Nanisivik Naval Facility
Project Summary

The proposed Nanisivik Naval Facility (NNF) will be located on federally owned land. The primary objective is to provide a "docking & refueling facility" for Her Majesty's Canadian (HMC) Ships and to other Government of Canada (GOC) vessels, including the Canadian Coast Guard (CCG). The Nanisivik Naval Facility may also be used to receive, marshal, hold and distribute cargo and goods from commercial sea vessels and to provide appropriate shelter, work areas and amenities for personnel during the navigable season of the year. The facility will be unmanned and shut down from November to June, each year. However, minimum power and heat will be maintained for proper maintenance of equipment and to guarantee site security monitoring. The Arctic/Offshore Patrol Ships (AOPS), which are part of Her Majesty's Canadian (HMC) ships for the GOC, will be delivered in 2013 and operational in 2014. The Nanisivik Naval Facility has a target Initial Operational Capability post 2010 in order to provide support to vessels in the North. Full Operational Capability of the Nanisivik Naval Facility will be in 2015.

During the construction and operation phases, the primary means of transportation for material and equipment to and from the Nanisivik Naval Facility will be by cargo ship, barge or airplane. Vehicles will be used to and from the site and the Arctic Bay community for transfer, re-supply of goods, movement of personnel and to access the health centre, police and other community services.

Permanent structures that will be erected at the Nanisivik Naval Facility include:
1. Berthing Infrastructure (existing berthing facility will be retrofitted);
2. Bulk Fuel System (may reuse some of the existing fuel tanks or erect more);
3. Shore Support Building(s);
4. Outdoor Secure Vehicle Parking Area;
5. Indoor Secure Winter Storage;
6. Secure Material Lay Down Area;
7. Cargo Marshalling Area;
8. Helicopter Landing Area;
9. Beach Landing and Launching/Recover Area;
10. Flag Mast;
11. Site Signage;
12. Site Roadway(s) (the existing roads will be repaired and reused);
13. Site Services/Utilities.

Temporary structures during construction (mobilization to demobilization), will consist of a camp and warehouse. The warehouse will provide shelter for material and equipment storage. All structures for the work camps will be transported to the site pre-fabricated; these will be demobilized upon work completion.
Alternatives considered

The Nanisivik location was selected for the following reasons:
- Convenient steaming distance off the Northwest Passage;
- Offers access to Eastern Arctic (Hudson/Davis Strait) waters;
- Acceptable steaming time from Halifax & St. John's;
- Good seasonal at-sea presence opportunities;
- Existing facilities available for "ownership transfer", i.e.: federally owned and administered land.

An objective of the Nanisivik Naval Facility is to build a sustainable relationship with the community of Arctic Bay. DND is exploring employment to Arctic Bay residents who could provide site support during the operational season. Specific details of the arrangement have yet to be determined. The civilian service providers would collaborate with DND in planning and preparing on-site activities during the "off-season" for the subsequent operational-season.

Other initiatives include constructing (or leasing, if possible) a Project Management Office (PMO) in Arctic Bay. It will serve a three-fold purpose:

1. A window into the community for the Nanisivik Naval Facility, from which to conduct business;
2. A place for the Nanisivik Naval Facility staff to go to and work on occasion when activities at the facilities are less active;
3. A place that may be used by the local detachment of the Canadian Rangers Patrol organization and Joint Task Force North (JTFN).

The Nanisivik Naval Facility's infrastructure, excluding the berthing facility, shall have an economic service life of 40 years, using the Industrial Scale. This means that the buildings and works shall not require major structural recapitalization for that period of time. Mechanical and electrical systems and services may require recapitalization in 20 years. The berthing and fuel facilities will be designed to be operational for not less than 50 years without recapitalization. All components, services and fixtures will be designed and built for a long-term life-cycle.