY



TRAVEL EQUIPMENT

TYPES OF EQUIPMENT KANGIQTUGAAPINGMIUT SURVEY PARTICIPANTS OWN OR REGULARLY USE



* GPS: Global Positioning System; SUV: Sport Utility Vehicle; SPOT: Satellite Personal Tracker;
Short-wave radio e.g. CB, SBX, VHF

Snowmobiles and cell phones are the types of equipment most often owned or regularly used by participants, followed by boats, AAVTS, and short-wave radios (CB, SBX, VHF).

Many (64%) participants have access to the internet in their home. This is important to know because it affects what kinds of environmental forecast information they might be able to access.



BOAT SIZES RANGED FROM

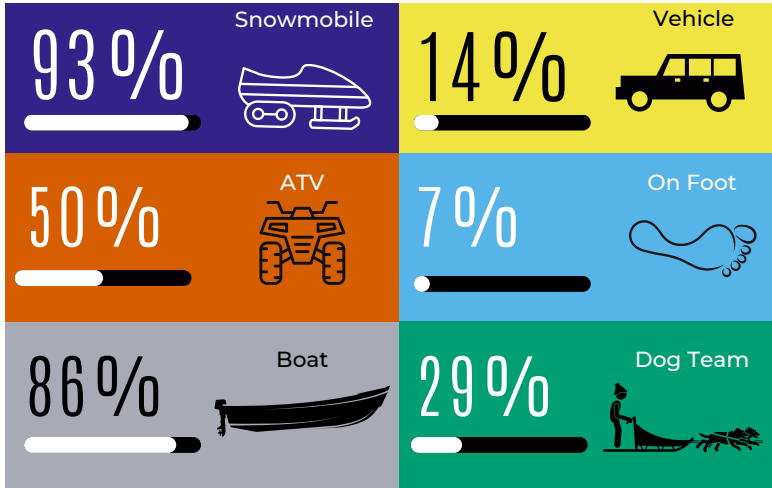
22 - 24
FEET

64%

OF PARTICIPANTS HAVE
ACCESS TO THE INTERNET
IN THEIR HOME

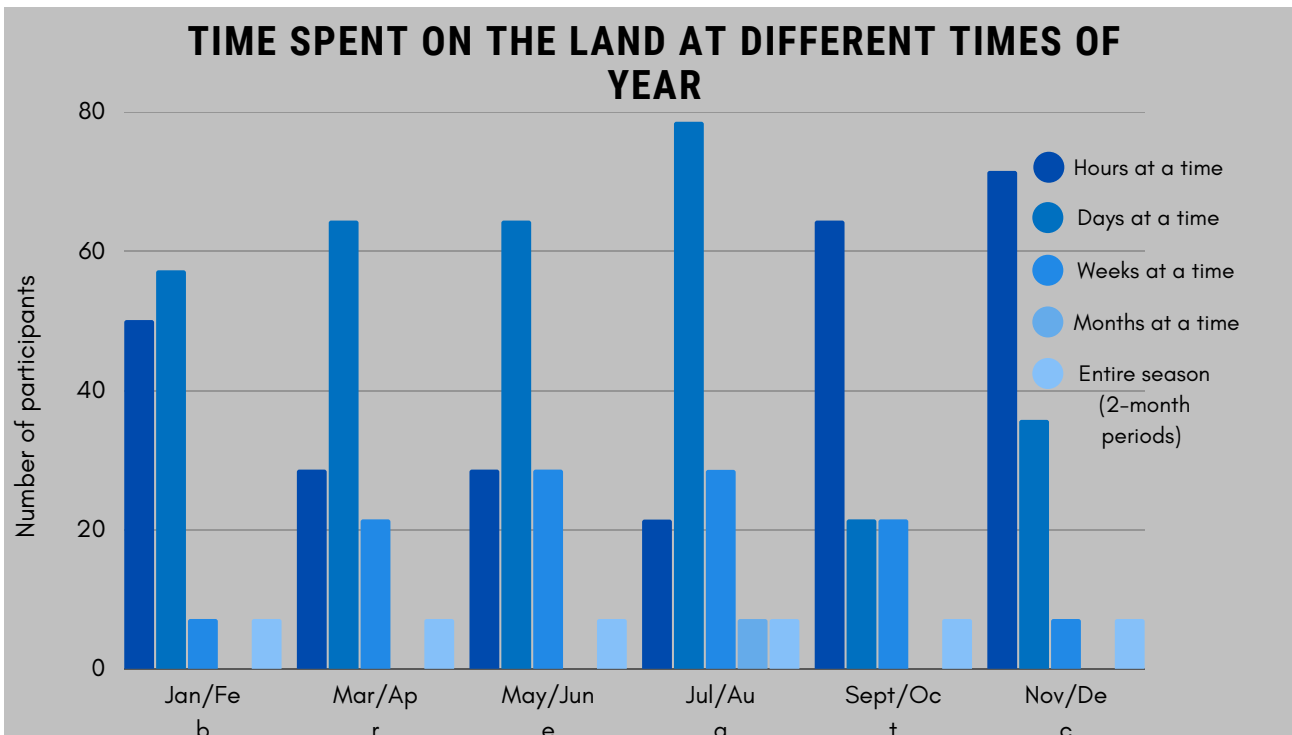
TRAVEL HABITS

METHODS OF TRANSPORTATION SURVEY PARTICIPANTS USE TO TRAVEL ON THE LAND



When survey participants travel on the land, water, and sea ice, snowmobile is the most common method of transportation used, followed by boat and ATV. Participants also travel by vehicle, dog team, and on foot.

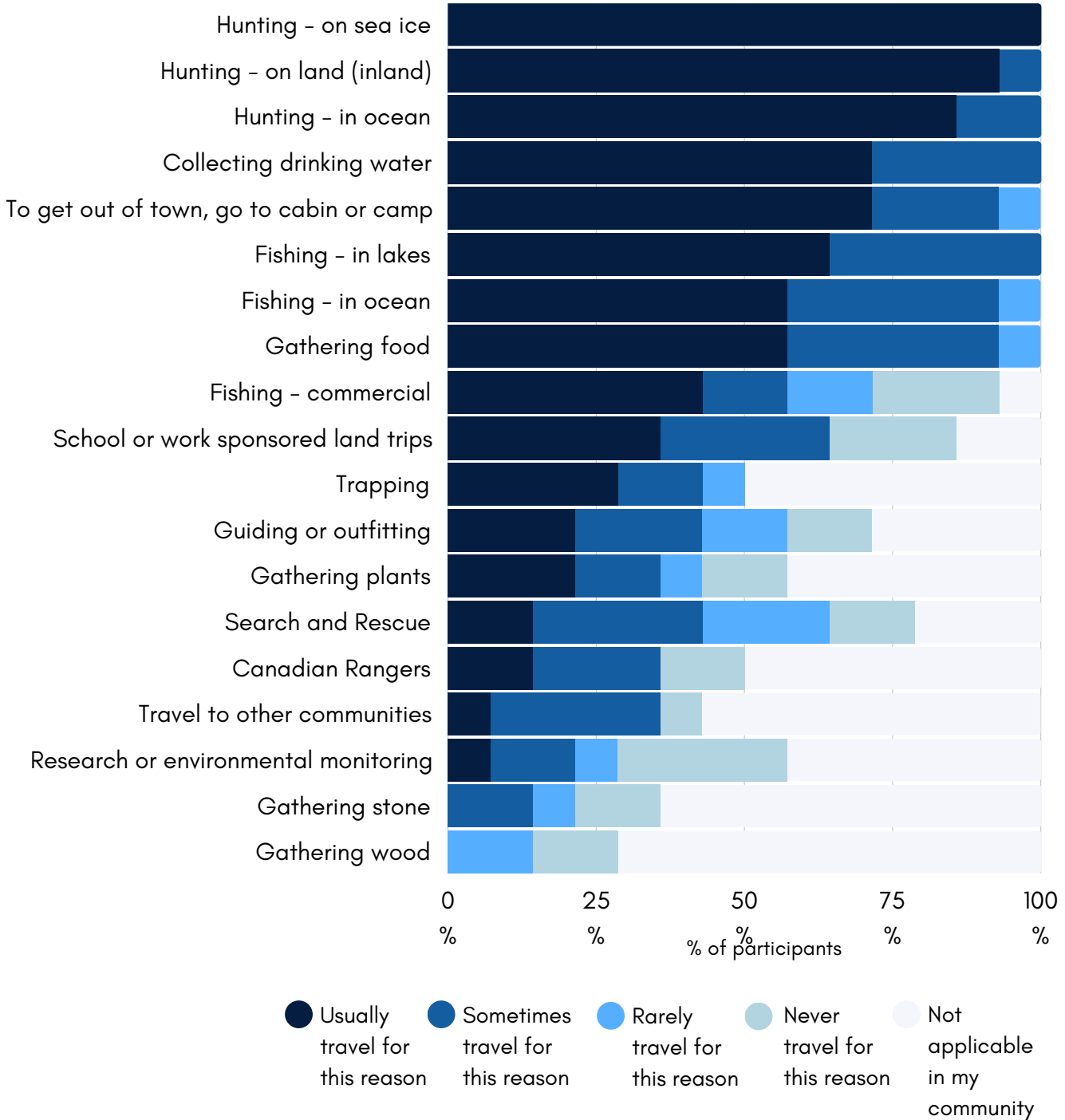
Survey participants use different types of transportation at different times of year. Snowmobiles are used all through the year. ATVs are used from March through December. Boats are used from May through December.



In different times of year, survey participants spend different lengths of time on the land. Most commonly, participants are on the land for hours or days at a time. In May through August the number of participants that are out on the land for weeks at a time, increases. Some travel for longer periods of time.

