



# Nanisivik Naval Facility Project

## Overview Presentation to Stakeholders – 27 October 08



### NANISIVIK NAVAL FACILITY PROJECT

#### Overview Navy Operational Requirements And Post Construction (Operations and Maintenance)

27 October 2008

*Jeannine Leclair*  
*Deputy Project Director*



*Photo by Jeannine Leclair – Sep 2007*



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The purpose of this presentation is to provide an overview  
of the Nanisivik Naval Facility *Project*  
a.k.a. the  
Arctic Deep-Water Port (or Arctic Docking & Refuelling) *initiative*





# **Nanisivik Naval Facility Project**

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### **Outline of Presentation**

- 1. Where are we with this initiative?**
- 2. Background.**
- 3. Why was the Nanisivik site selected?**
- 4. Project outline.**
- 5. Concept of Operation (CONOPS) NNF Port Site.**
- 6. Concept of Operation (CONOPS) Arctic Bay.**
- 7. Cooperation Arrangement: Possible Opportunities.**
- 8. Things to do List.**



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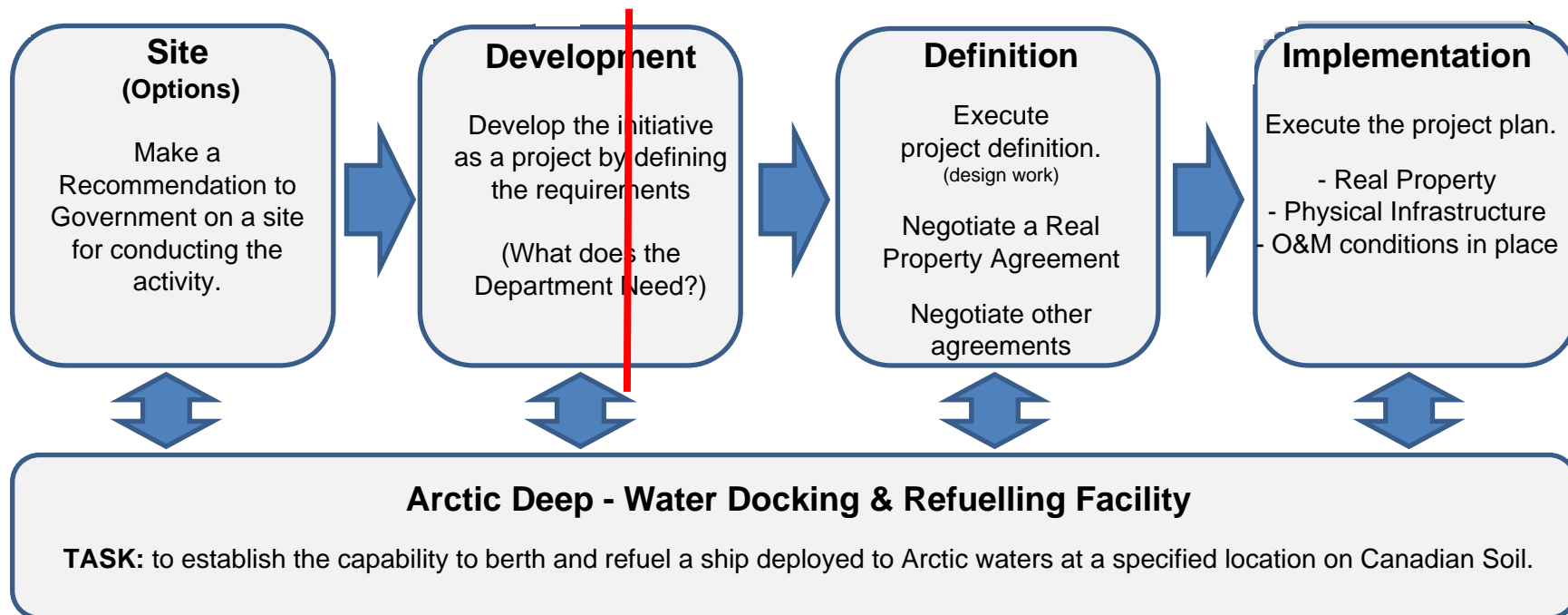
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## 1. Where are we with this initiative:

