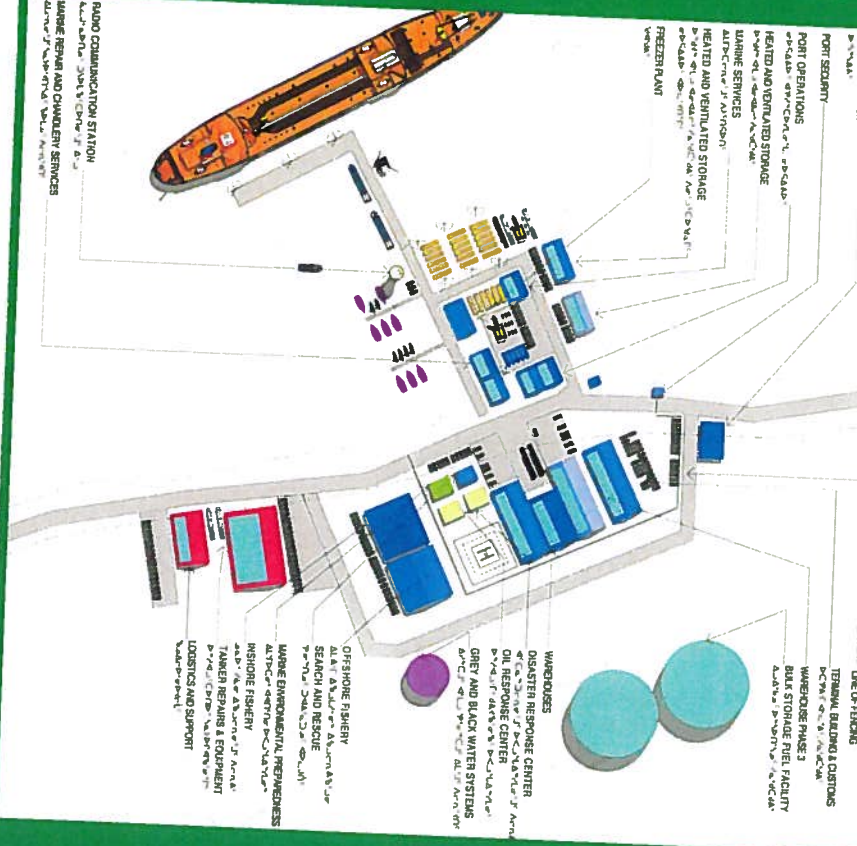




# Port of Dikriqtariyaq



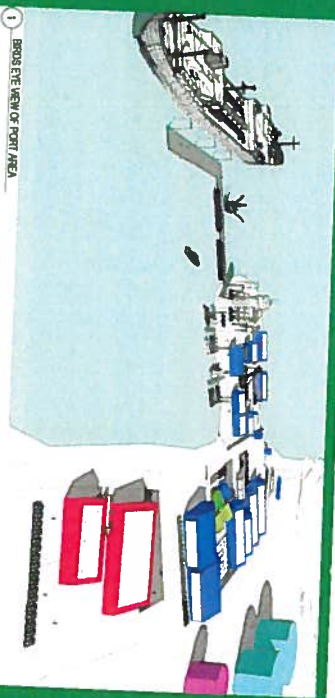
**RELAP STATION**  
 PORT SECURITY  
 PORT OPERATIONS  
 HEATED AND VENTILATED STORAGE  
 BUNKER SERVICES  
 HEATED AND VENTILATED STORAGE  
 FREEZER PLANT