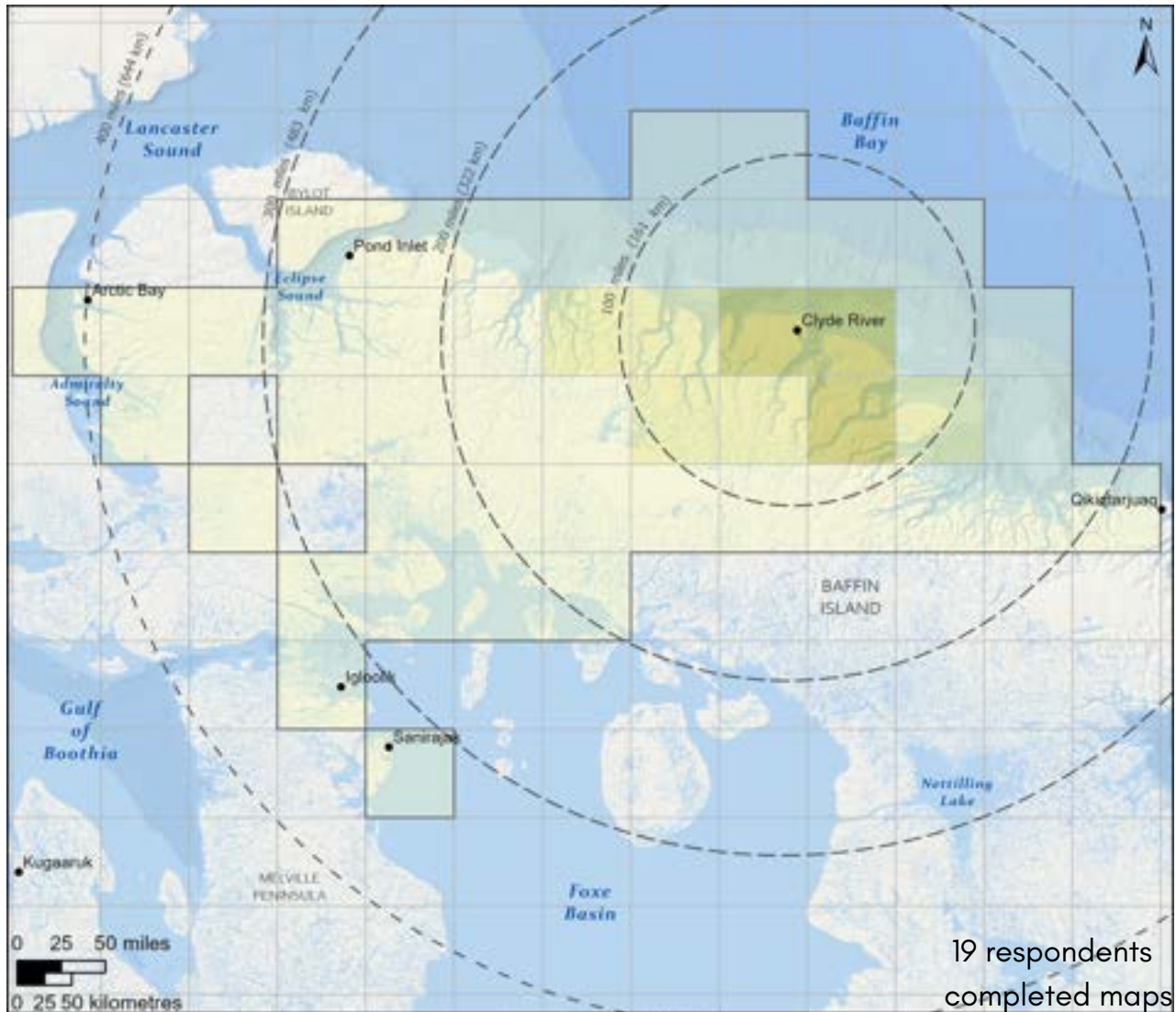
TRAVEL HABITS

REASONS KANGIQTUGAAPINGMIUT PARTICIPANTS USUALLY TRAVEL ON THE LAND



Survey participants travel on the land, water, and ice for many reasons. Most often they travel to hunt on sea ice, hunt on land (inland), and hunt in the ocean.

WHERE KANGIQTUGAAPINGMIUT RESPONDENTS TRAVEL (TOTAL TRAVEL)



Number of respondents who travelled in the selected area

To access full page maps visit

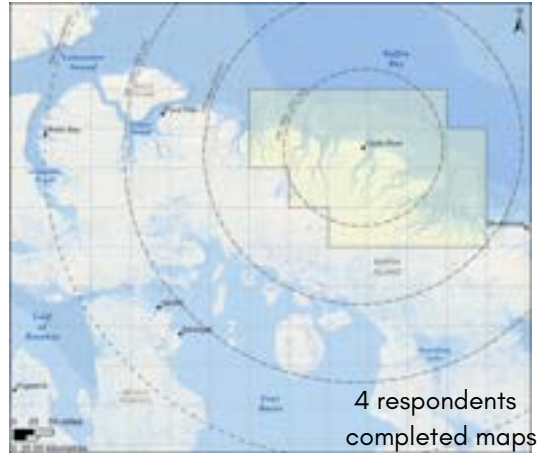
<https://straightupnorth.ca/community-wwic-uses-and-needs/>

WHERE KANGIQTUGAAPINGMIUT RESPONDENTS TRAVEL (BY AGE)

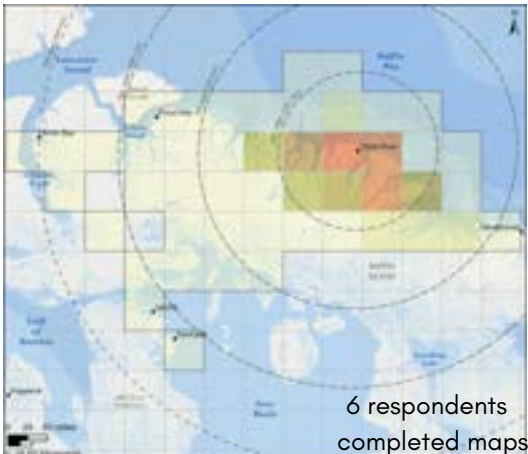
AGES 16 TO 24 TRAVEL



AGES 25 TO 34 TRAVEL



AGES 35 TO 49 TRAVEL



AGES 50 TO 69 TRAVEL



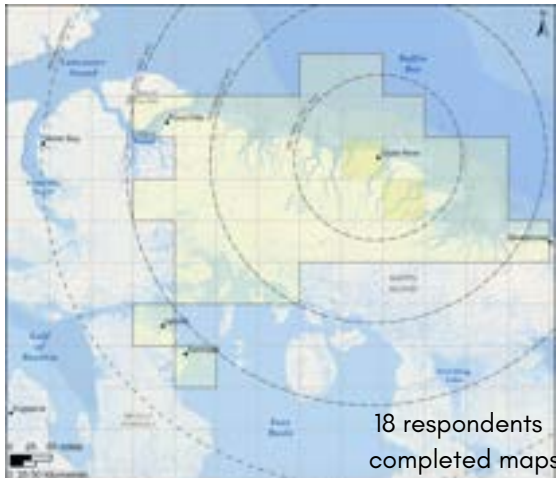
AGES 70 AND ABOVE TRAVEL



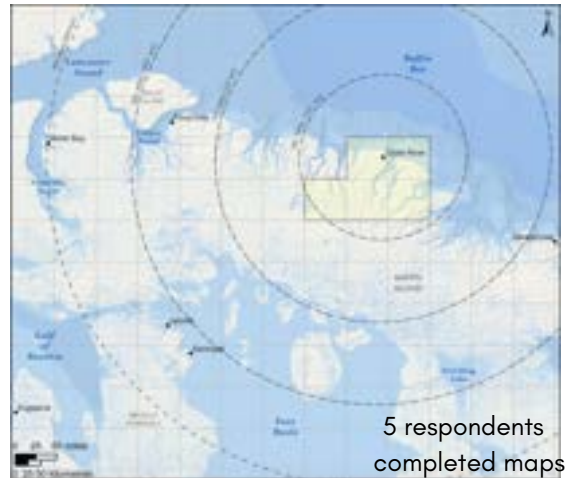
Number of respondents who travelled in the selected area

WHERE KANGIQTUGAAPINGMIUT RESPONDENTS TRAVEL (BY MODE OF TRAVEL)

