



Application for Vessel Temporary Admission to the Coasting Trade of Canada

1. DETAILS OF THE VESSEL

(a) Name / Registry / IMO Number

Nunavik / Marshall Islands / 9673850

(b) Category and Type

Icebreaking Bulk Carrier

(c) Summary of Technical Specifications

Gross Tonnage:	22,622
Deadweight:	31,754
Length:	188.8 m
Width:	26.6 m
Draught:	11.751 m

(d) Special Characteristics of Vessel

Nunavik is strengthened for navigation in ice with an IACS Polar Class 4. The vessel has five holds with a combined grain capacity of 30,221 cubic metres and is geared with three electro-hydraulic cranes. Nunavik's main engine fulfils the International Marine Organization Tier II requirements for nitrogen oxide emissions.

See **APPENDIX A** – NUNAVIK Specifications

2. SCOPE OF WORK

(a) Geographical Location

In addition to our usual cargoes of bulk ULSD, mineral concentrates, breakbulk and containerized resupply cargo from Europe, the polar class 4 ice breaking bulk carrier, M/V Nunavik will be used to transport approximately 3000 metric tonnes of mining equipment from Quebec City, Quebec to Deception Bay, Northern Quebec for use at the Nunavik Nickel Project. Also on this voyage, we envision the M/V Nunavik will carry approx. 5,500 mts of bulk internationally originating ULSD which will be temporarily stored in Lewisporte, Newfoundland for safety reasons while the ship carries out general cargo operations in Quebec City. This bulk

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ULSD will then be reloaded to the M/V Nunavik on the outbound from Quebec City to continue on for delivery at Deception Bay.

This voyage is expected to take place during the months of February and March of 2023. Vessels operating in the area must be compliant with the Canadian Arctic Waters Pollution and Prevention Regulations and/or the Transport Canada Arctic Ice Regime Shipping System (AIRSS) Standards

(b) Details of Operation

Canadian Royalties Inc. ("CRI") is a private mining company based in Montreal that operates a copper and nickel mine in the Nunavik region of Northern Quebec, under the name Nunavik Nickel Project. The production phase started in February 2013 and continues to employ upwards of 1000 workers today, mostly at its mine site in Northern Quebec. Due to the remote location of the Nunavik Nickel Project Mine, most all Canadian supplies are shipped into the Port of Deception Bay by sealift during the ice-free summer months between July and November inclusively. During the winter months between December and March, only ships with icebreaking capabilities can reach the Port. Between March 15 and June 15 is a blackout period where no ships are permitted in the Bay. This is so that the neighboring Inuit community residents can travel freely and safely on the iced over Bay. This leaves the Nunavik Nickel Project Mine with a narrow shipping window in which to receive supplies for a year-round operation. Under normal operations, this is managed through careful procurement, inventory, and storage plans.

As the Life of Mine (LOM) plan evolves, it has highlighted the need to further accelerate the development of several mines to avoid gaps in the ore feed to the concentrator and ensure the long-term viability of the Nunavik Nickel Project. Developing these mines also requires an expansion of the existing Expo mining camp. Despite best planning during the summer months sealift season, continued supply chain disruptions linked to the Covid-19 pandemic have severely impacted manufacturer lead times. In order to meet our project deadlines, the Nunavik Nickel Project needs to receive critical project materials and mining supplies during the upcoming winter months.

Fednav International Ltd has determined that the only practical Canadian vessels capable of performing the scope of work are their own *Arvik I* and *Umiak I* vessels, both of which are unavailable for the winter months.

Please see attached planned schedule for the Nunavik. The applicant is requesting additional time in the time period to allow for any delays that may occur. Such as weather. Etc.

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Expected Timeline	Location	Cargo Activity
End-January	Brunsbüttel, Germany	Load general cargo and ULSD
Early Feb	Lewisporte, Newfoundland	Unload ULSD for storage
Mid Feb	Quebec City, Quebec	Load general cargo for Deception Bay
Mid-Feb	Lewisporte, Newfoundland	Reload ULSD for discharge Deception Bay
End-Feb-early March	Deception Bay, Northern Quebec	Unload ULSD and all general cargo

(c) Special Characteristics or Requirements

Vessels operating in the area must be compliant with the Canadian Arctic Waters Pollution and Prevention Regulations and/or the Transport Canada Arctic Ice Regime Shipping System (AIRSS) Standards.

The vessel trading to Deception Bay must have an ice class of at least Canadian Arctic Class 4 or equivalent.

(d) CBSA Office of Importation

Quebec, QC

(e) CBSA Office of Accounting

Quebec, QC

3. PERIOD OF TIME FOR WHICH PERMISSION IS REQUIRED

Start Date: On or about February 01, 2023
Completion Date: On or about March 31, 2023
Permission Required By: December 22, 2022

4. ADDITIONAL APPLICATION INFORMATION

(a) Changes to the Dates Proposed

The dates cannot change due to contractual obligations of our client.

(b) Reasons Why the Applicant Determined No Alternative But to Import the Foreign Vessel

Due to the seasonal nature of the movement and lack of Canadian tonnage, Fednav International has determined that the Nunavik is the only viable vessel. McKeil Marine, NEAS, Transport Desgagnes and Woodward's have confirmed they do not have a suitable, available vessel for this work scope.

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(c) Names of Operators of Canadian-Registered Ships Who Have Been Contacted Before the Filing of This Application

McKeil Marine, NEAS, Transport Desgagnes and Woodward's have confirmed they do not have a suitable, available vessel for this work scope. The ULSD portion was mentioned in the emails to the companies (attached document was shared with them). We reached out to Desgagnes and Woodward's, the replies from both were already provided. The purpose of the storage in Lewisporte is because our loading/offloading sequence requires ULSD to be the last thing loaded/first thing unloaded for safety reasons.

5. LEGISLATIVE BACKGROUND INFORMATION

This application is made under provisions of the *Coasting Trade Act*, *Oceans Act* and the *Customs and Excise Offshore Application Act*.

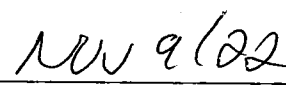
6. DETAILS OF THE APPLICANT / CLIENT

Applicant (on behalf of client):	PF Collins International Trade Solutions
Contact:	Mike Murphy
Email:	mmurphy@pfcollins.com
Telephone:	709-738-6515
Fax:	709-739-5939
Name of Client:	Fednav International Limited

7. SIGNATURE OF APPLICANTS AUTHORIZED REPRESENTATIVE



Signature



Date

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