This *project* has Federal Government Expenditure Authority for “**Definition**”

**WE ACTUALLY ARE ABOUT HERE**





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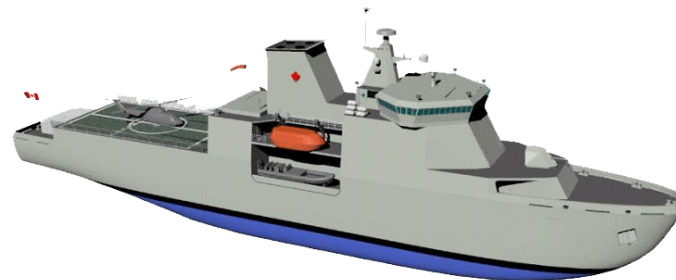
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## NOTE OF IMPORTANCE:

*I want to emphasize this point right up front ...*

**The Nanisivik Naval Facility (NNF)  
Project is directly linked to the  
Arctic-Offshore Patrol Ship Project (AOPS).**



**Should there ever be a change whereby that project (AOPS) experiences a reduction in its mandate, then the current requirement for the NNF Project would also change.**





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## 3. Background:

**9 July 2007:**

The Government of Canada's intention to build 6-8 AOP Ships was announced by the Prime Minister at Esquimalt, BC: *Reference was made to the Arctic Port.*

**10 August 2007:**

The PM announced publicly that Nanisivik would be the future site:

*"We will establish a deep-water docking and refuelling facility at Nanisivik."*

*"... while the port's main purpose will be military – notably serving the A/OPS announced earlier this summer – Nanisivik will have civilian applications as well."*





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## Stakeholder Outreach: Sept 07 - ongoing:

- Visit to Nanisivik (Sept 07), and informal encounter with mayor;
- Informal calls made on Federal and Territorial “officials” in Iqaluit (Sept 07 and Aug 08);
- Presentation to Nunavut Tunngavik Incorporated (NTI) (Apr 08);
- Meeting with NIRB and QIA in Cambridge Bay (Jul 08);
- Attempt to meet with Arctic Bay stakeholders (Aug 08 and Sept 08) (*postponed due to bad weather in Nanisivik*);
- Meeting with QIA in Iqaluit (Aug 08);

## Development Work: Nov 07 – ongoing :

- Concept of Operations and Statement of Operational Requirement;
- Formal launch for the “pursuit-of-property” activity;
- Preliminary Site-Environmental Baseline and Technical Assessments completed;
- Launch of Statements for Work (SOW) to hire Consultants.



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## 4. Why was the Nanisivik site selected ?

- The existing Deep-Water Port facility is “owned” by the Federal Crown (Department of Fisheries and Oceans inventory)
- Comparatively sheltered waterfront
- Berth face approx 100m
- Depth 12-16m below Chart Datum
- The Nanisivik mine has operated a “port” here since the mid 1970’s
- Coast Guard has used this port facility to good advantage
- A good navigational passage in from Landcaster Sound
- Advantageous location for supporting “OPS” in Eastern Arctic waters and the Northwest Passage







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## 5. N.N.F. Project Outline:

- 5.1 - Project Team
- 5.2 - Requirements
- 5.3 - What this Project is *NOT* about
- 5.4 - Human Resource
- 5.5 - Milestones



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### **5.1 N.N.F. Project Team:**

**Project Sponsor:** VAdm Drew Robertson (CMS)

**Project Leader:** Mr. Dan Ross (ADM(Mat))

**PD AOPS:** Cdr Dave Soule (DMRS 10)

**PM AOPS:** Capt(N) Eric Bramwell

**Project Director:** LCdr Clive Orford (DMI 2)

**D/PD:** Jeannine Leclair (DCC)

**Project Manager:** Mr. Gord Wong (DCPD 6-5) / Mr. Rod Watson (DCPD 6-10) **incoming**

**D/PM:** Ms. Susan Matasva (DCC)

**PSO:** Mr. Andre Sirois (DCC) and Mr. Mike Driscoll (DCC)

**Realty Officer:** Ms. Joanne Sisetsky (DRFM)

**Environmental Officer:** Ms. Judith Bennett (DEEM 2-3)

**Overall ADM(IE) Advisor to the Project:** Mr. Dan Paquet (DCAE)

**Construction Project Team Leader:** LCol Ranjeet Gupta (DCPD 5)



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## 5.2 N.N.F. Project Requirements:

