

NUUK MARITIME NETWORK
VISION STATEMENT
FUTURE DEVELOPMENT OF PORT & PORT-RELATED AREAS



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CONSULTANT

Rambøll Grønland A/S
Imaneq 32, 2.
3900 Nuuk



MAPS & ILLUSTRATIONS

tnt nuuk a/s
Kongevej 2
3900 Nuuk

tnt nuuk

PROJECT DESCRIPTION

IDEA & VISION Nuuk Maritime Network has undergone an extensive process aimed at achieving a comprehensive vision for the development of the maritime area in Nuuk. During the preceding process, several workshops were held for the Network's board, with presentations for member companies at the general meeting.

The network's overall vision for the next 20 years is to expand the service offerings of the port. This includes better shipyard facilities, including a dry dock that can serve vessels that would otherwise need to be serviced in Iceland or Denmark. A significant expansion of quay and hinterland areas, as well as the inclusion of other locations in Nuuk, is also planned. In the development process, priority will be given to and accommodate dinghy fishermen, who will experience improved conditions and expanded capacity at boat bridges.

In addition to activities located in the Business Belt (Erhvervsbåndet), suggestions are also made for the establishment of a new marina in the bay at Qasigianguit. An expansion of existing facilities at Nuup Saava, including the establishment of extended boat bridges and a breakwater, is proposed. Planning for a raw material port with the possibility of transshipping, e.g., iron ore, on one of the islands south of Nuuk is included. Proposals for relocating the central oil depot from Nuuk to one of the islands south of the city are also presented.

Nuuk Maritime Network places a high priority on allocating areas on Qeqertat exclusively for maritime activities. Companies needing proximity to the quay edge are allotted areas closest to the quay. Fisheries are highly prioritized. As shown in the materials in this booklet, areas at the outer parts of Qeqertat are reserved for space-intensive companies needing access to the quay. In the inner parts of Qeqertat, there is a desire to establish small and medium-sized maritime companies, including service companies.

In general, Nuuk Maritime Network works for flexible planning frameworks so that, for example, building percentages do not become decisive for land use. Maritime companies have widely varying space needs, not limited to building volumes, but also areas for storage and deposit.

SUSTAINABILITY Nuuk Maritime Network places great emphasis on sustainability, with the expansion of the port and the establishment of a new business area on Qeqertat providing obvious opportunities to incorporate sustainability. The relocation and consolidation of fisheries-related companies to a location close to unloading and loading areas for

trawlers will result in shorter transport times and significantly less traffic in the urban landscape. Likewise, the expansion of the shipyard in Nuuk, including a larger dry dock, will generate local revenue and save shipping companies significant costs and time for transport to shipyards in Iceland or Denmark.

Concentrating the activities also allows production companies to utilize each other's energy. For example, a cold storage facility produces a large amount of surplus heat, while a shrimp cooking facility has a large consumption of heat – creating a potential that can be exploited.

The planned expansion of hydropower potential provides great opportunities for electrifying activities, including the installation of shore power for as many vessels as possible. There are examples from Aarhus where it is significantly more expensive to dock if shore power is not used.

The infrastructure on Qeqertat, including electricity and water supply, must be robust enough to eventually establish the production of alternative fuels using Power-to-X technology, which will become possible when an extension of the hydropower plant is operational. This could potentially produce environmentally friendly fuels for shipping traffic.

REGULATORY CONDITIONS It is crucial for port-related businesses that the visions are timely translated into specific (local) planning. Furthermore, planning with inherent flexibility is encouraged so that building percentages and similar factors do not limit the industry's development opportunities but cater to the industry's diverse needs.

Nuuk Maritime Network recognizes that urban planning is time-consuming and, with this Vision Statement, seeks to contribute a tool for organizing future areas for the port and fisheries industry.

ABOUT NUUK MARITIME NETWORK Nuuk Maritime Network represents, as an inter-branch organization, more than 50 local companies, all operating within the maritime sector in the Nuuk area. These companies annually contribute with a turnover of more than DKK 1 billion and employ no less than 1,900 employees – a significant volume for the economy.

The member companies' engagement in Nuuk Maritime Network is pivotal for a cohesive, timely, and meaningful development of our port facilities.



VISION AREAS

FUTURE CONDITIONS

- (A) EXPANSION OF FYRØ/QEQERTAT
- (B) ESTABLISHMENT OF MARINA, QASIGIANNGUIT
- (C) ESTABLISHMENT OF BREAKWATER AND FLOATING DOCKS, NUUP SAAVA
- (D) ESTABLISHMENT OF OIL DEPOT, HUNDEØ
- (E) ESTABLISHMENT OF BULK TERMINAL, ANGISUNNGUAQ

OVERVIEW



* Vision area for future dual-use, with potential for a larger cohesive quay facility with very large hinterland/storage areas. The area is intended to be connected to the existing infrastructure at Paradisdalen.

VISION AREA A

THE BUSINESS BELT

Vision Area A consists of a multi-faceted strategy for the overall development of port activities. The Vision Area is predominantly located in the Business Belt, which, according to the current municipal plan, is a large area designated for business development.

The vision for the area involves development in different stages and phases.

Nuuk Maritime Network suggests that the first effort of the plan should be the development of Qeqertat/Fyrø, according to area A1 in this material. The area is planned for large

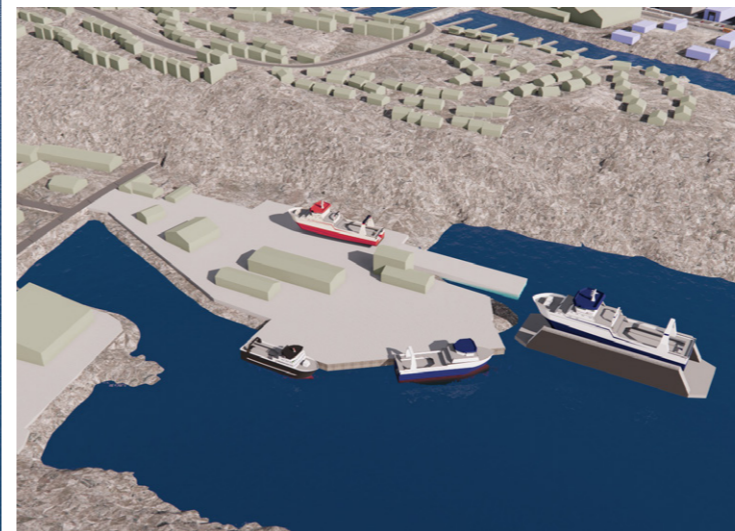
space-intensive fisheries-related companies, with needs for both storage areas and quay access.

Area A2, which is desired to be realized immediately following A1, is reserved for less space-intensive maritime companies. These may include workshops, ship assembly/electronics, service companies, and similar.