SNOWMOBILE TRAVEL



ATV TRAVEL



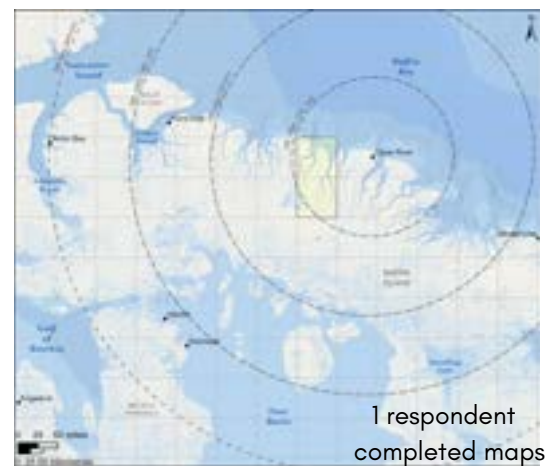
BOAT TRAVEL



DOG TEAM TRAVEL

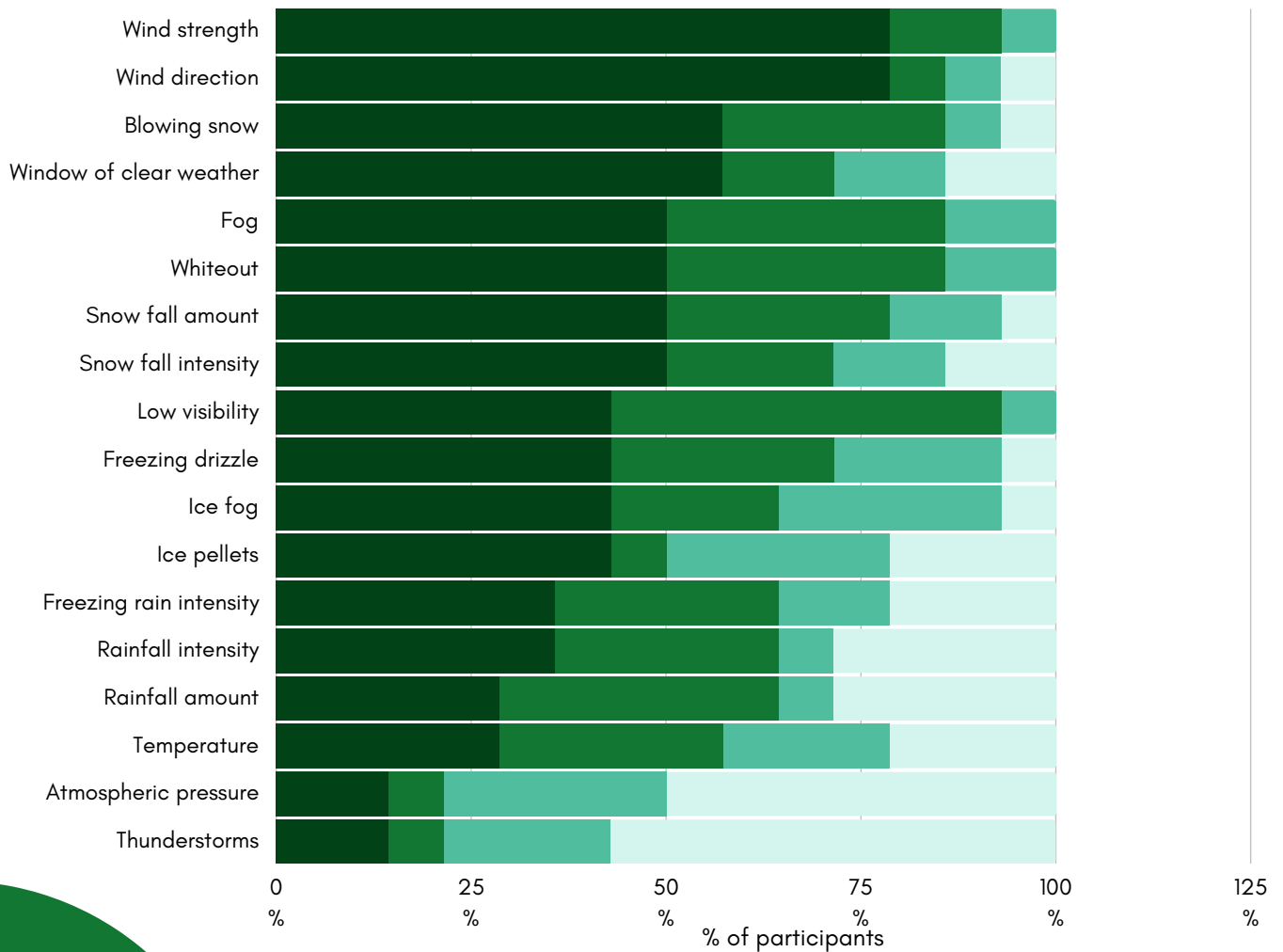


ON FOOT TRAVEL



Number of respondents who travelled in the selected area

WEATHER CONDITIONS KANGIQTUGAAPINGMIUT PARTICIPANTS CHECK BEFORE THEY TRAVEL



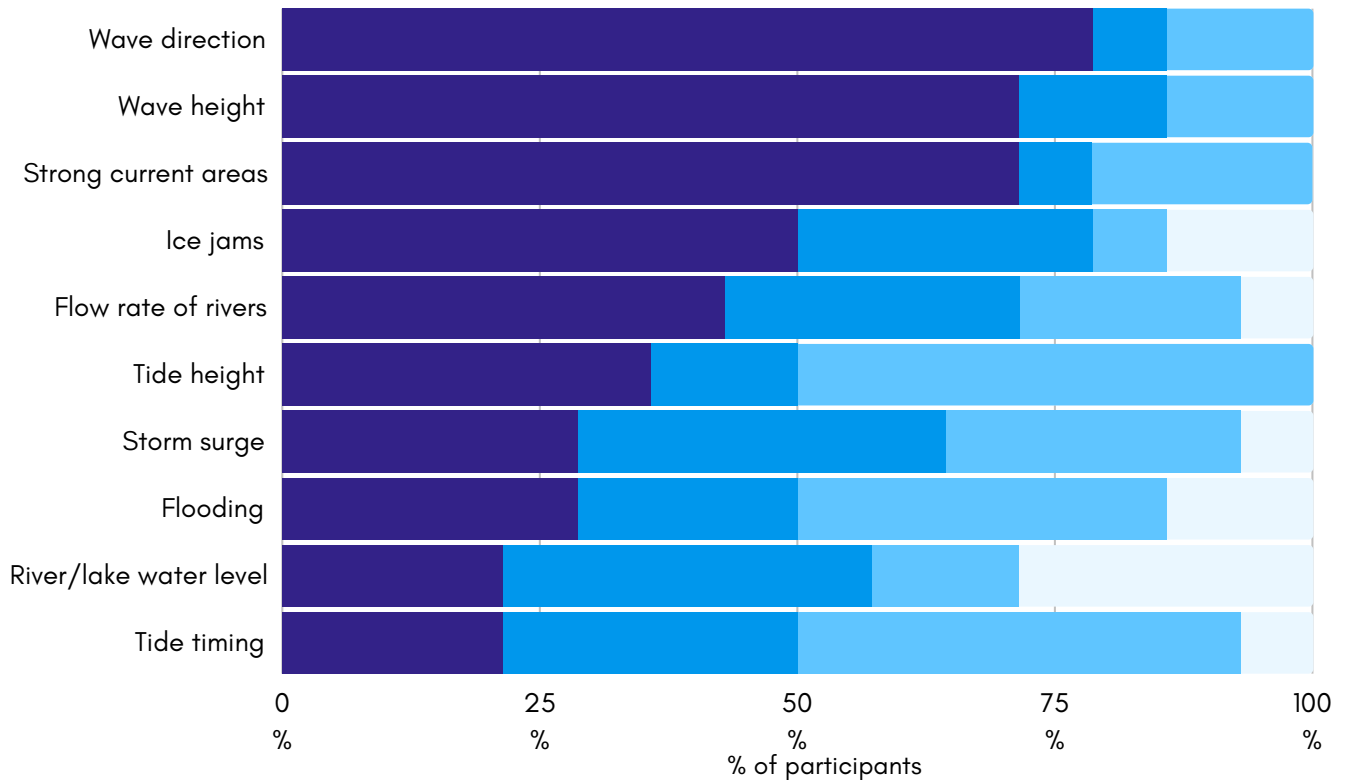
- **Necessary:**
I would not travel without knowing about this condition
- **Good to know:**
It is helpful to know about this condition, it informs travel decisions
- **Don't consider:**
I don't consider this condition to make travel decisions
- **Not applicable:**
This condition is not applicable in my community

Kangiqtugaapingmiut participants check many types of weather conditions before they travel on the land, water, sea ice, and snow. Wind strength, wind direction, blowing snow, and window of clear weather are the weather conditions most commonly considered necessary to check before travelling.



WEATHER

WATER CONDITIONS KANGIQTUGAAPINGMIUT PARTICIPANTS CHECK BEFORE THEY TRAVEL

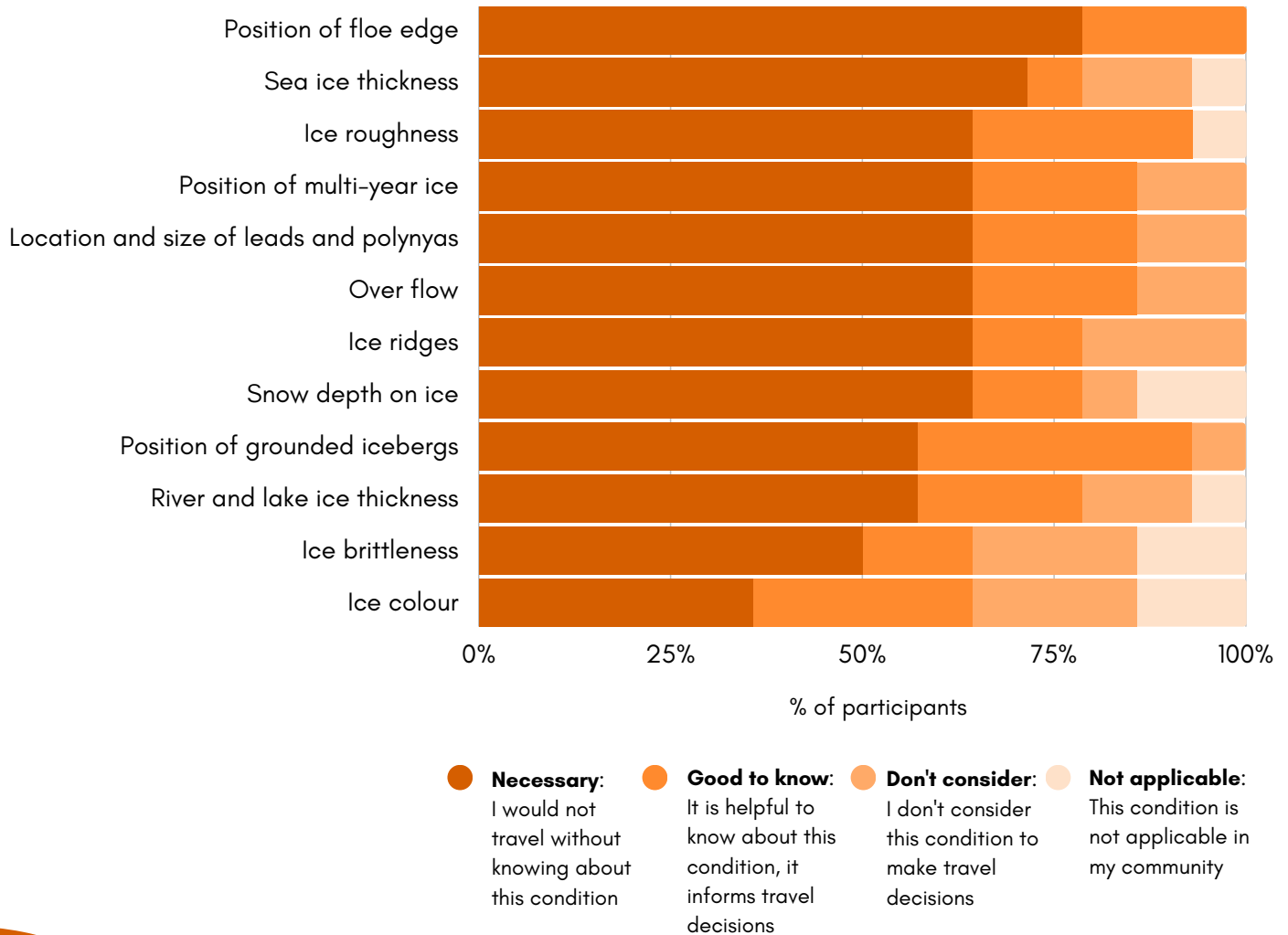


- **Necessary:**
I would not travel without knowing about this condition
- **Good to know:**
It is helpful to know about this condition, it informs travel decisions
- **Don't consider:**
I don't consider this condition to make travel decisions
- **Not applicable:**
This condition is not applicable in my community

