



# THE NEAS PERSPECTIVE

## Arctic Shipping Needs and Challenges:

Discussion on the existing and emerging challenges to providing shipping services in the North, with a focus on sustainable shipping, the evolving institutional and commercial milieu, and considering the physical and seasonal realities of shipping in northern waters.

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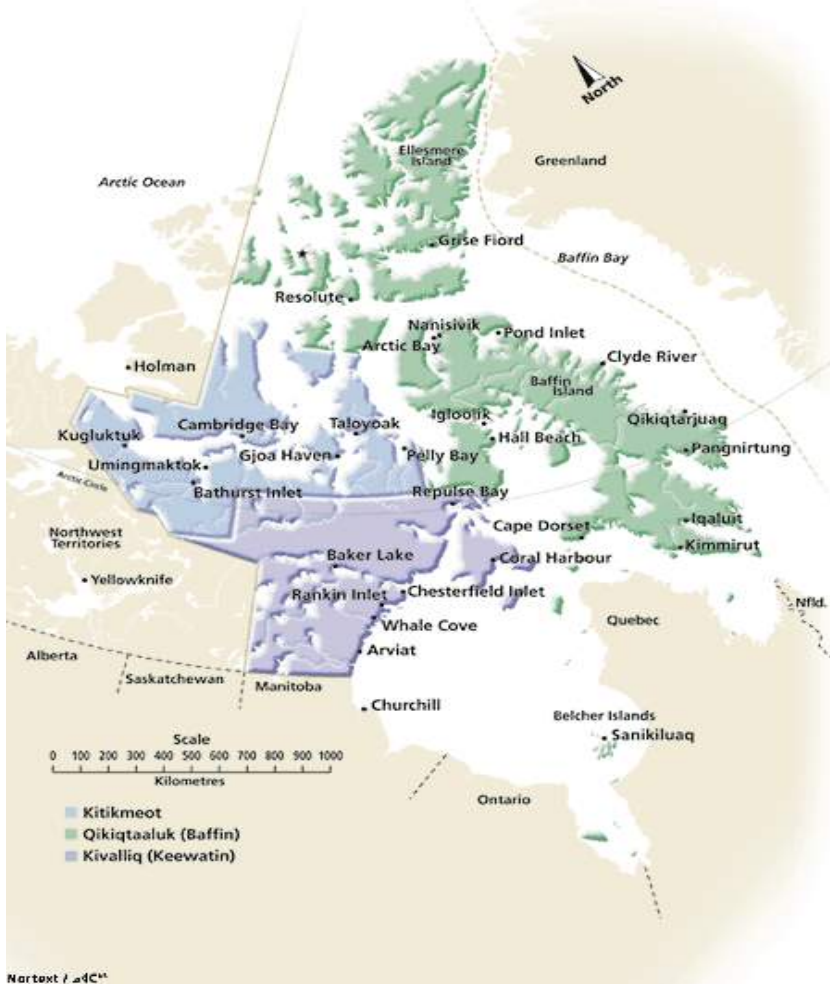
Transport Canada

# There is a *difference* with NEAS

- **Objective:** promote better understanding of current sealift operations and conditions in local communities across Nunavut and Nunavik – in human terms.
- Northern shipping is about people. The people receiving the goods and the people delivering the services.
- This is about Canada and it's about Canadian citizens who live and come from the Arctic.
- It's our shared history.



# The Eastern Arctic



# The NEAS difference: modern vessels *we put the 'ship' in Inuit ownership*



We are a growing modern fleet of Canadian flag vessels, MV AIVIK, MV UMIAVUT, and MV AVATAQ.

The UMIAVUT and AVATAQ are Canadian firsts - Inuit owned ice class 1 vessels.

Pioneers of Arctic container services.

There is more to NEAS than just marine vessels.





# ***NEAS is about people and customer service***





*The advance team goes in...*



# *Clearing the beach...*







***Awaiting the barge and cargo...***



# *Containerized Cargo...*



# Traditional crating





*This work requires great care and skill  
under the best of conditions*





*And even greater care and skill in less than ideal conditions...*





*... Imagine in the dark plus bad weather!*



# Down time increases costs





# The Arctic Sealift meets YouTube

- Posting of 2 minute video on YouTube of NEAS unloading in Pangnirtung.
- It is revealing in the direct and immediate interface between the sealift work area and the community.



<http://www.youtube.com/watch?v=y5HeWCkfGoU>

*Nanisivik is good*





# Infrastructure today is better than infrastructure plans for tomorrow

- Collaboration and cooperation required in short term
- Priority short term challenge to improve safety and security of marine work areas
- Leadership required from all levels of government
- Constructive consultations based on realism
- We can benefit from experience in Nunavik

# *KUUJJUARAPIK MARINE INFRASTRUCTURE*





# *TASIUJAQ MARINE INFRASTRUCTURE*





# *INUKJUAQ MARINE INFRASTRUCTURE*





# Conclusion

- Arctic shipping is about people.
- Increase direct consultations with government; less reliance on consultants
- Prioritize projects, realism and leadership
- Arctic Gateway and Trade Corridor
- Consumer choice and competition
- New ideas and fair contracting
- Defined result measures