Parallel to the activities in the mentioned development areas, efforts are made to create better conditions for dinghy fishermen,

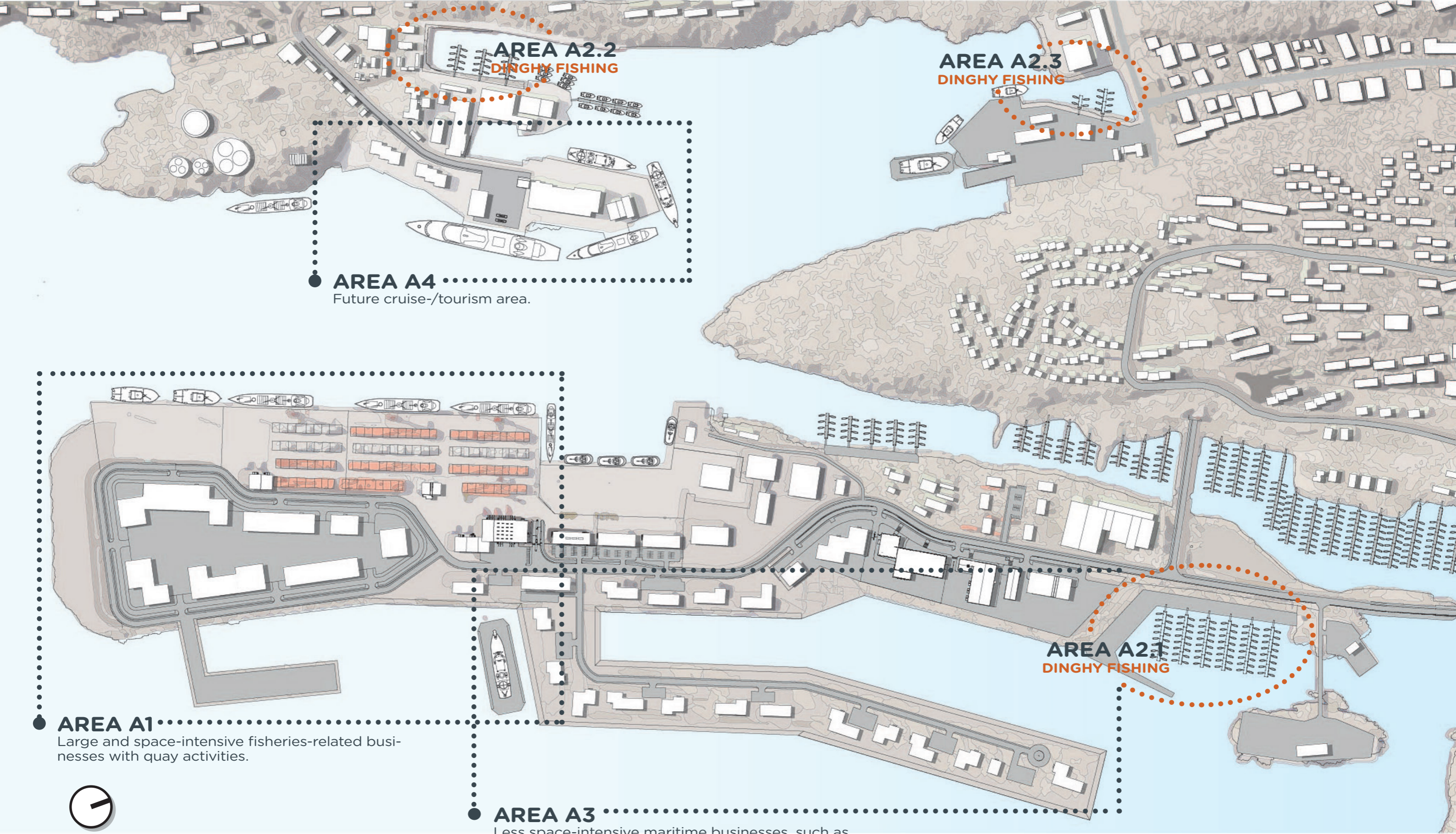
especially prioritizing the new area at Qeqertanut. Other areas for dinghy fishermen are continuously optimized.

As areas A1 and A2 are put into use, there may be a transformation of area A4 (old Atlantic Port) so that this area is more targeted towards tourism, especially cruise tourism. There will be space and quay facilities for both cruise ships and tourist boats. Additionally, in the area, it is proposed to allocate building opportunities for businesses that are naturally rooted in the environment.



SITE PLAN

VISION AREA A



AREA A2.2
DINGHY FISHING

AREA A2.3
DINGHY FISHING

AREA A4
Future cruise-/tourism area.

AREA A2.1
DINGHY FISHING

AREA A1
Large and space-intensive fisheries-related businesses with quay activities.

AREA A3
Less space-intensive maritime businesses, such as service companies.