Kangiqtugaapingmiut participants check many types of water conditions before they travel on the land. Wave direction, wave height, and strong current areas are the water conditions most commonly considered necessary to check before travelling.

WATER

ICE CONDITIONS KANGIQTUGAAPINGMIUT PARTICIPANTS CHECK BEFORE THEY TRAVEL

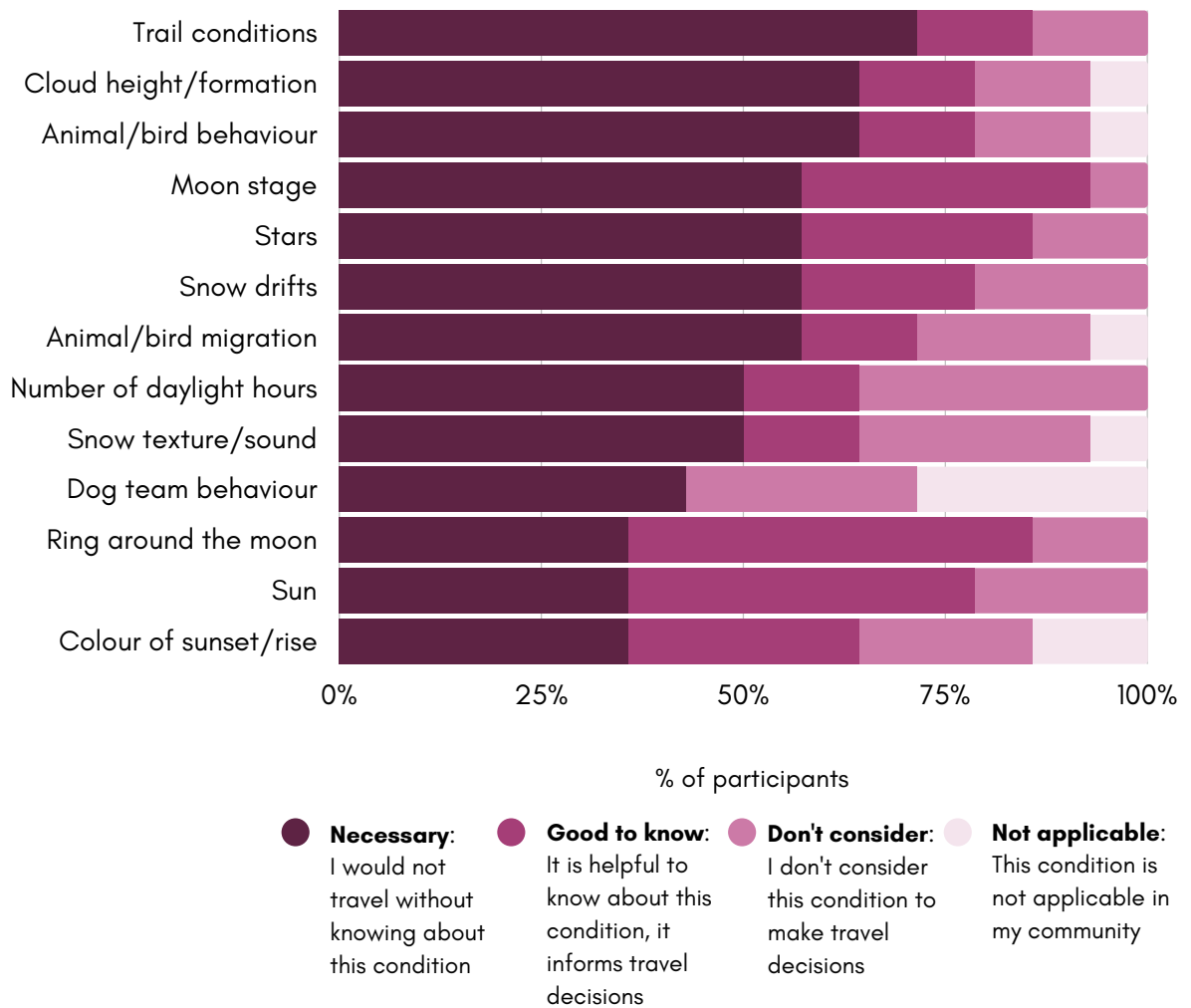


Kangiqtugaapingmiut participants check many types of ice conditions before they travel on the land. Position of the floe edge, and sea ice thickness, ice roughness, position of multi-year ice, location and size of leads and polynyas, over flow, ice ridges, snow depth on ice, position of grounded icebergs, and river and lake ice thickness are the ice conditions most commonly considered necessary to check before travelling.



ICE

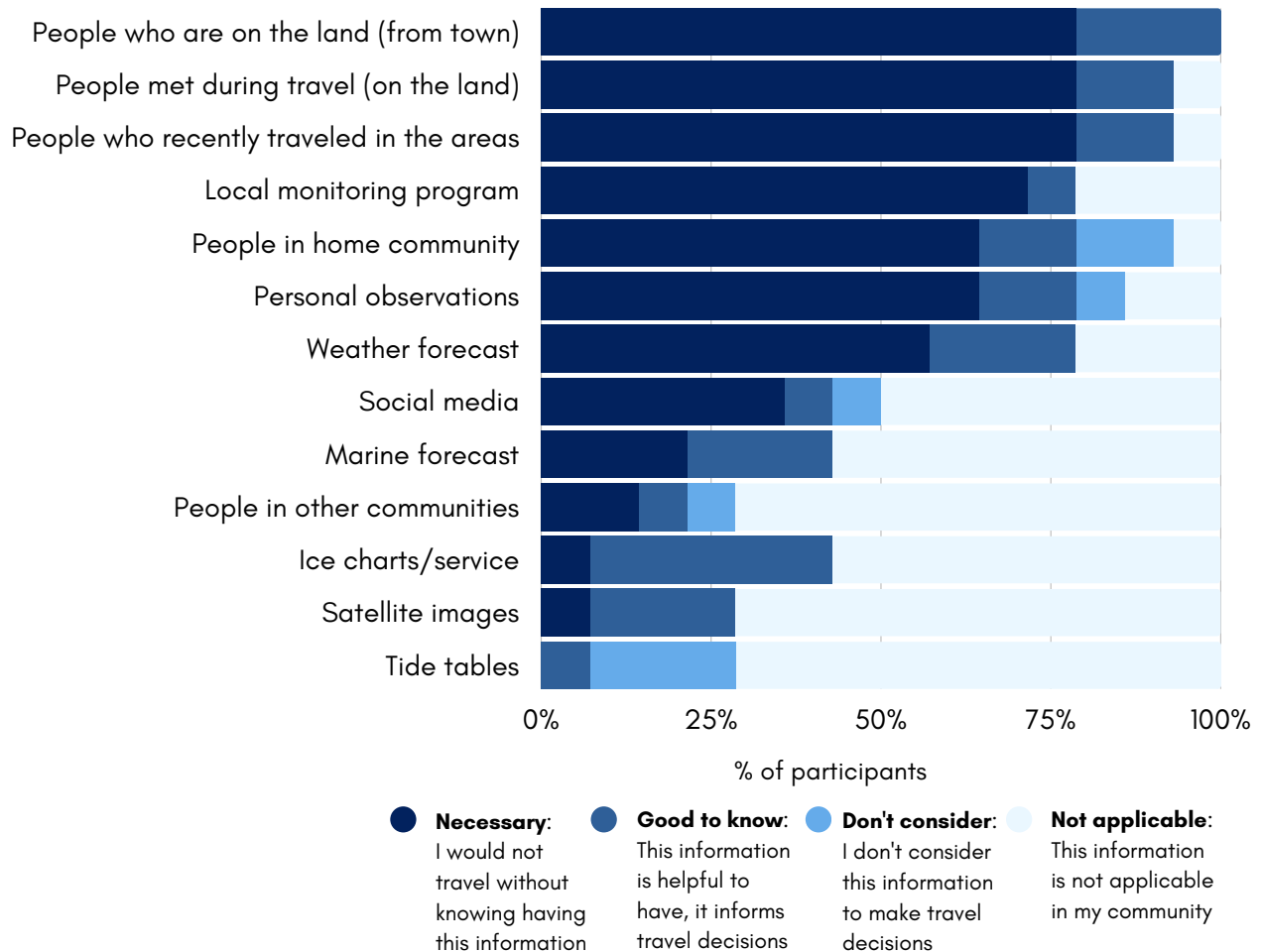
OTHER ENVIRONMENTAL CONDITIONS KANGIQTUGAAPINGMIUT PARTICIPANTS CHECK BEFORE THEY TRAVEL



OTHER

Kangiqtugaapingmiut participants check many other environmental conditions before they travel on the land. Trail conditions, cloud height/formation, animal/bird behaviour, moon stage, stars, snow drifts, and animal/bird migration are the other environmental conditions most often considered necessary to check before travelling.