### Mission

*Mission Statement (not yet formally sanctioned):*

**To Function as a point of destination for Federal Government (GoC) vessels in general, and the Canadian Navy in particular, during the navigable season of the year.**

### Role

1. Provide berthing for GOC vessels
2. Provide fuel & other consumables for GOC vessels
3. Receive, sort, hold and distribute goods to GOC vessels
4. Provide accommodations, work areas and amenities for staff
5. Provide means to foster a relationship with the Hamlet of Arctic Bay



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### **5.2 N.N.F. Project Requirements:**

**There are two categories of Requirements:**

- **Site-specific (hard) Requirements**
- **Requirements that are not site-specific**





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## **5.2 N.N.F. Project Requirements:**

### **Site-specific (hard) Requirements**

- **Property**
- **Ship Berthing Infrastructure**
- **Ship Fueling “System”**
- **Material Laydown Area(s)**
- **Site Service Infrastructure**  
(to provide for a largely self-sufficient site ... *incl:* a Helo Landing Area)
- **Shore Support Building(s)**



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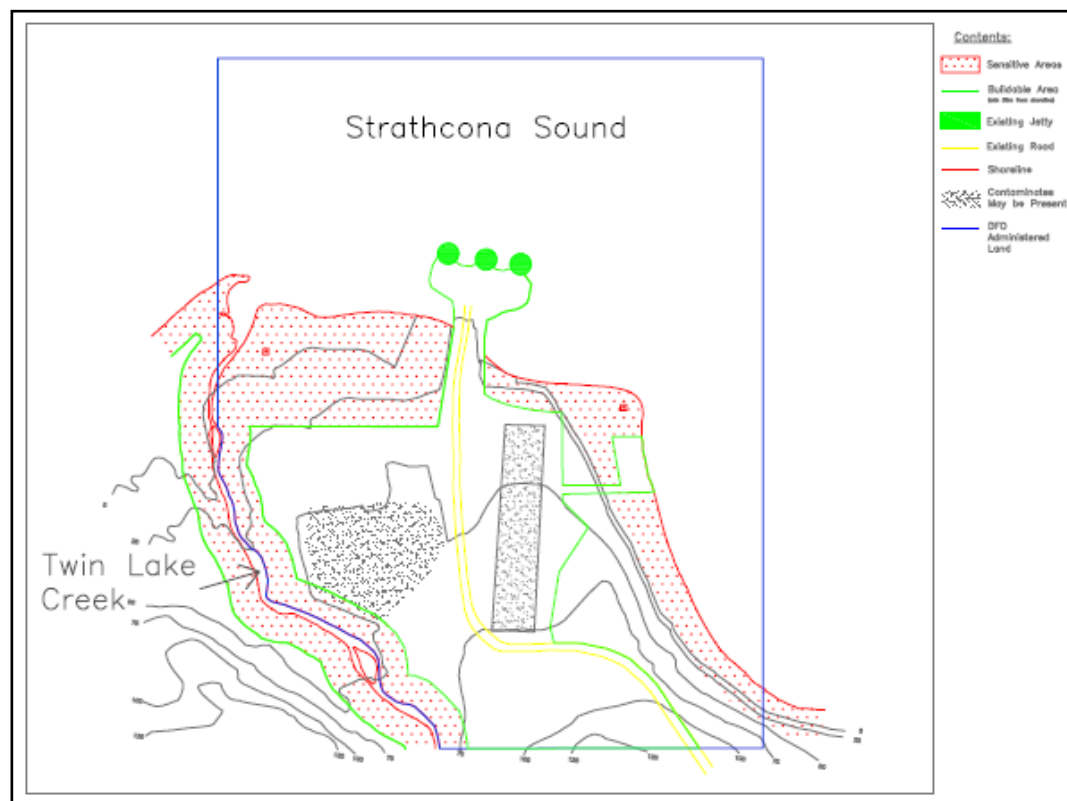
## 5.2 N.N.F. Project Requirements:

### Assumptions

- DND would “acquire” property currently under DFO administration and shall include the waterlot.
- Site will be cleared of all infra except berth and possibly fuel tanks.
- Site may still have some degree of contamination.
- All necessary agreements will be put in place by the NNF Project to support DND investments and operation.