VISION AREA A1

FYRØ/ QEQERTAT

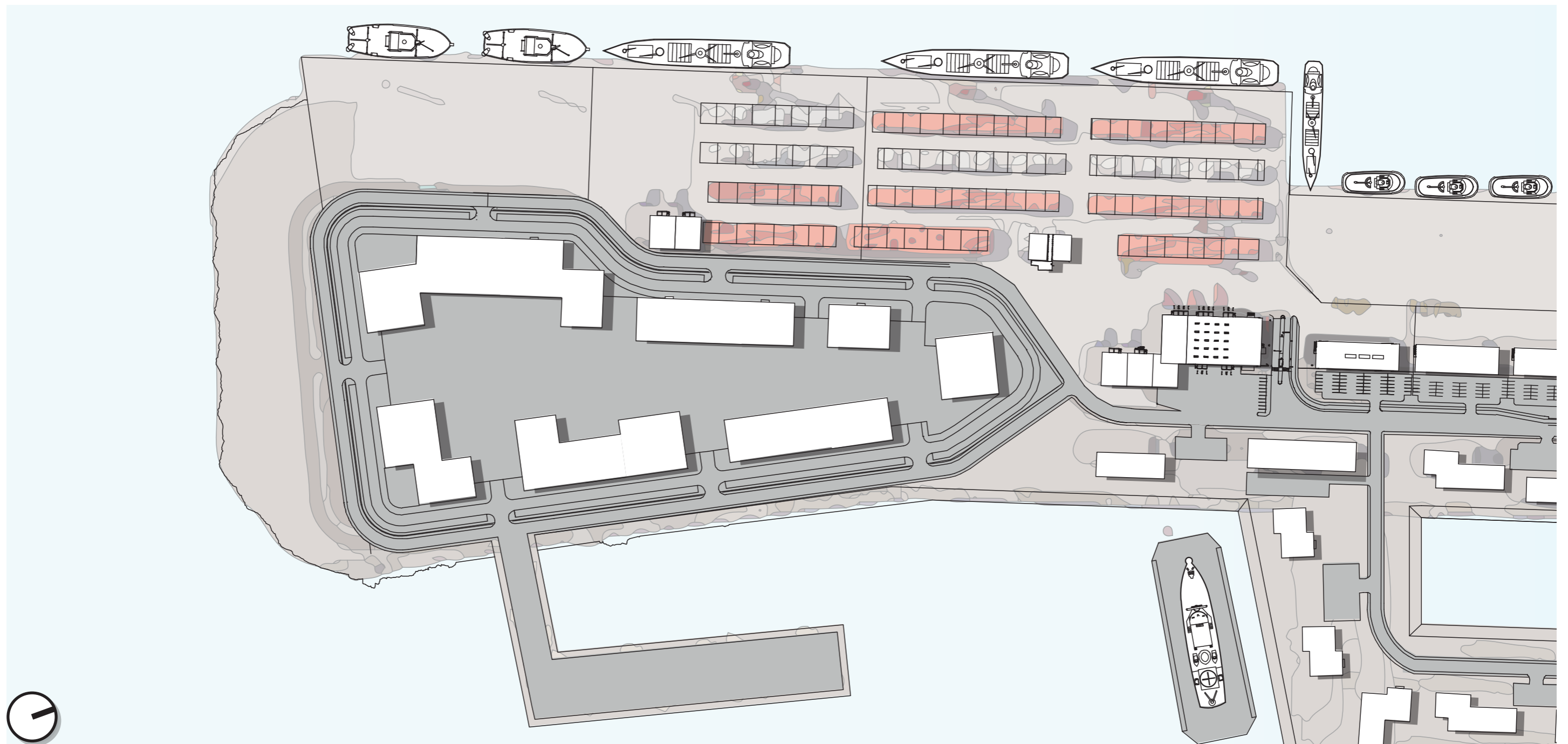
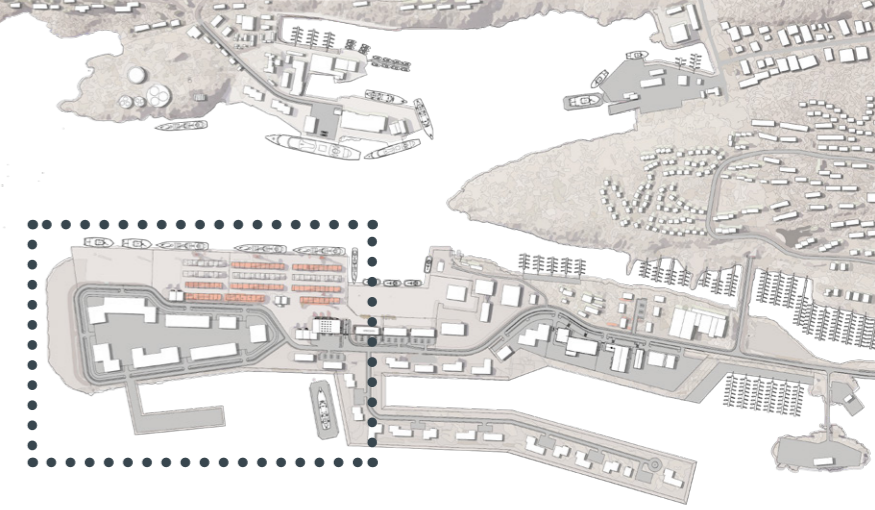
The Vision Area is located in continuation of the existing Atlantic Port, which was taken into use in 2017. The area - Qeqertat/Fyrø - appears, besides a temporary asphalt plant, undeveloped and without further site preparation.

Existing container and boat storage in the area are expected to be relocated. Early-stage exploration of solutions for establishing permanent container and boat spaces elsewhere than the port is encouraged.

The development of the area is proposed to be reserved for large and space-intensive fisheries-related businesses, with a need for quay access.

The main feature of the plan is to ensure a ring road around the building sites for full and unhindered access to the quay areas. The area is also allocated for future expansions of the Atlantic quay, as well as ensuring sufficiently large storage areas.

Currently, there is high demand for areas in the region, which necessitates prioritization of this particular Vision Area. It is thus perceived that site preparation of the area should be initiated as quickly as possible. Specifically, access roads, and establishment of sufficient electricity and water supply for energy-intensive business activities.



VISION AREA A2

DINGHY FISHING

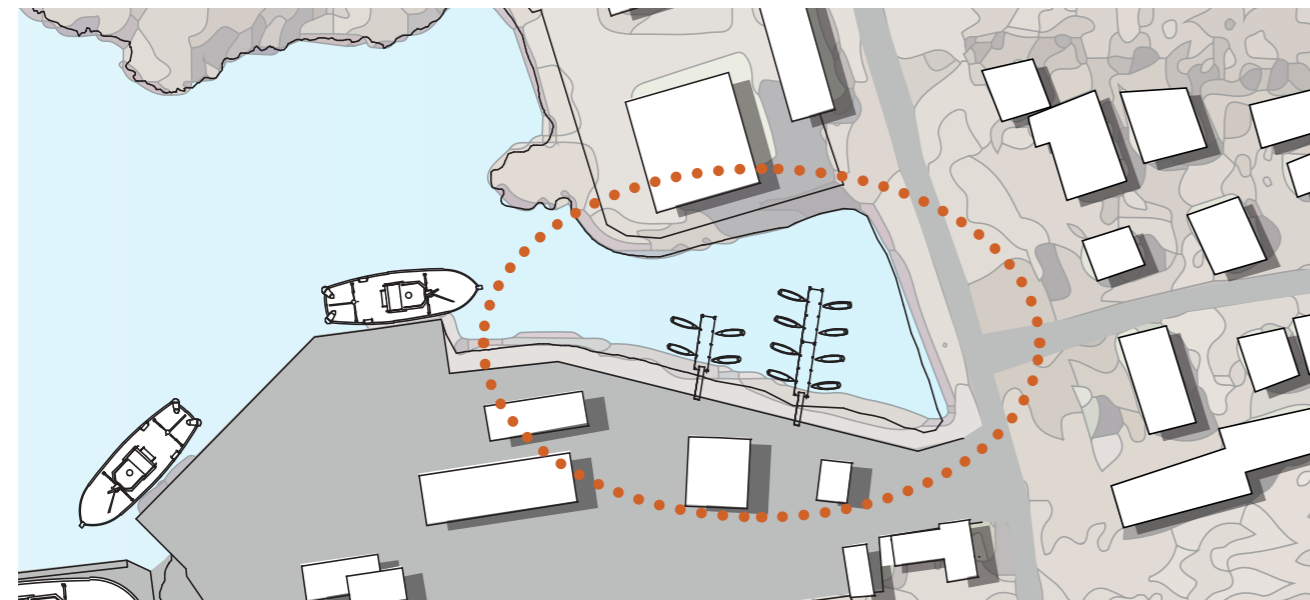
The dinghy fishery and conditions for dinghy fishermen are sought to be accommodated already in the initial phases of the vision plan.

Continuous efforts are made to improve conditions for dinghy fishing, regarding the existing locations at Industrivej (A2.3) and Vestre Vig (A2.2).