INFORMATION SOURCES KANGIQTUGAAPINGMIUT PARTICIPANTS USE WHEN PLANNING A TRIP

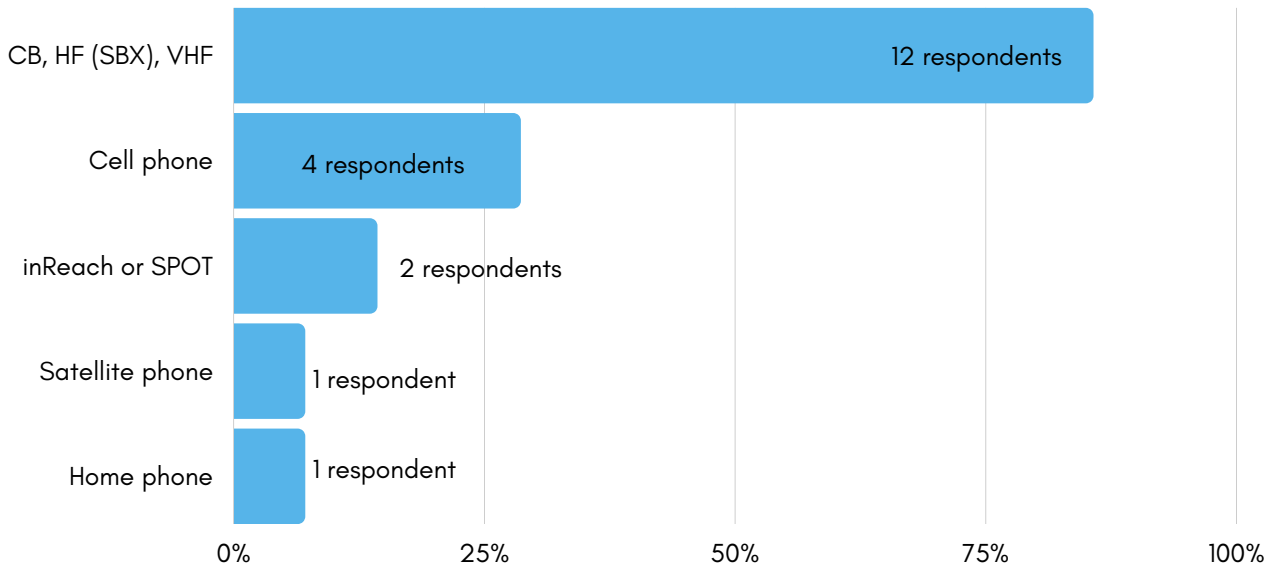


When planning a trip, Kangiqtugaapingmiut participants access many sources of environmental information before they travel on the land. People who are on the land, people met during travel (on the land), and people who recently travelled in the area are information sources that participants most often consider necessary to check before travelling.

While on the land and when deciding to return home talking to people met during travel on the land, talking to people who have recently taken the route or been close to the area respondents are going to, and talking to people in their home community are the information sources used most by Kangiqtugaapingmiut.

CONTACTING COMMUNITY INFORMATION SOURCES

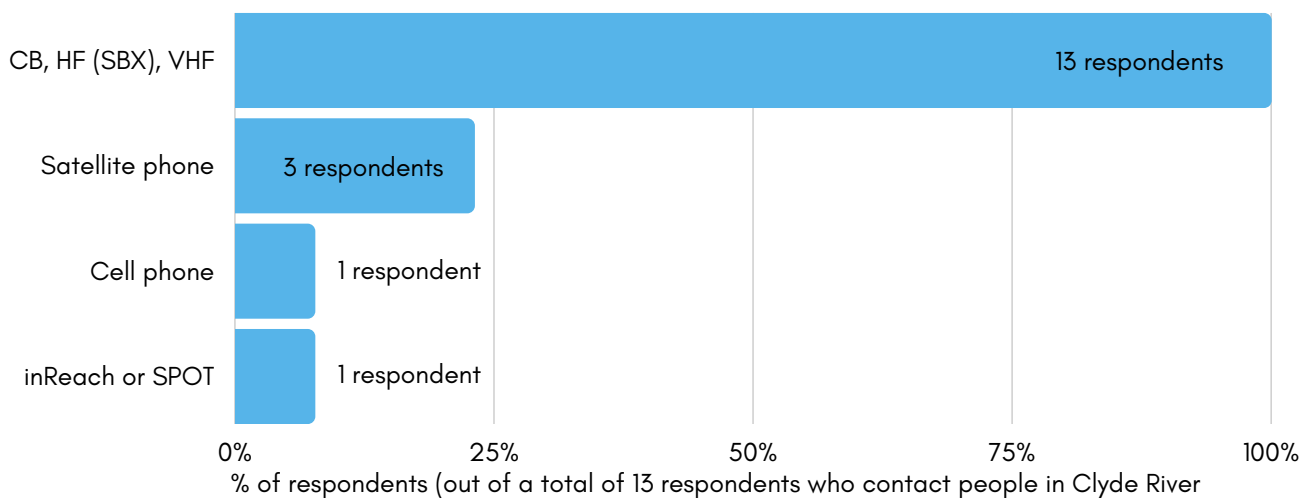
Contacting people on the land while in Clyde River



% of respondents (out of a total of 14 respondents who contact people on the land)

Respondents who contact people on the land to ask about environmental conditions while they themselves are in Clyde River mostly use short-wave radios (CB, HF(SBX), VHF) or cell phones to contact them.

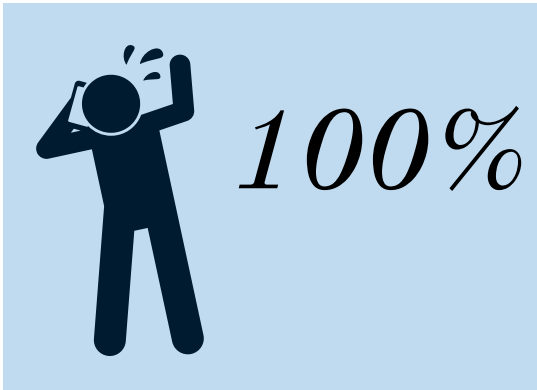
Contacting people in Clyde River while on the land



% of respondents (out of a total of 13 respondents who contact people in Clyde River)

Respondents who contact people in Clyde River to ask about environmental conditions while they themselves are on the land mostly use short-wave radios (CB, HF(SBX), VHF).

CONTACTING OTHERS FOR HELP

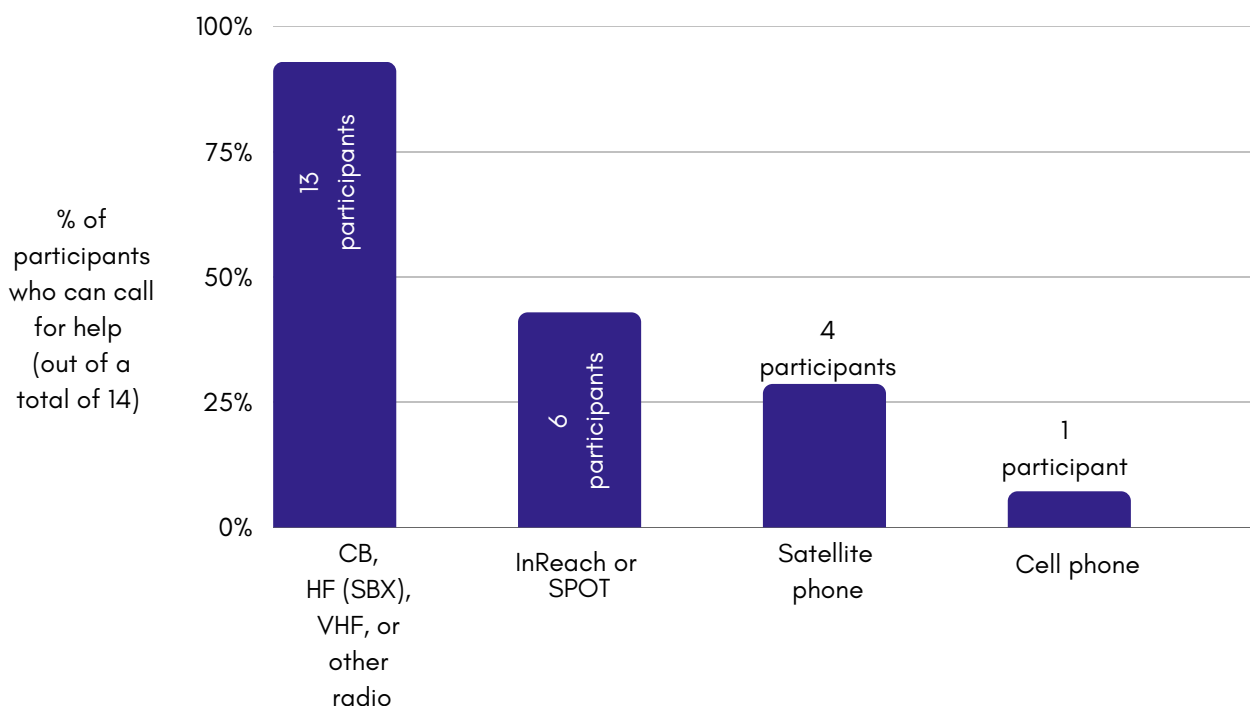


If Kangiqtugaapingmiut participants get stranded or have an accident on the land, 100% (out of a total of 14) can call for help.

Most participants would call a **family member** (79%), a **friend** (64%), or **local search and rescue** (57%) for help. Respondents would also call **Hunters and Trappers Association** (7%) and **Nunavut Emergency Management** (7%).