### Constraints

- Limited info available.
- Multiple agreements are required to enable construction and operation.
- Location of site may poses challenges.
- Contaminated Areas.
- No Go Zones.





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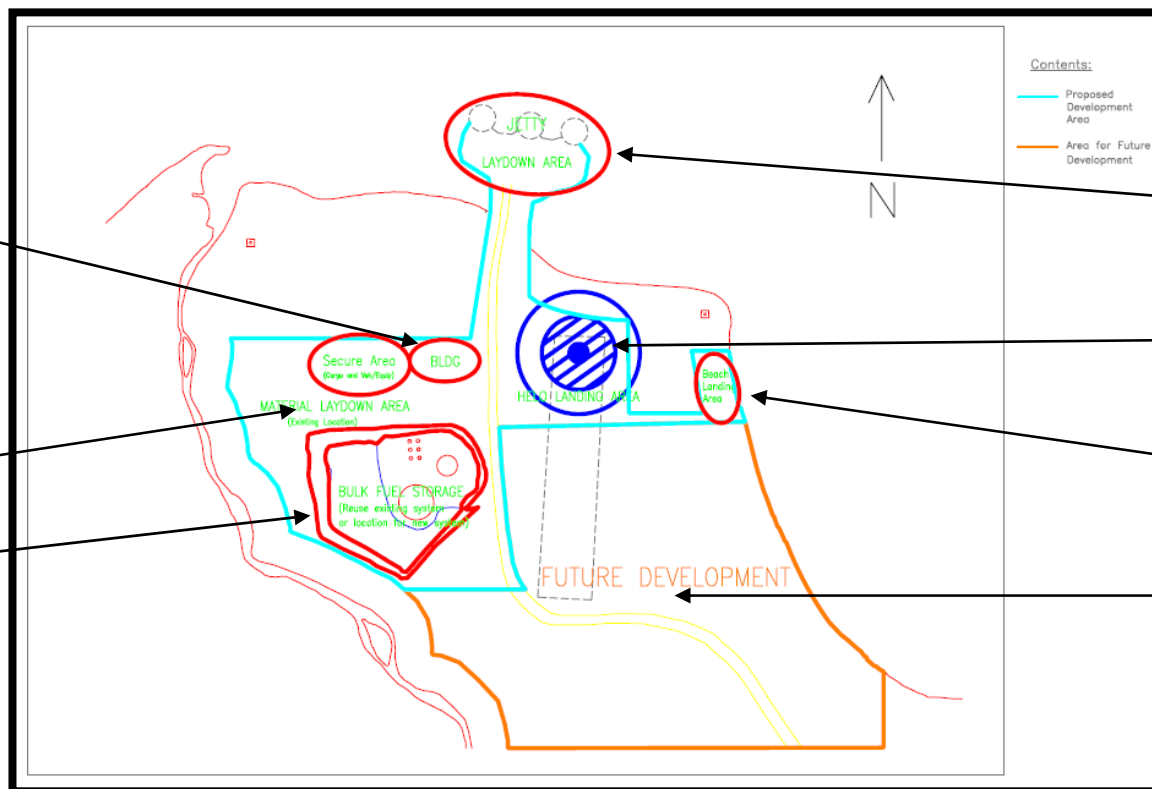


## 5.2 N.N.F. Project Requirements:

Possible site for a  
Shore-Support  
Building  
& secure  
compound(s)