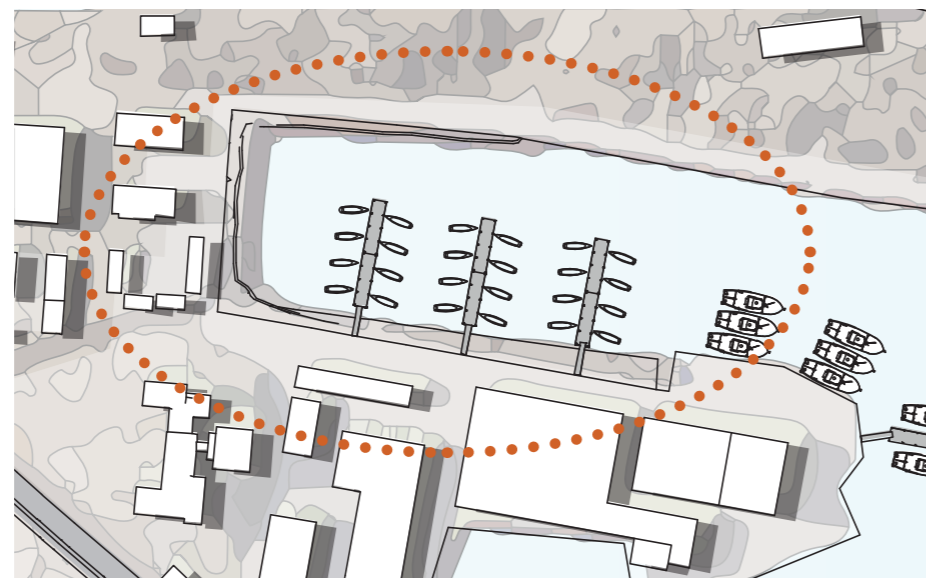
Capacity challenges and general future-proofing of the industry are addressed by proposals for establishing a larger dinghy port, according to area A2.1 at Qeqertanut.

It is Nuuk Maritime Network's opinion that the establishment of the dinghy port can be initiated as soon as a planning basis is available.

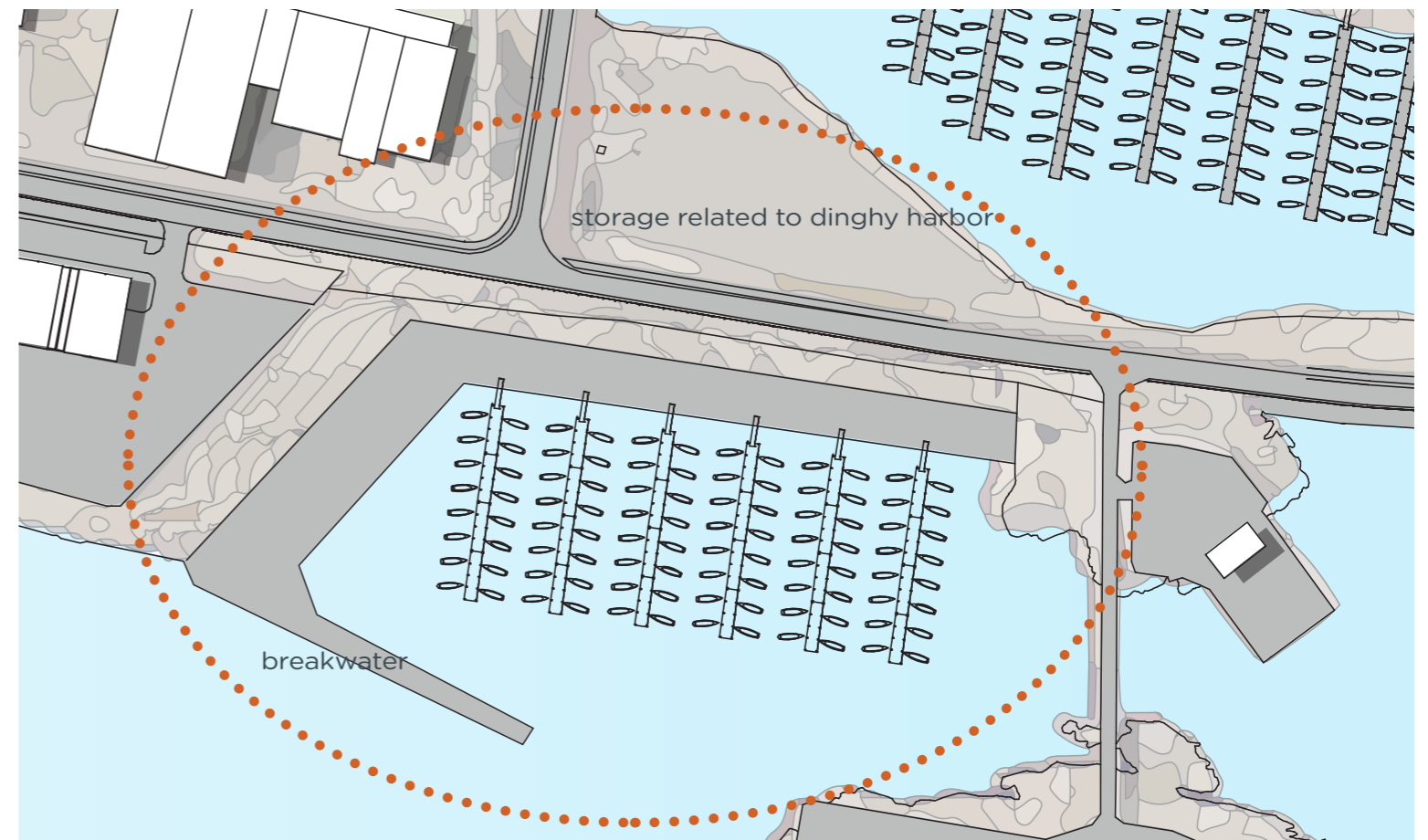
As a prerequisite, a breakwater needs to be established. This may be necessary even temporarily until Vision Area A3 becomes a reality.