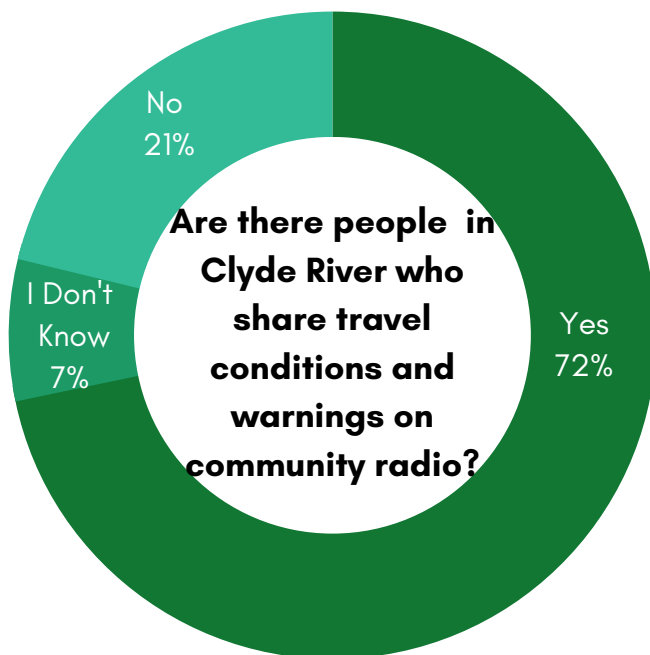
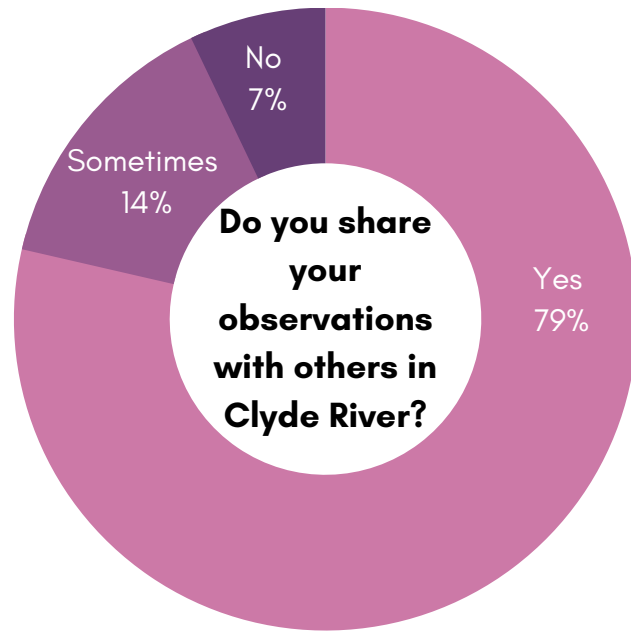
To call for help, most participants use a **short-wave radio (CB, HF(SBX), VHF)** (93%). They also use **inReach or SPOT** (43%), **satellite phone** (29%), or **cell phone** (7%).

TO CALL FOR HELP KANGIQTUGAAPINGMIUT PARTICIPANTS USE ...



SHARING OBSERVATIONS OF WEATHER, WATER, ICE, OR SNOW CONDITIONS WITH OTHERS IN CLYDE RIVER

The majority (79%) of participants share their observations of weather, water, ice, or snow conditions with others in Clyde River.



Most (72%) participants said there are people regularly going on community radio in Clyde River, or CB/HF(SBX)/VHF radio, to share warnings or provide advice about weather, water, or ice conditions. A few (7%) participants did not know if people regularly go on community radio in Clyde River, or CB/HF(SBX)/VHF radio, to share warnings or provide advice about weather, water, or ice conditions.

GATHERING TO TALK ABOUT TRAVEL CONDITIONS WITH OTHERS IN CLYDE RIVER

Are there places in Clyde River where people tend to meet and talk about recent travel conditions? ↓



Of the 6 respondents who answered "yes there are places"

83%

go to these places to listen or ask for advice

17%

go to share observations or advice

Just less than half (43%) of participants said there are places in Clyde River where people tend to meet and talk about recent travel conditions, or weather, water, ice and other environmental conditions. Of the 6 respondents who said there are places where people meet, most (83%) go to those places to listen or ask for advice, and a few (17%) go to those places to share observations or advice.

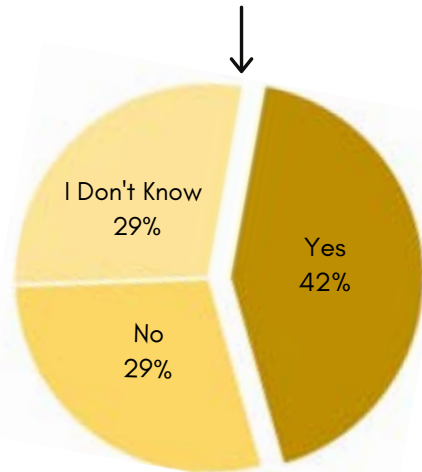
PLACES KANGIQTUGAAPINGMIUT GATHER TO TALK ABOUT TRAVEL CONDITIONS

- Dock
- Ilisaqsivik
- Nunami
- On the land
- Outside



SOCIAL MEDIA KANGIQTUGAAPINGMIUT USE TO SHARE TRAVEL CONDITIONS

Do Kangiqtugaapingmiut use social media to talk about travel conditions?



Of the 6 respondents who said "yes"

6 (100%)

use the information shared over social media

There were 6 Kangiqtugaapingmiut participants who identified being aware of Facebook pages where people share observations or advice about weather, water, and ice conditions

It is important to note that some respondents have their own knowledge of the weather, water, ice, and snow conditions so they do not check social media for this information.

Commonly used social media

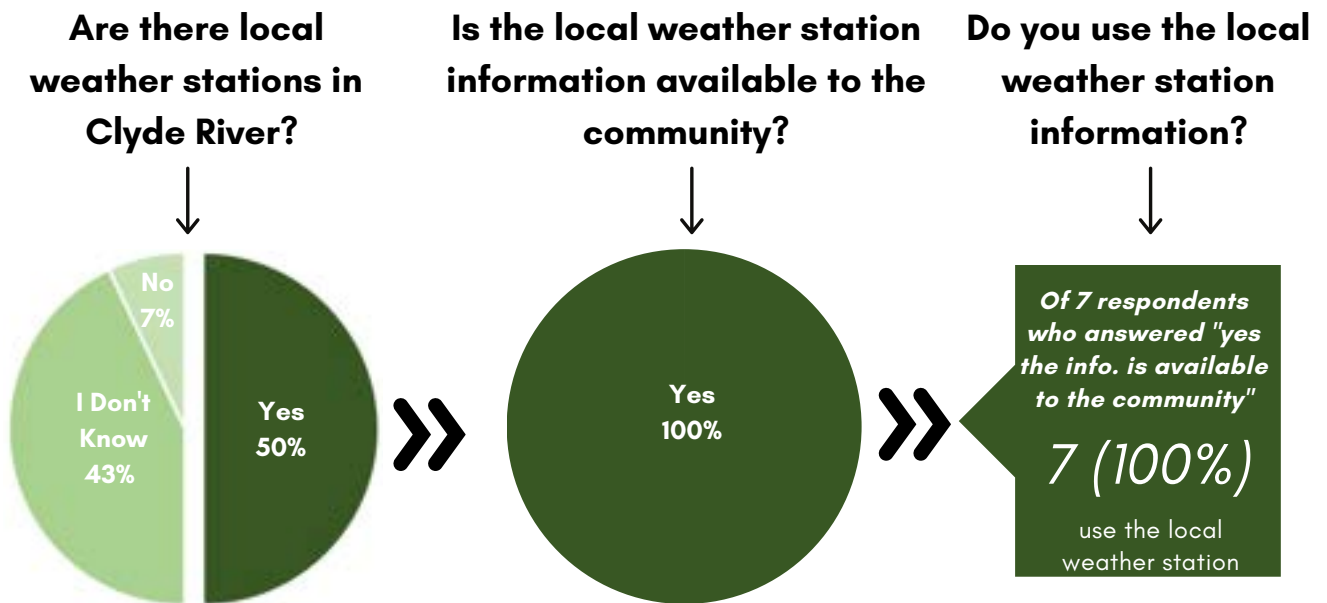
Facebook (personal pages)



Topics, descriptions, and photos include

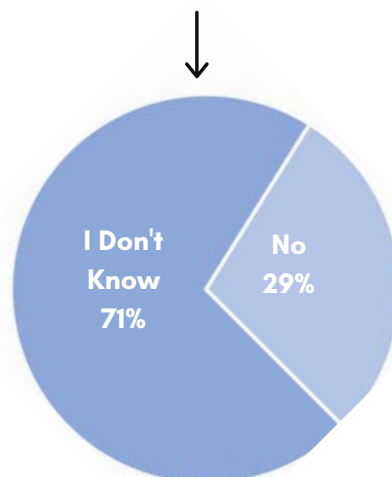
- Hunting stories
- Trip descriptions and pictures
- Weather conditions

COMMUNITY MONITORING PROGRAMS



When asked about local weather stations, it is notable that nearly as many participants said that they do not know if there are local weather stations as said that local weather stations exist. Of the 7 participants who said there are local weather stations in Clyde River, all of them said the weather station information is available in Clyde River, and all of them said that they use the information.

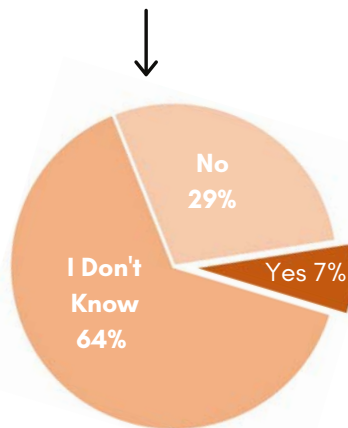
Are there local water/ice monitoring programs in Clyde River?



