



Marine Infrastructure / Deep Sea Port Iqaluit Trade Show

September 2012

NEAS GROUP

Nunavut Eastern Arctic Shipping Inc., Nunavik Eastern Arctic Shipping Inc., NEAS Inc.



ABOUT US

- **Arctic pioneers:** our roots go back to the beginning of Arctic resupply
- **Shareholders:** Inuit majority owned with Makivik Corporation, Inuit Birthright Corp from Nunavik, local Nunavut enterprises including Merkosak Construction Ltd. and Savik Enterprises Ltd, and Transport Nanuk, a joint venture between Logistec Corporation and The North West Company.
- **Our Values:** *People. Community. Service.* Our values make us different. They drive us to be better.
- **Committed to the North:** Inuit training, employment, promotion and meaningful local ownership opportunities.



GROWING FLEET





ARCTIC GATEWAY: PORT OF VALLEYFIELD



- NEAS Cargo Service Center
- MV Qamutik
- MV Avataq
- MV Umiavut

- NEAS Terminal and Office

- About ½ of all marine cargo to Nunavut goes through Valleyfield



GROWING BUSINESS

Service Eastern &
Western Arctic:

- Labrador
- Nunavik
- Nunavut
 - Baffin
 - Kivalliq
 - Kitikmeot
- Navigate Northwest Passage





OUR PEOPLE DELIVER SERVICE EXCELLENCE



- *"I would like to pass along a big 'Thank You' to the NEAS personnel who made this morning's ship visit a memorable success... we are very fortunate to have such a valuable supplier committed to providing levels of customer service that sometimes go beyond the regular call of duty."*



BIG NEEDS: EVERY COMMUNITY IN NUNAVUT HAS AN IMMEDIATE NEED FOR MARINE INFRASTRUCTURE

- *Nunavut's marine operating conditions are the most extreme on the face of the planet*
 - Extreme climate, weather, tide and ice conditions
 - short navigational season
 - operational delays in discharge process
 - All communities are dependent on marine resupply
 - lack basic marine infrastructure, including ramps
 - no safe or secure work areas on beach
 - no safe anchorage or mooring buoys for vessels
 - few navigational aids and limited hydrographic charts





DISCHARGING IN NEAR IDEAL CONDITIONS





CALM BUT DARK





UNPREDICTABLE





DOWN TIME IS LOST TIME





BIG NEEDS NEED LEADERSHIP AND REALISM

- “*Build it and they will come*” strategies do not work for intermodal supply chains and infrastructure development.
- Benefits of a few *mega ports* must be balanced against the greatest good for the great number in the short and medium term...
- Full *lifecycle costing* must be used to evaluate benefits of temporary structures vs small scalable permanent infrastructure



THE NUNAVIK EXPERIENCE: Identify, Prioritize, Execute





NUNAVIK COMMUNITY EXAMPLES



Kuujjuarapik



Inukjuaq



Tasiujaq

- Immediate needs identified in each community.
- Over 10 year plan, each community received a piece of basic marine infrastructure
- Project **delivered with a \$88 million budget**, including maintenance
- Round two has begun...



TOP PRIORITY IN SHORT TERM: SAFETY AND SECURITY





NEED FOR STANDARD KIT

- **Define the local priorities and focus:**
 - ✓ Safety first for employees, customers and community
 - ✓ Safe anchorage for vessels
 - ✓ Kid safe and secure multi purpose Marine Staging Areas
 - ✓ Cleared Beach areas
 - ✓ Basic ramps allowing access to water around tides
 - ✓ Fencing
 - ✓ Lighting



PILOT PROJECT: THE IQALUIT CAUSEWAY

- Tides cause significant delays in Iqaluit discharge, this impacts all communities
- Pending installation of safety lights for airport on beach will further reduce marine work area
- Rebuild causeway will allow access to water around tides



The causeway offers a cost effective short term infrastructure option to reduce costs and improve efficiencies across Nunavut's transportation system



DEEP WATER PORTS

- In ideal, deep water ports in Nunavut would be positive
- Realism is necessary: timing and costs.
- Given economies of scale, P3 model may not be appropriate for Nunavut marine infrastructure
- Nunavut communities need solutions on SAFETY grounds immediately, not in 10 years.
- Leadership and realism required...

- Marine infrastructure needs to be a priority for Nunavut



CONCLUSION

- Basic marine infrastructure for every community in Nunavut offers the promise of the greatest efficiency gains in the short term
- Iqaluit causeway is a promising pilot project
- Nunavik experience offers a realistic model for infrastructure development in Nunavut

- THANK YOU!



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