**LINE OF FERRISS**  
 TITANUM BUILDING & CUSTOMS  
 WAREHOUSE PHASE 3  
 BULK STORAGE RICE FACILITY

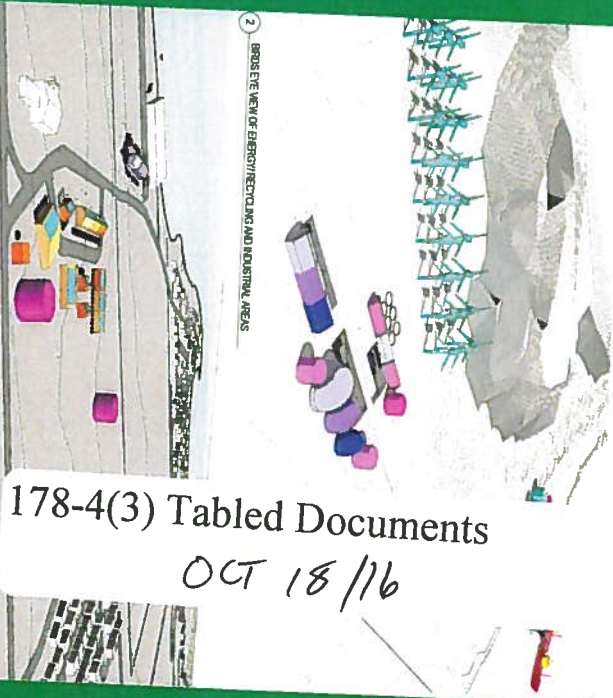
**WAREHOUSES**  
 DISEASE RESPONSE CENTER  
 OIL RESPONSE CENTER  
 GREY AND BLACK WATER SYSTEMS

**OFFSHORE FISHERY**  
 ALASKA FISHERY  
 SEARCH AND RESCUE  
 WAREHOUSE ENVIRONMENTAL PREPAREDNESS  
 INSURE FISHERY  
 TANKER REPAIRING & EQUIPMENT  
 LOGISTICS AND SUPPORT

**RADIO COMMUNICATION STATION**  
 MARINE REPAIR AND CHANDLERY SERVICES



1 BROAD EYE VIEW OF PORT AREA



2 BROAD EYE VIEW OF ENERGY/RECYCLING AND INDUSTRIAL AREAS

3 BROAD EYE VIEW OF SERVICE AREA 2

178-4(3) Tabled Documents  
 OCT 18/16

## SUSTAINABLE SOCIO-ECONOMIC GROWTH PORT OF QIKIQTARJUAQ

Economic growth is vital to the well being of Nunavummiut but that need not come at the expense of long term sustainable development. The emergence of a strong fishing industry in Nunavut fits that description perfectly and Qikiqtarjuaq is strategically situated to further serve the needs of the fishing industry for the long haul.

- The Port of Qikiqtarjuaq could prove to be a strategic opportunity securing access to significant economic development benefiting the Hamlet, Nunavut and Canada in the years ahead and for generations to come. The port could provide accessibility to a variety of fisheries and marine traffic transiting through the Davis Strait and Northwest Passage and is consistent with government initiatives to advance Canada's sovereignty agenda in concrete ways.

- A major investment in Nunavut's lagging marine infrastructure is consistent with the Government of Nunavut's current mandate, Sivumut Abluqta: Moving Forward Together, which seeks economic growth through responsible development to create a "foundation for [the Territory's] future prosperity and success" and its Transportation Strategy, Ingirrasiliaqta: Let's Get Moving, which aims to "realize the potential of the Territory's land and adjacent waters for the benefit of its people, and for the benefit of the people of Canada, through the development of a strong, dynamic and interconnected transportation system".

- The lack of marine infrastructure along the Nunavut coastline limits the ability of the Territory to fully benefit from its adjacent fish stocks. Under the current scenario, the annual catch from Nunavut waters is landed in ports outside Nunavut and often outside Canada. Based on a survey of the fishing industry in Nunavut in 2011 by the Department of Environment (Government of Nunavut), it was determined that over 11% of total industry costs, over \$8 million per annum, were being lost to Greenland for vessel offloading, resupply, servicing, etc. These are opportunity costs that are being lost not only to Nunavut but to the Canadian economy as a whole.

Bullet Points: "Propelling Change in the Arctic" Sila Management Services

Note: The figure of \$8 million of lost revenue to the Canadian economy annually was first reported in an independent consultant report produced by TFC Consulting and Burke Consulting commissioned by the Department of Environment, Government of Nunavut. It has since been relied upon in other government documents and communication. "Economic Feasibility of Establishing an Offloading Port in the Hamlet of Qikiqtarjuaq" 2013



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የግንባታ ስራዎች

ጥቅም 18, 2016

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