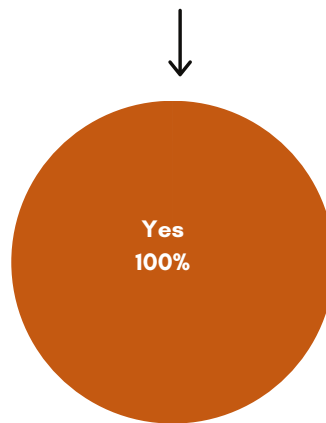
When asked about local water and ice monitoring programs, 10 participants said that they do not know if there are local water and ice monitoring programs, and 4 said local water and ice monitoring programs do not exist.

COMMUNITY MONITORING PROGRAMS (CONTINUED)

Are there remote cameras recording environmental conditions in Clyde River?



Is the remote camera information available to the community?



Do you use the remote camera information?

Of 1 respondent who answered "yes the info. is available to the community"
1 (100%)
uses the remote camera information

Remote cameras are cameras placed in areas where a photographer cannot be at the camera to take photos. Remote cameras often have a self-timer built into the camera so photos can be taken at specific times. An example is a remote camera mounted somewhere near a floe edge, with a built-in timer that is set to take a photo at noon each day.

When asked about remote cameras, it is notable that more participants said that they do not know if there are remote cameras than said that remote cameras do or do not exist. Of the 5 participants who said there are remote cameras, 4 said the remote camera information is available in Arviat, and all of them said they use the remote camera information.

Ittaq is a partner in this project, and through them we know there are local monitoring programs in Clyde River, including the Kangiqtugaapik (Clyde River) Weather Station Network, and Angunasuktiit. However, survey responses suggest that community members are not widely aware of these programs, or they did not associate them with the way the questions were asked in the survey.

COMMUNITY MONITORING PROGRAMS (CONTINUED)

Kangiqtugaapingmiut participants identified one community-based monitoring program run by a local organization. A wide range of conditions are monitored related to weather.

LOCAL WEATHER STATIONS	PROGRAM PROVIDER	WHAT IS MONITORED
Kangiqtugaapik (Clyde River) Weather Station Network - includes current weather at Akuliaqattak, Silasiutitalik, Ailaktalik, Nattiqsujug, Qajaakuviup qikiqtanga, and Kangiqtugaapik Airport.	Ittaq Heritage and Research Centre	Sky condition, air temperature, wind direction, wind speed, maximum wind gust, relative humidity, pressure, barometer, and ground temperature

PRODUCTS AND ACCESSING ENVIRONMENTAL FORECASTS

Along with community sources of information to decide if it is safe to travel, Kangiqtugaapingmiut respondents use a wide range of weather forecasts, marine forecasts, icecharts/services and satellite images available. There may be other information sources available beyond those mentioned by respondents.

WEATHER FORECAST PRODUCTS USED

- Environment Canada (www.weather.gc.ca)
- Kangiqtugaapik (Clyde River) Weather Station Network (<https://clyderiverweather.org>)
- Radio
- Weather Network (<https://www.theweathernetwork.com/ca/weather/nunavut/clyde-river>)
- Windy (www.windy.com)

MARINE FORECAST PRODUCTS USED

- Environment Canada marine forecast (www.weather.gc.ca/marine)
- Kangiqtugaapik (Clyde River) Weather Station Network (<https://clyderiverweather.org>)
- Radio

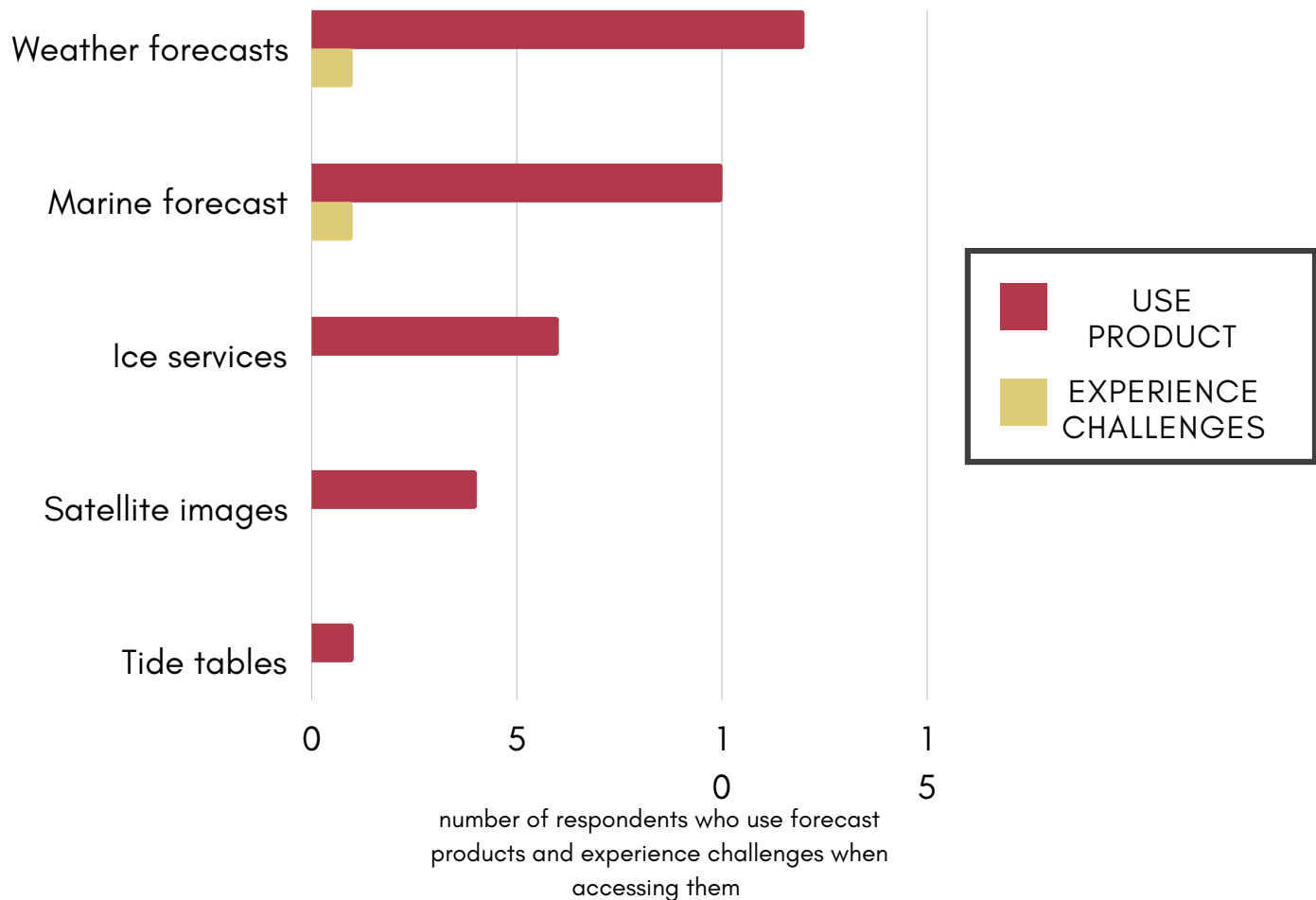
ICE CHARTS/SERVICES USED

- Canadian Ice Service (<https://www.canada.ca/en/environment-climate-change/services/ice-forecasts-observations/latest-conditions.html>)
- Environment Canada (www.weather.gc.ca)
- NASA EOSDIS worldview (<https://worldview.earthdata.nasa.gov>)

SATELLITE IMAGE PRODUCTS USED

- NASA EOSDIS Worldview (<https://worldview.earthdata.nasa.gov>)

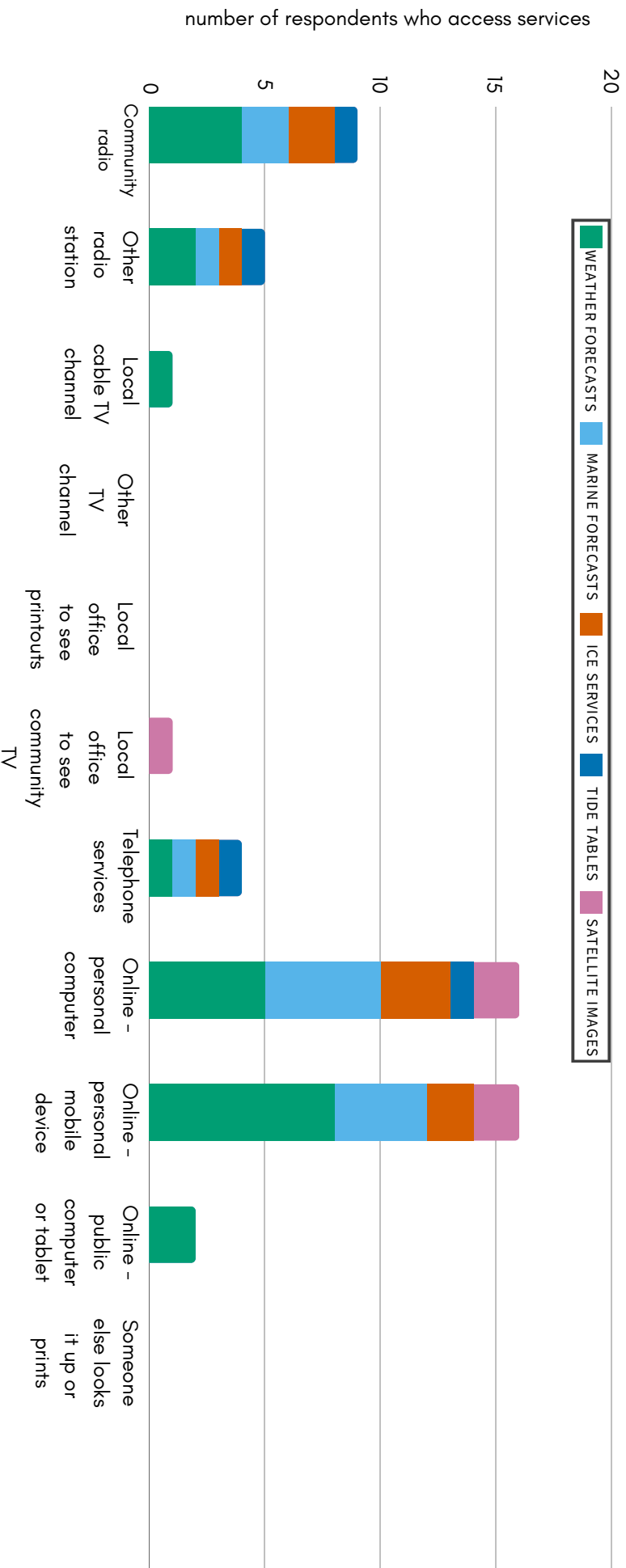
PRODUCTS AND ACCESSING ENVIRONMENTAL FORECASTS (CONTINUED)



Of the forecasting products used, respondents most often rely on weather forecasts, and the other services are less often used.

