

6. The limited "linear" infrastructure model underlying some of the Draft Nunavut Land Use Plan can be expanded and replaced with more accepted and locally applicable intermodal transportation models. The Draft Nunavut Land Use Plan often refers to the high-priority needs of marine development for local communities but, inexplicably, prioritizes higher-profile aerodrome developments. The Draft Nunavut Land Use Plan needs to increase the priority for low-profile but critically important and high-impact local marine landing areas and infrastructure. Although often overlooked, priority marine infrastructure planning is essential for sustainable local economic growth and quality of life improvements.

7. NEAS reliably delivers dry cargo marine resupply services for every Nunavut community and destination across the Qikiqtaaluk, Kivalliq, Kitikmeot, including the Iqaluit Region and the Port of Churchill, Manitoba. NEAS vessels navigate the Northwest Passage and service all Western Arctic coastal communities from the NEAS arctic gateway at Bécancour, Québec, including the NEAS Cargo Service Centre and Marine Terminal.

8. Thank you and continued success to the Nunavut Planning Commission with the Draft Nunavut Land Use Plan.

Regards,



Suzanne Paquin
President & Chief Executive Officer