Cargo  
Management /  
Marshalling  
Area

Fuel Tank Farm  
Area



Berthing Facility  
Improvements

Helo Landing  
Area

Small Vessel  
Beaching Area

Future  
Development  
Area



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## **5.2 N.N.F. Project Requirements:**

### **Requirements that are not site-specific**

- **Connectivity** (to Community and to the Airport ... presumably via the existing road)
- **Telecommunication Connectivity**
- **Project Management Office (Storefront Office)** (in the Hamlet of Arctic Bay )
- **Contracted Service Provider** (Long-term O&M Contract)
- **Operating Agreement with CCG** (MOU ... ops & financial)
- **Co-operation Arrangement** (with NTI/QIA/Arctic Bay ... Inuit participation)
- **Internal-to-DND Agreement(s)** (HR ... C2 ... business planning)





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## 5.3 What the N.N.F. Project **is NOT about**:

We are not intending to address ‘requirements’ from any other DND or OGD organization ... although we shall be cognizant of CCG requirements (incorporating them where it makes sense to do so).

Therefore, the NNF **Project is not about**:

(not an all-inclusive list, below)

- Establishing a Military Base or Station (NB: we do not intend to have accommodation for a full vessel crew)
- Establishing a major Port (like *Halifax, Vancouver or Montreal, etc.*)
- Establishing a center-of-responsibility for Vessel Traffic Management or Emergency Response (these duties/responsibilities shall remain vested in the OGD centers that exercise in these jurisdictions today)
- Establishing a Customs Terminal for Clearing ships entering the NW Passage
  - Establishing a Scientific Research launching point
- Establishing any sort of commercial enterprise (e.g. Fisheries or Tourism Support)
  - Keeping the existing Nanisivik Airport (with its long runway) open



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## 5.3 What the N.N.F. Project **is NOT about**:

But all that said ...

We fully respect the fact that the Prime Minister said that this facility will have  
“**civilian applications as well.**”

Certainly, there will be a need to establish “protocols”  
for those case-by-case events

that may occur in the days following the Project’s declaration of “*Final Operational Capability*” (FOC)  
when the MODEST capability / facility that we (DND) currently intend to deliver at Nanisivik.

e.g. a ‘protocol’ whereby a Canadian Flagged commercial vessel or a previously cleared Foreign Flagged vessel  
could garner authorization to proceed alongside for a specific purpose.

(NB: we will need to set up this ‘protocol’ anyway)



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## 5.4 N.N.F. Human Resources:

To make “a go” of operations out of Nanisivik, will require “*people.*”

- DND is not “people rich” today (many commitments, ever expanding requirements)
- We envision a very modest “*military staff* presence” on site during the navigable season (which we expect will be augmented by some *Coast Guard staff* presence, from time-to-time (to support specific CCG activities, much as has been the case in recent years)).
- We envision the contracting of a “*Site Manager*” who in most respects will “run” the future Nanisivik Naval Facility, in a ‘day-to-day ops’ sense.
- We envision the Site Manager contracting for “support” (to some as yet undetermined extent), from the local community.





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## 5.5 N.N.F. Project - Milestones:

These are the milestones as outlined by the Prime Minister's Office

*(in the Public Affairs material released at the time of the announcement)*

*per our 'best guess' at that juncture:*

### Current Thinking

Detailed Planning to Commence

August 2007

Environmental Studies/Tech Assessments

Summer 2008 (Some work complete, with remainder to be done Summer 2009)

Construction Start

Summer 2010 (might slip a year)

Initial Operational Capability (IOC)

Summer 2012 (not req'd until 2014)

Final Operational Capability (FOC)

Summer 2015 (not considered at risk)





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## 6. General Concept of Operations (*at the NNF Port Site*):



1. **A Seasonal Operation -**  
(during the navigable season).
2. **‘Ramp-up’ in late June / early July.**
3. **Seasonal “supplies” arrive by sea-lift.**
4. **Inter-action between *on-site* staff and ‘superiors’ in Halifax (DND) & Sarnia/Iqaluit (CCG) + inter-action with the Hamlet of Arctic Bay.**
5. **“Support” is provided to Government of Canada vessels + facilitation of other activities (e.g. Cargo Marshalling of goods for onward distribution by Coast Guard).**
6. **‘Bed-down’ by mid-Oct (custodial mode).**