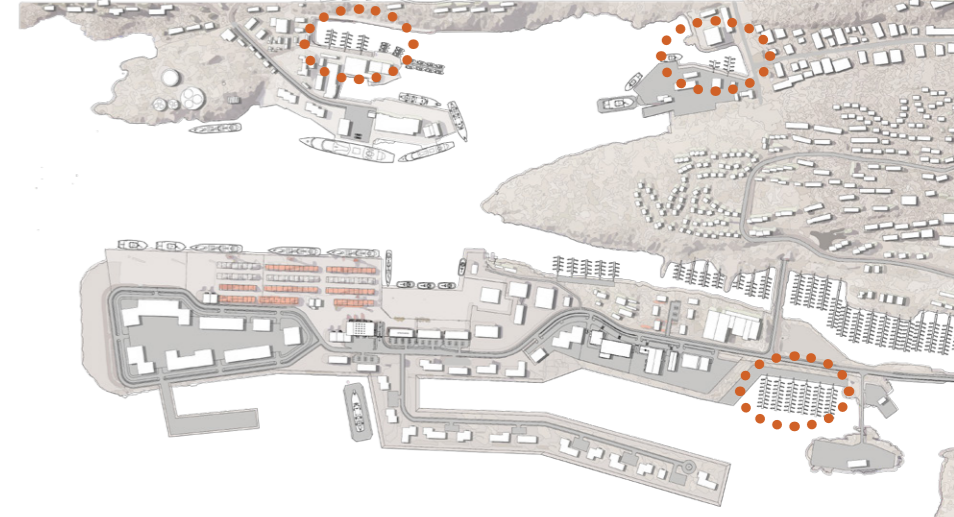
A2.3 | INDUSTRIVEJ



A2.2 | VESTRE VIG



A2.1 | QEQERTANUT



VISION AREA A3

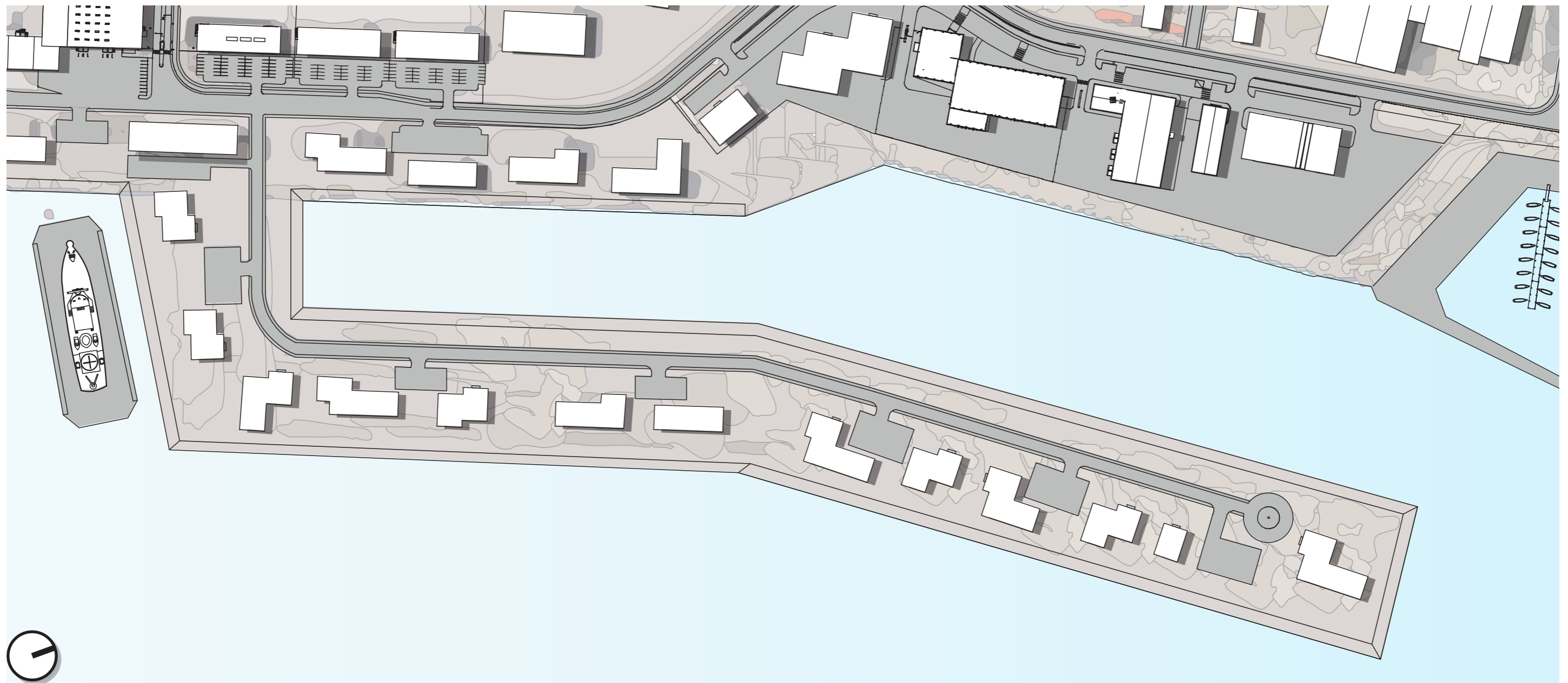
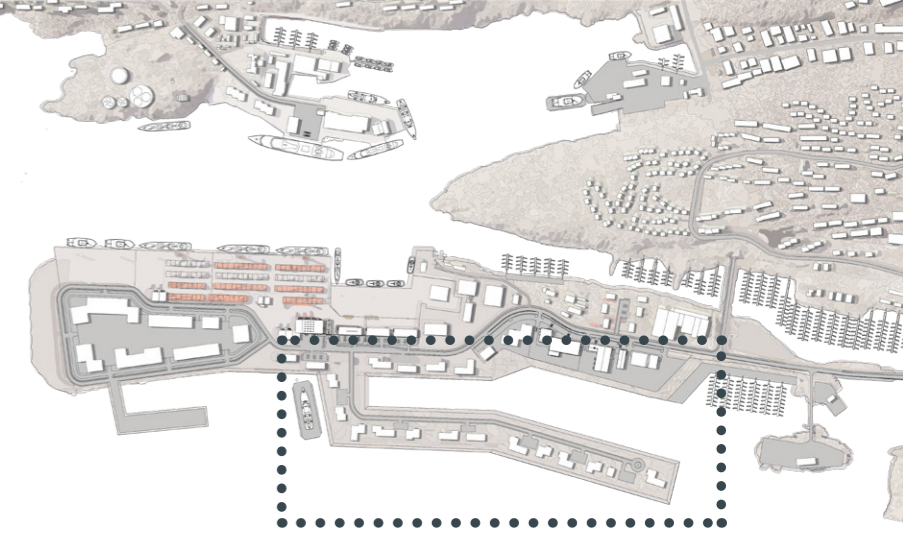
PORT EXTENSION, QEQERTAT

Vision Area A3 is established by filling the shallow maritime territory east of Qeqertat, as a land connection to the two small islands in the area.

According to the current municipal plan amendment 2B2-5, the area is designated for purposes specified in this vision proposal. The municipal plan amendment further states that the use is determined for business purposes within storage and other storage-related activities requiring proximity to the quay.

In connection with this vision proposal, Nuuk Maritime Network assesses that the use can advantageously be limited to maritime service companies and other companies that have their usual affinity with the port's other actors.

Quay facilities can be established along the inner side of the breakwater, with the extent adjusted to the needs at the time of construction.



