



Arctic Marine Resupply: Solutions

January 30, 2014

NEAS GROUP

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



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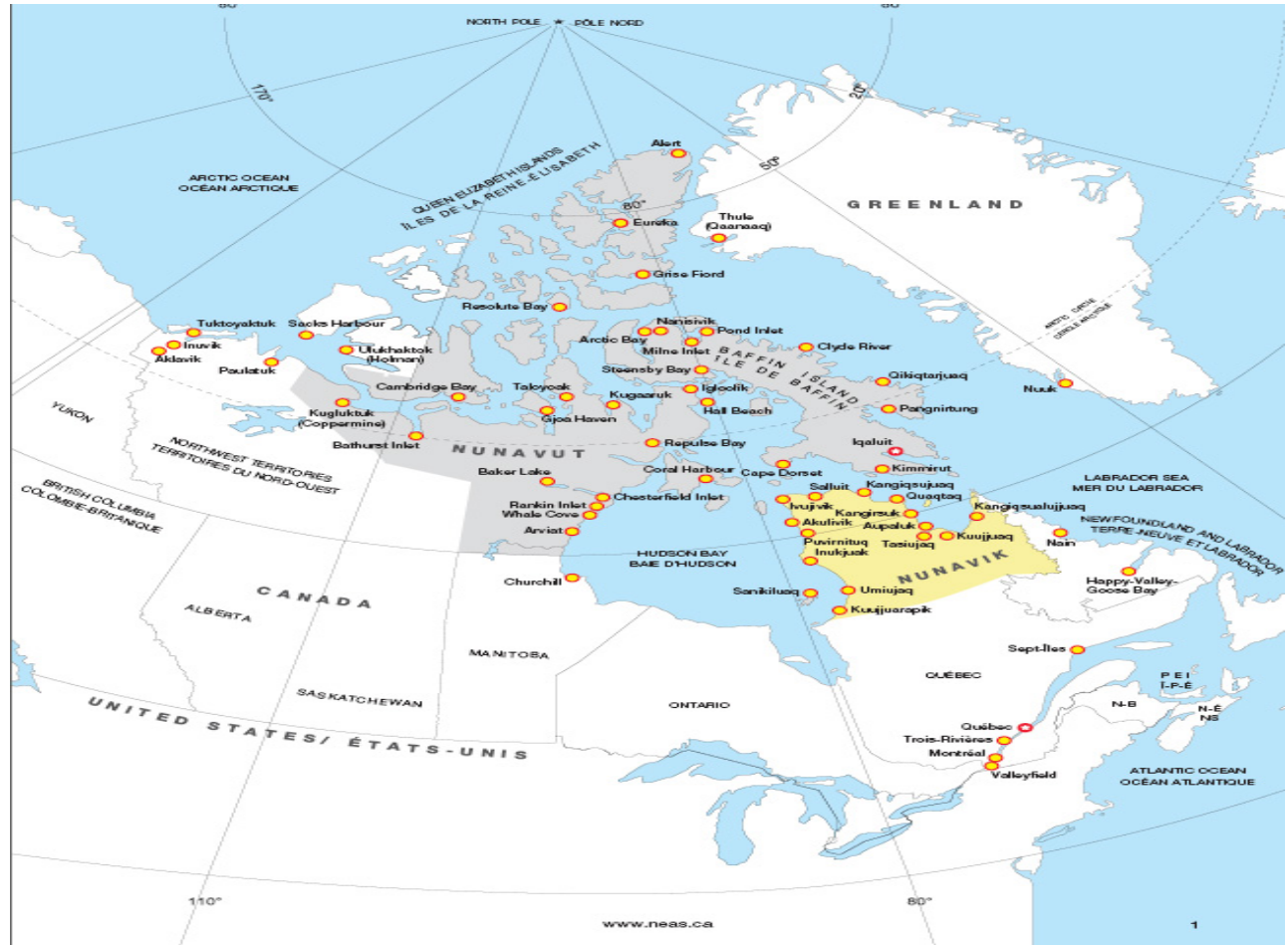
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THE FINAL FRONTIER

Service Eastern & Western Arctic:

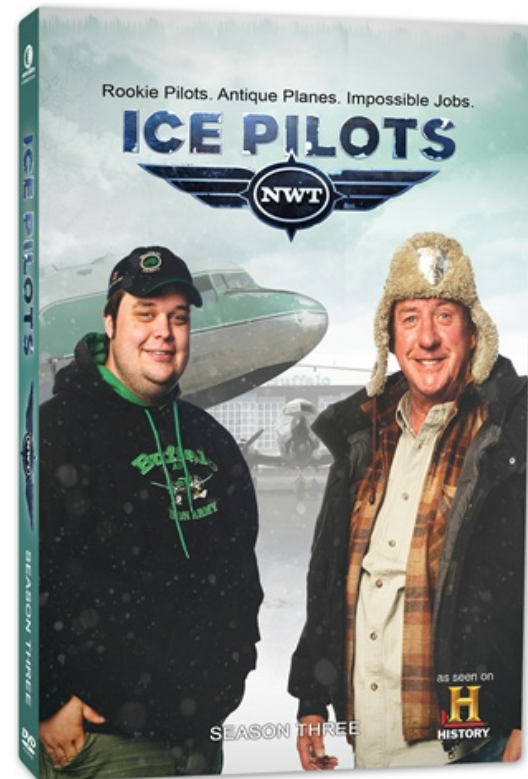
- Labrador
- Nunavik
- Nunavut
 - Baffin
 - Kivalliq
 - Kitikmeot
- Iqaluit Region
- Navigate Northwest Passage



Customers: individuals, communities, stores, businesses, mines, government departments and agencies



REALITY TV HAS NOTHING ON THE REAL EXTREMES OF ARCTIC SEALIFT





SAILING CONDITIONS CAN QUICKLY CHANGE...





SMOOTH SAILING CAN QUICKLY TURN INTO SLOW OR NO GOING...





UNDER ESCORT





BIG CHANGES IN ARCTIC SEALIFT

- Arctic marine operations have significantly changed:
 - Shift from tug and barge to lightering operations
 - More vessels
 - Larger vessels, mooring farther off the coast
 - Increased marine traffic with more navigations
 - Growing cargo volumes
 - More stops in communities
 - More equipment in discharge process
 - More marine users in communities, small craft operators, hunters, fishers, cruise ships, etc
 - Containers and container handling



DELIVER LIMITED LOCAL CAPACITY

- Each vessel has its own kit, including tugs, barges, cranes, heavy lift, lighting, mobile offices, loaders, generators
- NEAS has made significant investments





ABOVE THE HIGH-WATER MARK: AN UNREGULATED ENVIRONMENT





ABOVE THE HIGH-WATER MARK

- No common definitions for marine work areas
- No national standards
- No clear safety and security authorities or rules in and around work areas
- A safe and secure marine transportation system is important for local communities





WHERE TO PUT A MOBILE OFFICE





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...



LIGHTERING OPERATION... FROM THE VESSEL





...TO THE BEACH





DISCHARGING IN IDEAL CONDITIONS





DOWN TIME IS LOST TIME





TOP PRIORITY IN SHORT TERM: LOCAL SAFETY AND SECURITY ABOVE HIGH-WATER MARK





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
 - ✓ Signage
 - ✓ Emergency protocols and responsible authorities



IQALUIT CASE STUDY

- Iqaluit, a territorial capital, is among Canada's fastest growing population centers
- Iqaluit is experiencing a "building boom," including the construction of new international airport
- Iqaluit accounts for approximately 1/3rd of all Nunavut marine cargo
- More frequent stops, using more equipment to deliver increased cargo volumes in reduced work spaces
- The local marine user group is growing... more small craft operators, hunters, fishers, cruise vessels, coast guard and military vessels, local cartage operators...
- There are growing problems with pedestrian and vehicle traffic in marine work areas



BACK TO THE FUTURE





THE IQALUIT CAUSEWAY

- Pending installation of safety lights for airport on beach will further reduce marine work area
- Rebuild causeway will allow access to water around tides
- Moving sealift to causeway will improve safety and security



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



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
- *"The way to get started is to quit talking and begin doing."* – Walt Disney