# CONOPS for NANISIVIK

## YELLOWKNIFE

Canada Com / JTFN / JTFA  
Operational Coordination

## NANISIVIK

“The Port Site”

### DND

*“Nanisivik Military  
Coordinator”*

(seasonal presence)

- coordinates “Shipping” (a la QHM)
- responsible to Halifax
- responsive to Yellowknife & Iqaluit
- supervises ISSS Contractor
- works with CCG Port Officer & JTFN
- liaises with Arctic Bay

### CONTRACTOR

*“Integrated Site Service  
Support Contractor (ISSSC)”*

(seasonal presence)

- coordinates/delivers “Site Activities”, including seasonal start-up “in all respects ready” & shut down
- responsible to Halifax
- responsive to Mil Coord & CCG Port Officer
- works with Arctic Bay & Suppliers

### CCG

*Port Officer*

(itinerant presence)

- deals with “Cargo Marshalling”
- responsible to Iqaluit

## HALIFAX

MARLANT (J3+J4+FCEO)  
Functional Direction & Management  
(Contract Management and Support Base)

## OTTAWA

CMS

Strategic Resources will flow through

## OTTAWA

NDHQ

Strategic Resources

## IQALUIT

CCG

Shipping Advisor & Harbour Master  
*(the guy that makes things work up north)*

## SARNIA

CCG

Regional HQ & Ops Center

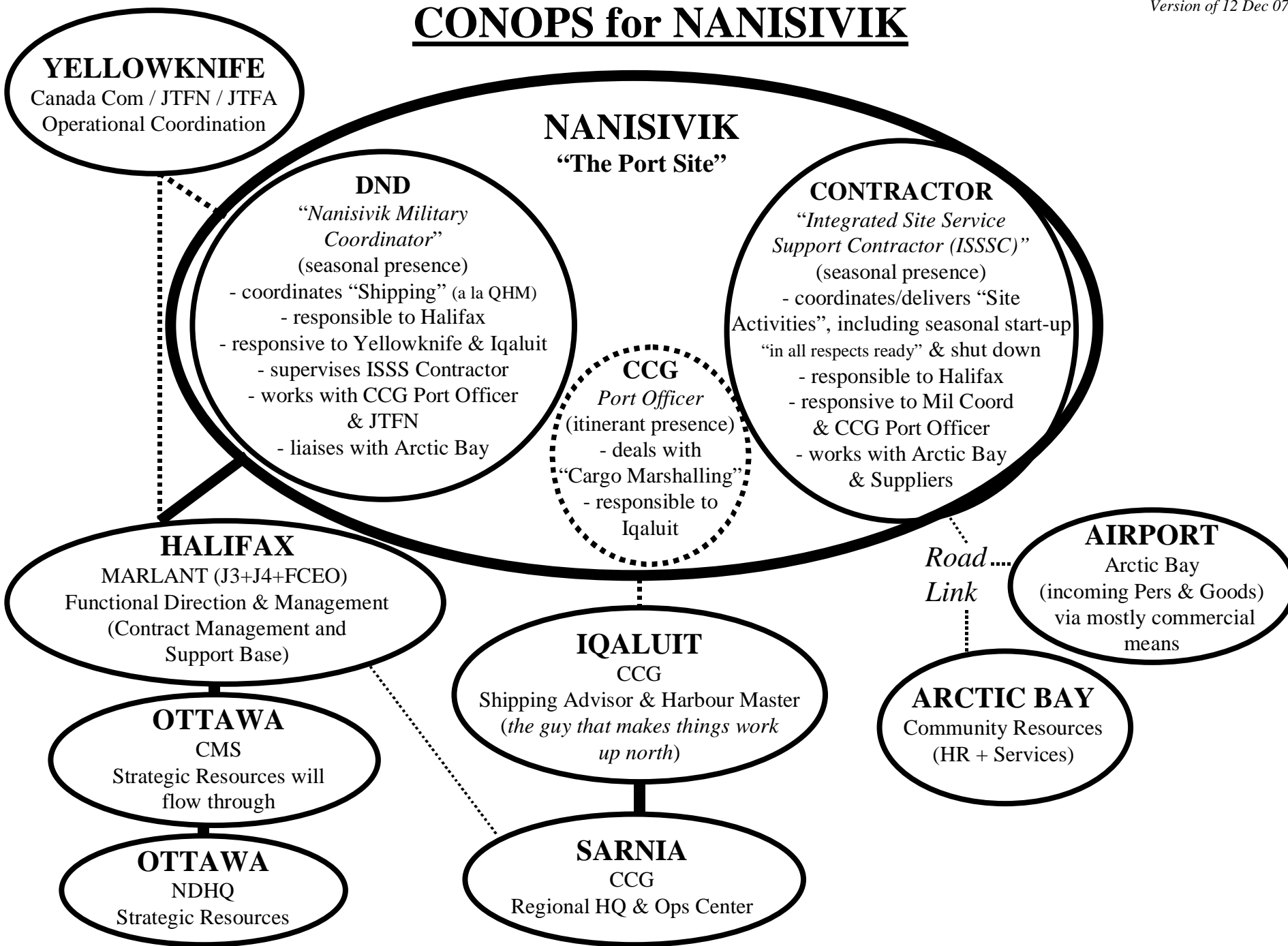
## AIRPORT

Arctic Bay  
(incoming Pers & Goods)  
via mostly commercial means

## ARCTIC BAY

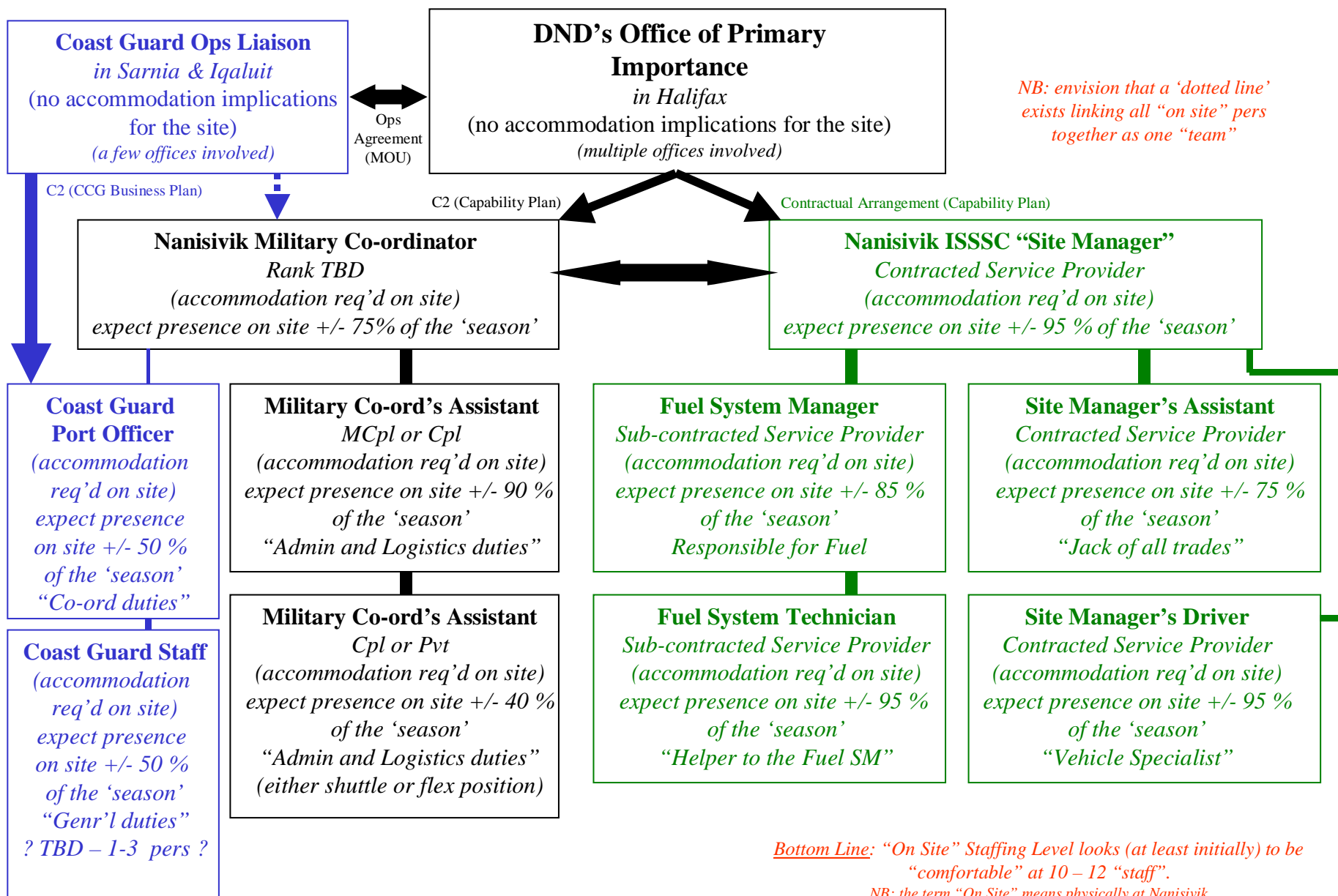
Community Resources  
(HR + Services)