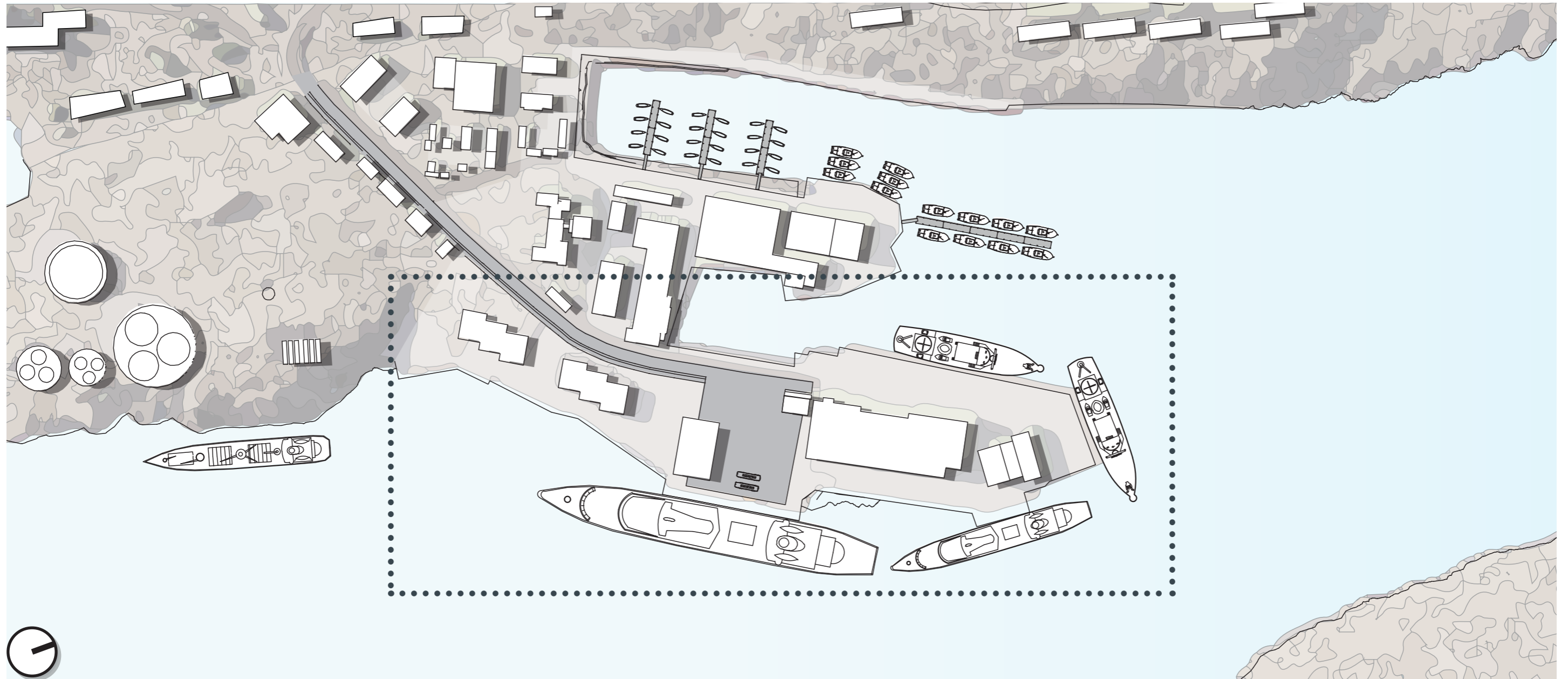
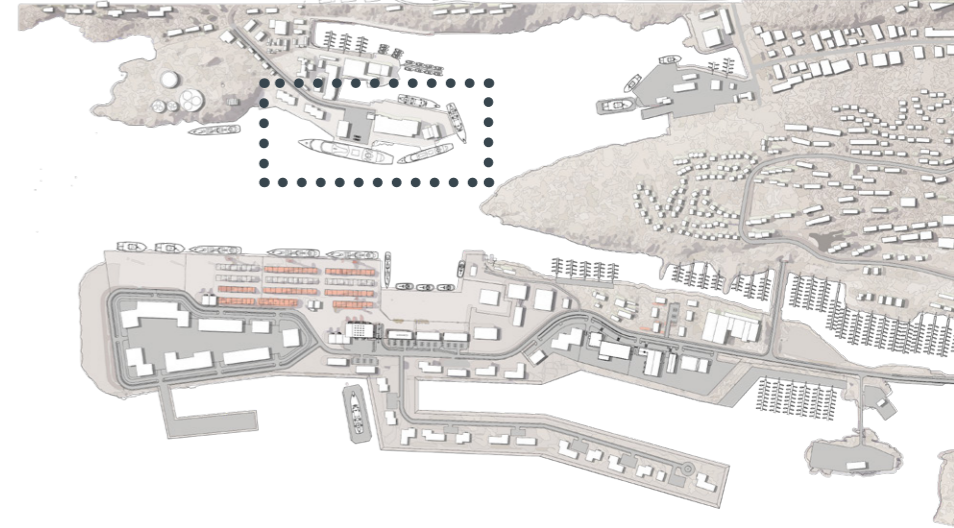
VISION AREA A4

OLD ATLANTIC PORT

The area around the old Atlantic port is proposed to be developed and reserved for tourism purposes in the long term. This allows better space for cruise tourism, businesses related to the tourism industry, as well as maritime businesses in a broad sense.

The quay, landing bridges, and tidal stairs will be targeted at cruise ships and tourist boats.

The area is covered by the current municipal plan for sub-area 1B1, Nuuk Atlantic Harbour, for which detailed provisions have been prepared. For the implementation of the vision plans, a new municipal plan amendment is expected to be provided.



VISION AREA B

QASIGIANNGUIT

The sheltered area in the bay at Qasi-gianniguit offers great potential for developing a modern hub for tourist sailing in the fjord.

Currently, there is already a shortage of landing opportunities for tourist boats, and many tour operators take the long route around Nuuk.