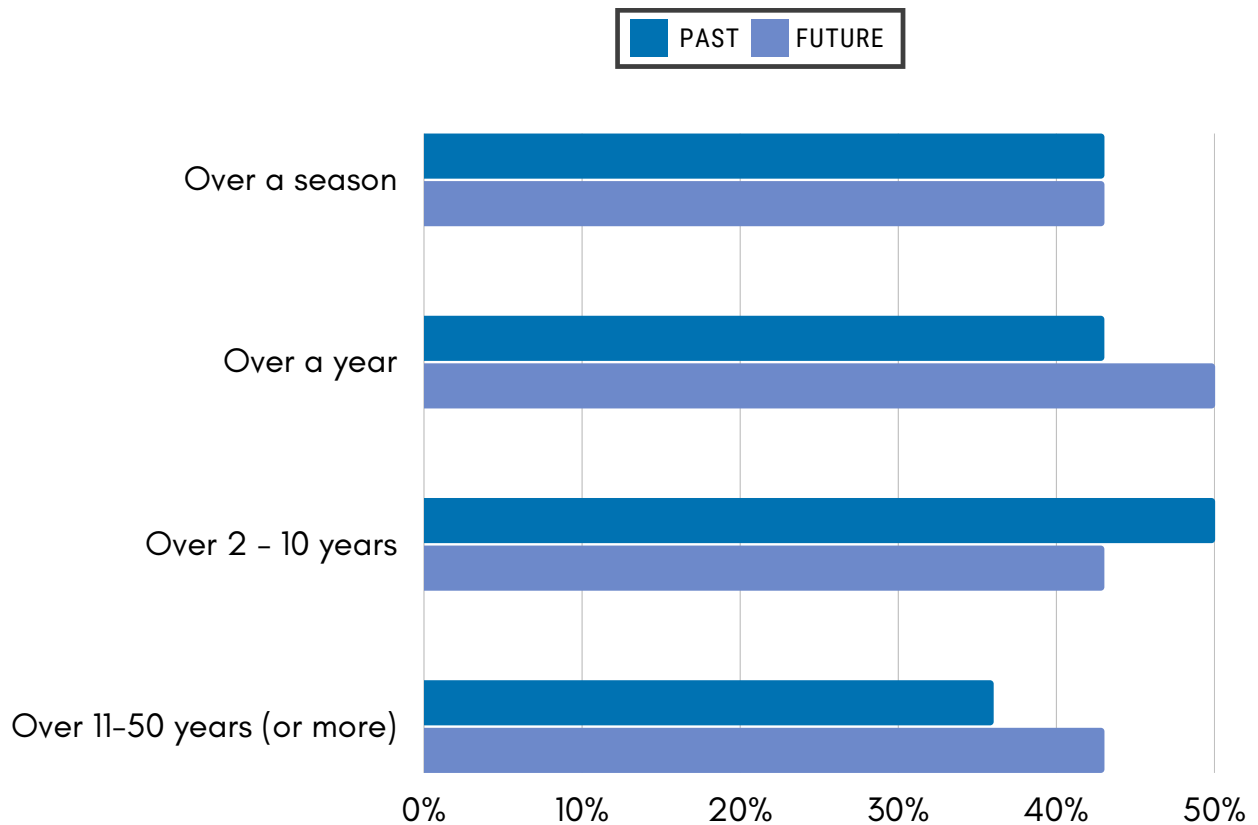
Of the 86% of participants who use **weather forecasts**, 8% experience challenges when accessing them. Of the 71% of participants who use marine forecasts, 8% experience challenges when accessing them. **Ice services** were used by 43% of participants and of these, 8% experience challenges when accessing them. Those who experience challenges accessing those service said they challenge occurs when the internet is down. **Satellite images** were used by 29% of participants, and none of them experience challenges when accessing them. Tide tables were used by 7% of participants and none of them experience challenges when accessing them.

WAYS THAT KANGIQTUGAAPINGMIUT RESPONDENTS ACCESS POLAR SERVICES



Kangiqtugaapingmiut respondents access environmental forecast products in a range of ways, and mostly by going online using a personal mobile device or personal computer, or listening to community radio.

INTEREST IN INFORMATION ABOUT PAST AND FUTURE ENVIRONMENTAL CHANGES



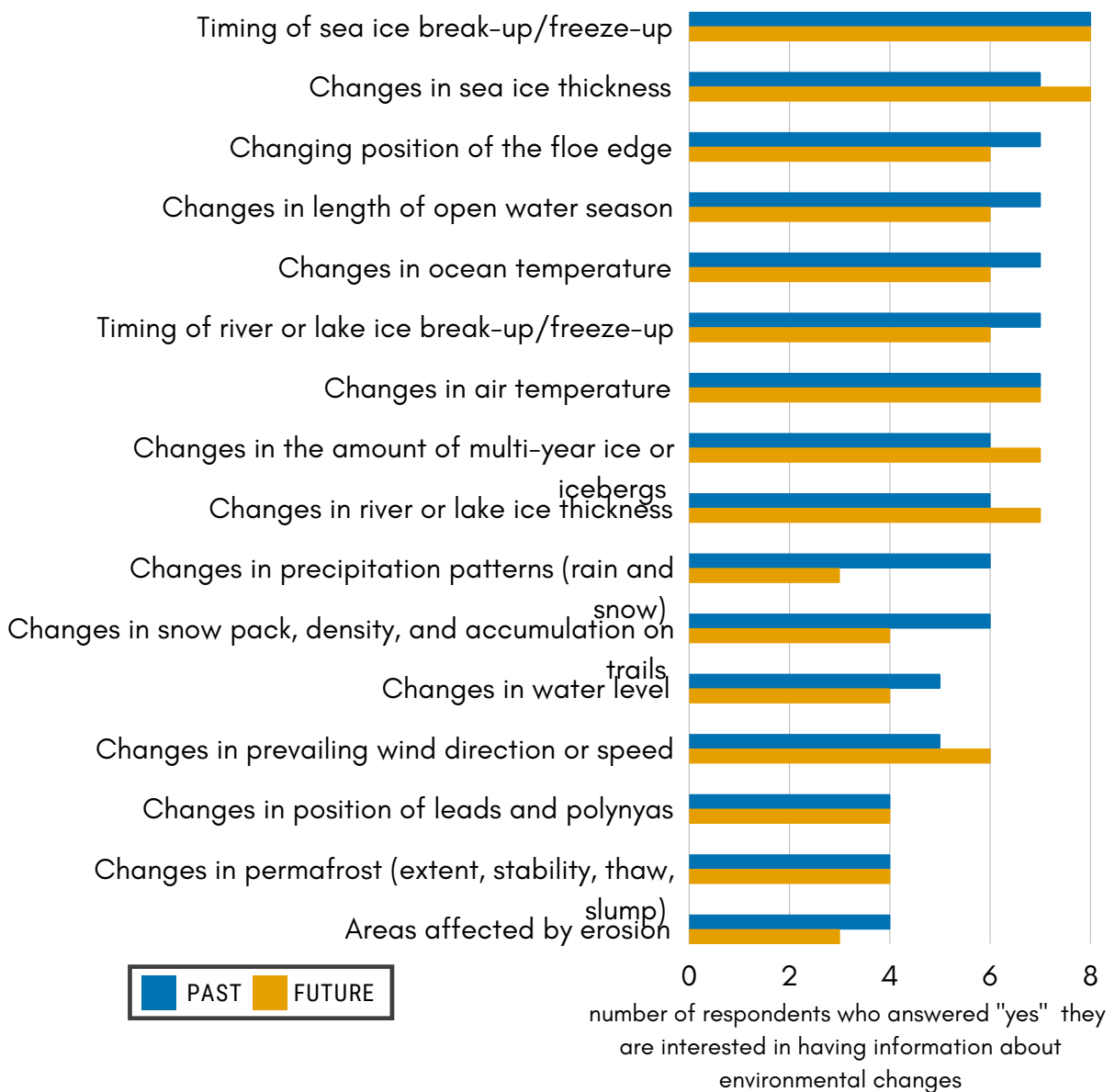
% of participants who said "yes" they are interested in having information about long-term environmental changes

Participants are interested in information about past changes to weather, water or ice conditions (related to climate change), as well as forecasting or predictions.

Slightly more participants are interested in information about changes over a year and over 2-10 years, than over a season, or 11-50 years, or more.

INTEREST IN LONG-TERM ENVIRONMENTAL CHANGES

INFORMATION ABOUT PAST OR FUTURE CHANGES FOR MAKING DECISIONS



More respondents are interested in having information about past environmental changes than about future changes. Common topics of interest included changes in timing of sea ice break-up/freeze-up, and sea ice thickness.

INTEREST IN TRAINING

Respondents who said they were interested in receiving training on survival skills and navigating the land (8 participants), observing and understanding environmental conditions (7 participants), local environmental monitoring programs (8 participants), and accessing or using social media pages or groups (8 participants), were invited to describe the kinds of training they are interested in. Respondents were also asked to share about who they would like to learn from, and environmental conditions they would like to learn more about. The points below were organized by report writers to group them into similar topics.



- How to use GPS



- Learn more about hunting and helping other hunters