*Road ...  
Link*



# NANISIVIK NAVAL FACILITY

## Human Resource Organization Chart





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## 7. General Concept of Operations (*at Arctic Bay*):



### 1. A “Store-Front” Facility -

(Initially, exploring idea of building or lease to serve as a Project Management Office. Retain this facility to serve the two-fold purpose of:

- (1) Being a window into the community for the NNF, from which to conduct “business;” and,
- (2) Being a place for the NNF Staff to go to & work on those occasions when activities at the NNF are ‘slow’.)

### 2. “Supplies” and “Personnel” arrive by air from the south – (collected and taken to the Port Site).

### 3. Winter-time ‘custodial mode’ – (expect custodial service to be provided largely from the nearby community).





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## 8. Cooperation Arrangement: Possible Opportunities

DND is committed to formulating a co-operation arrangement with NTI/QIA

*the way forward on this is not perfectly clear, but DND is ready and eager  
to engage the proper authority to launch this activity*

Opportunities must be explored with the NTI/QIA, some possible scenarios are:

- Job opportunities during construction.
- Locate staff to provide operation and maintenance of the NNF port facility through the Site Manger (contractor) during the operational season.
- Locate staff to provide security/oversight during the unmanned season.
- Storefront in Arctic Bay: explore ways to implement this concept with local community.
- Others to be explored.



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## 9. Things to do List:

- Complete “Concept of Operations” & “Statement of Requirements” - get these Approved  
(this will take time, but it's in hand ... *LCdr Orford*)
- *Develop*, in detail, the “Development Plan” and *Define* (design) the new Infrastructure  
(this will take time, but it's in hand or otherwise more or less straight forward work we're used to ... *Mr. Watson*)
- Deal with Stakeholders with respect to “Operating Arrangements” (i.e. Halifax and CCG)  
(this will take time and effort ... *Ms. Leclair*)
- Deal with Stakeholders with respect to “Co-operation Arrangements”  
(the way forward on this is not perfectly clear, but activity is launching ... *Mr. Watson*)
- Execute preliminary work with respect to contracting for “Provision of Services”  
(the way forward on this is relatively clear ... but will require a MAJOR effort ... *LCdr Orford & Ms Leclair + PWGSC*)
- Effect submission to Government with respect to the “Real Property Transaction”  
(this will take time: it's an interdepartmental transfer, but with the twist of ‘approvals’ for Nunavut location ... *DRFM*)
- Effect submission to Government with respect to “Project (construction) Implementation”  
(as briefed and generally acknowledged in the TB submission ... milestones are subject to change ... *Mr. Watson*)



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## Conclusion

**There is a lot to be done between “today” and the 2014 / 2015 time-frame when it is expected that the first Arctic Offshore Patrol Ship will be operational and “in need” of fuel from Nanisivik.**