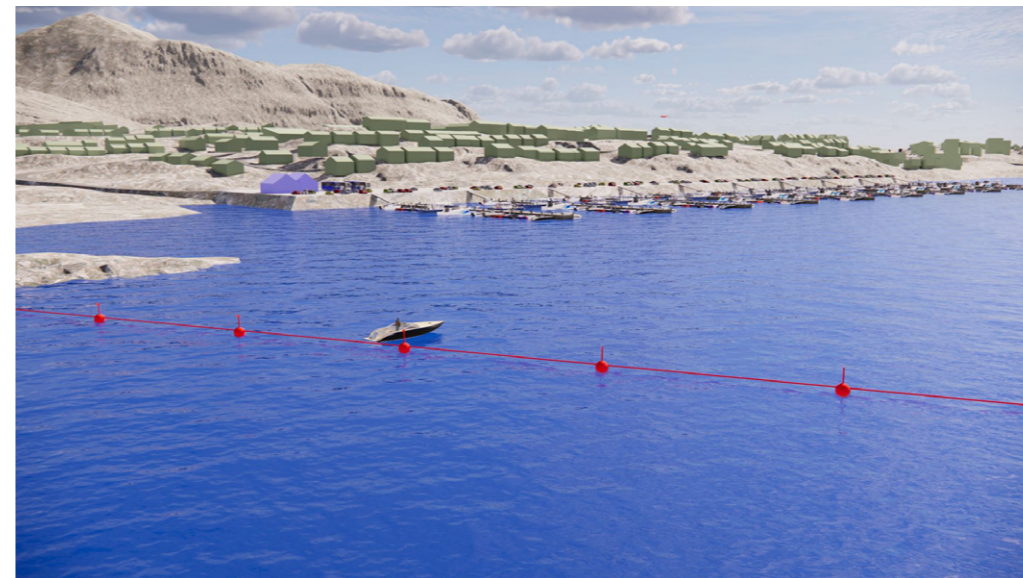
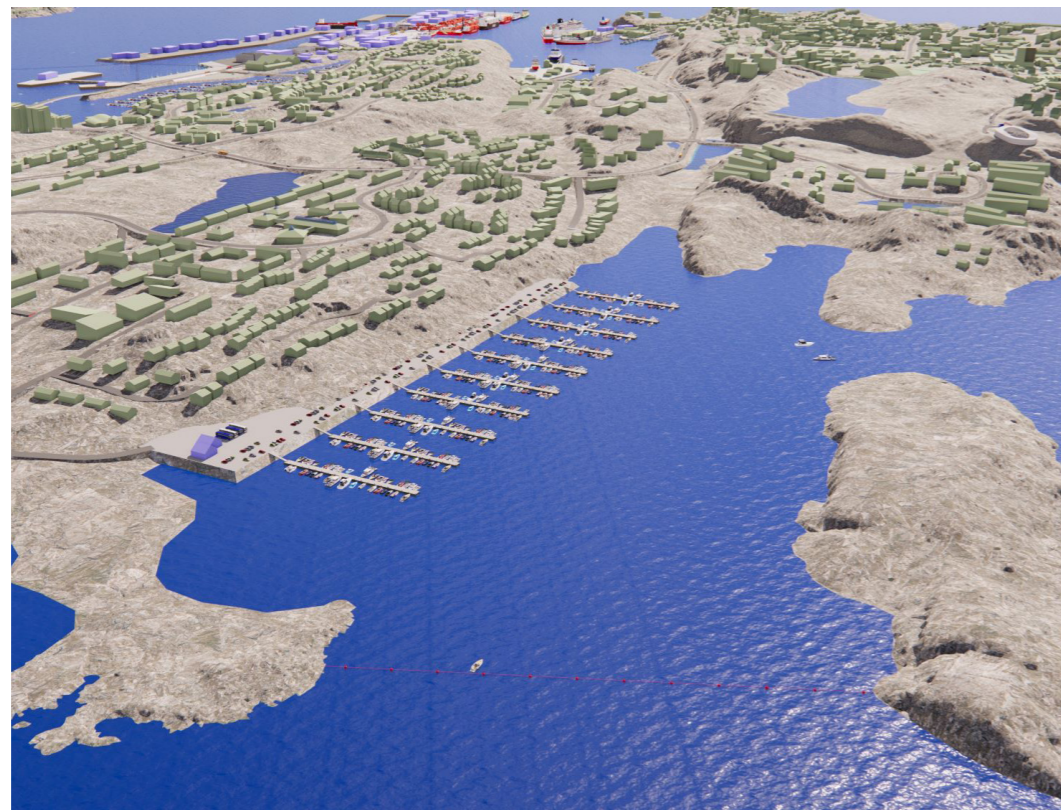
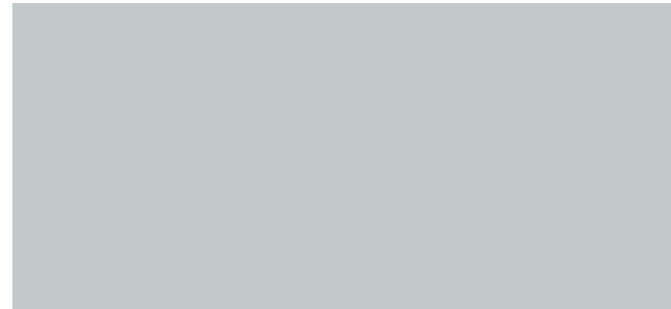
The location offers shorter sailing times to the primary tourism destinations inside the fjord, avoiding the often harsh and unpleasant sail around Nuuk.

Recognizing an increasing need for boat spaces for local recreational sailors, the area is proposed to be equally distributed between tourist operators and recreational sailors.

A combination of a marina for both tour operators and recreational sailors is assessed to contribute to a number of synergies in shared facilities, diversity, and use outside the tourism season.

A modern marina at this location is not assessed to impair the view from the residential areas behind, as the contours of the landscape will maintain an unobstructed view.

The vision proposal suggests an access road to the area, which has not been definitively determined yet, but preliminary thoughts are on access by extending Kangillinnguanut.



SITE PLAN
VISION AREA B



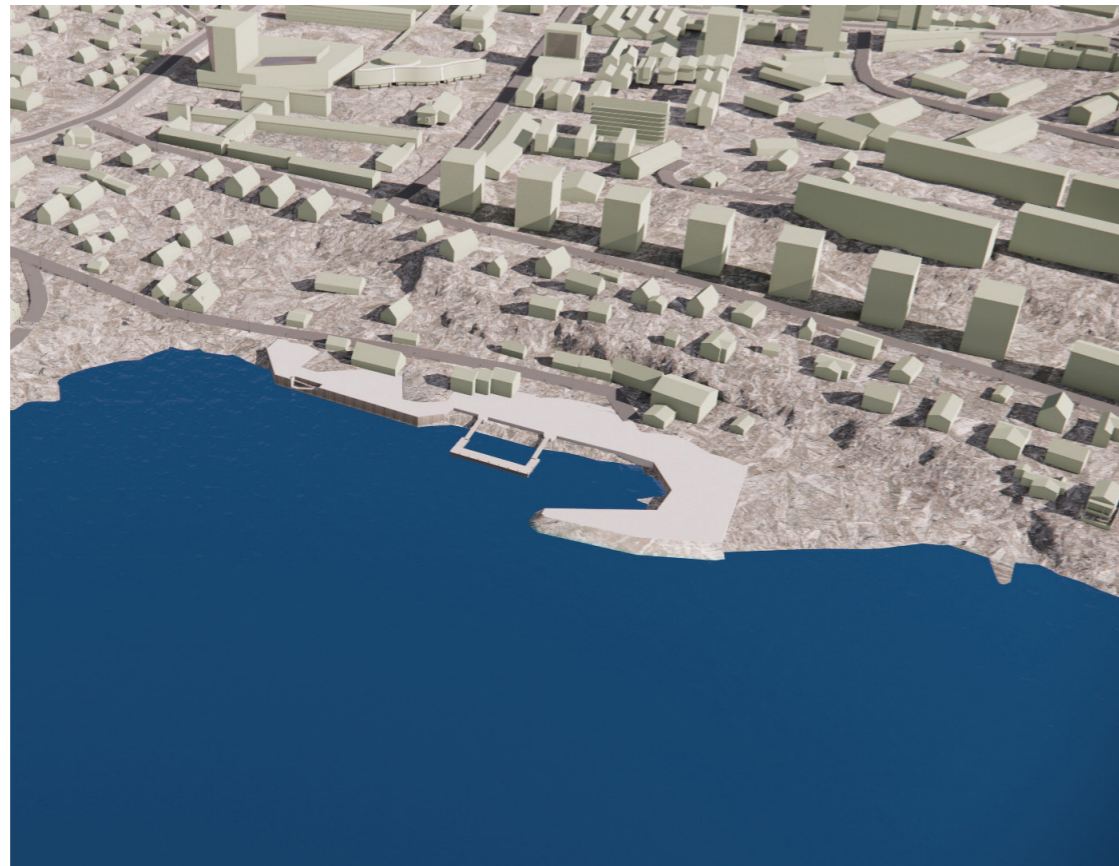
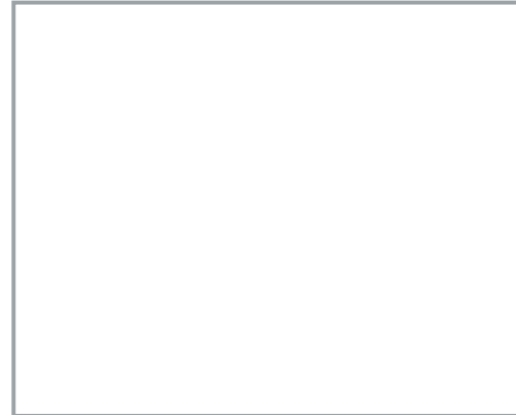
VISION AREA C

NUUP SAAVA

Nuup Saava's coastal facilities are primarily used today for tourist boats, for the boarding and disembarking of passengers for fjord cruises. The vision is to future-proof this activity, so that Kolonihavnen in the long term preserves its environment but also ensures vitality and diversity in the area.

If the conditions for Kolonihavnen as a hub for tourist cruises are promoted, it will expectedly provide a basis for targeted development of Kolonihavn, to the benefit of locals and tourists.

Technically, the establishment of a breakwater and modern boat bridges is envisaged.



SITE PLAN
VISION AREA C



VISION AREA D

FUEL TANK FACILITY ON HUNDEØ

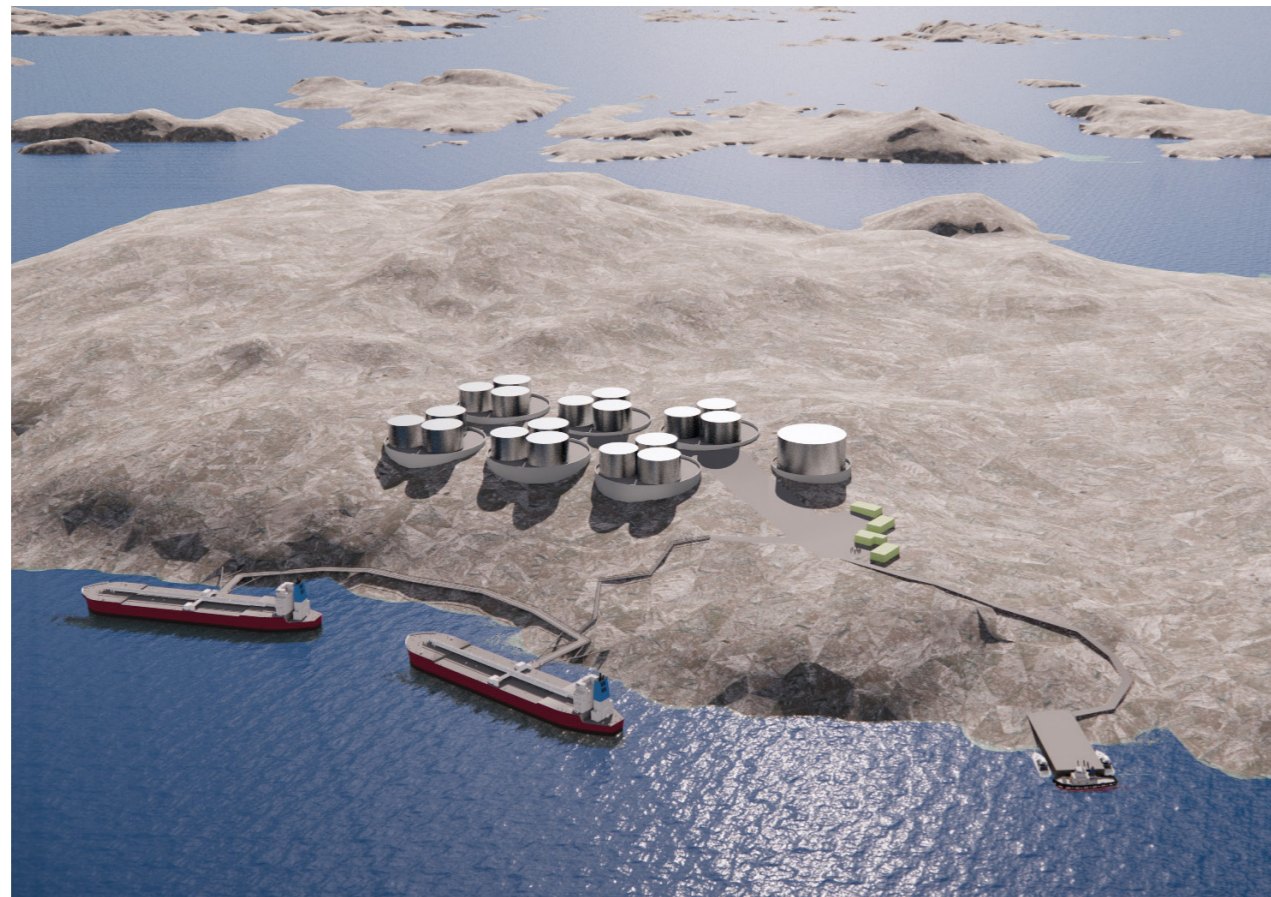
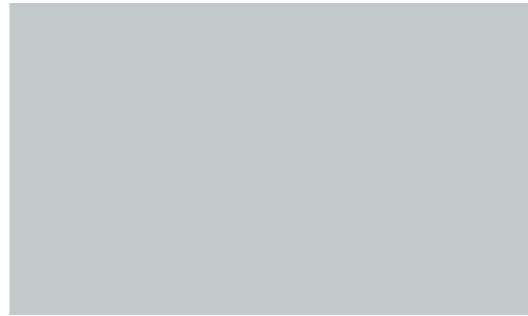
The increasing level of activity for the port and its businesses requires a long-term perspective on bunkering opportunities.

The fuel tank facility as it currently exists at the port is assessed to be insufficient in the long term. Therefore, there are plans for the establishment of a large, consolidated facility on Hundø.

The vision is for the facility to be a key player in a comprehensive plan for bunkering along the west coast.

Nuuk Maritime Network is working to establish a planning basis for a solution, inspired by this vision proposal. This is to ensure that potentials can be utilized as quickly as possible when the need arises.

Existing facilities in Nuuk are expected to be preserved for local supply.



SITE PLAN
VISION AREA D



VISION AREA E

RAW MATERIAL PORT ON ANGISUNNGUAQ

The raw material industry has previously approached Greenlandic authorities with the request for transshipment of raw materials from ice-reinforced vessels to non-ice-reinforced vessels in Greenlandic waters.

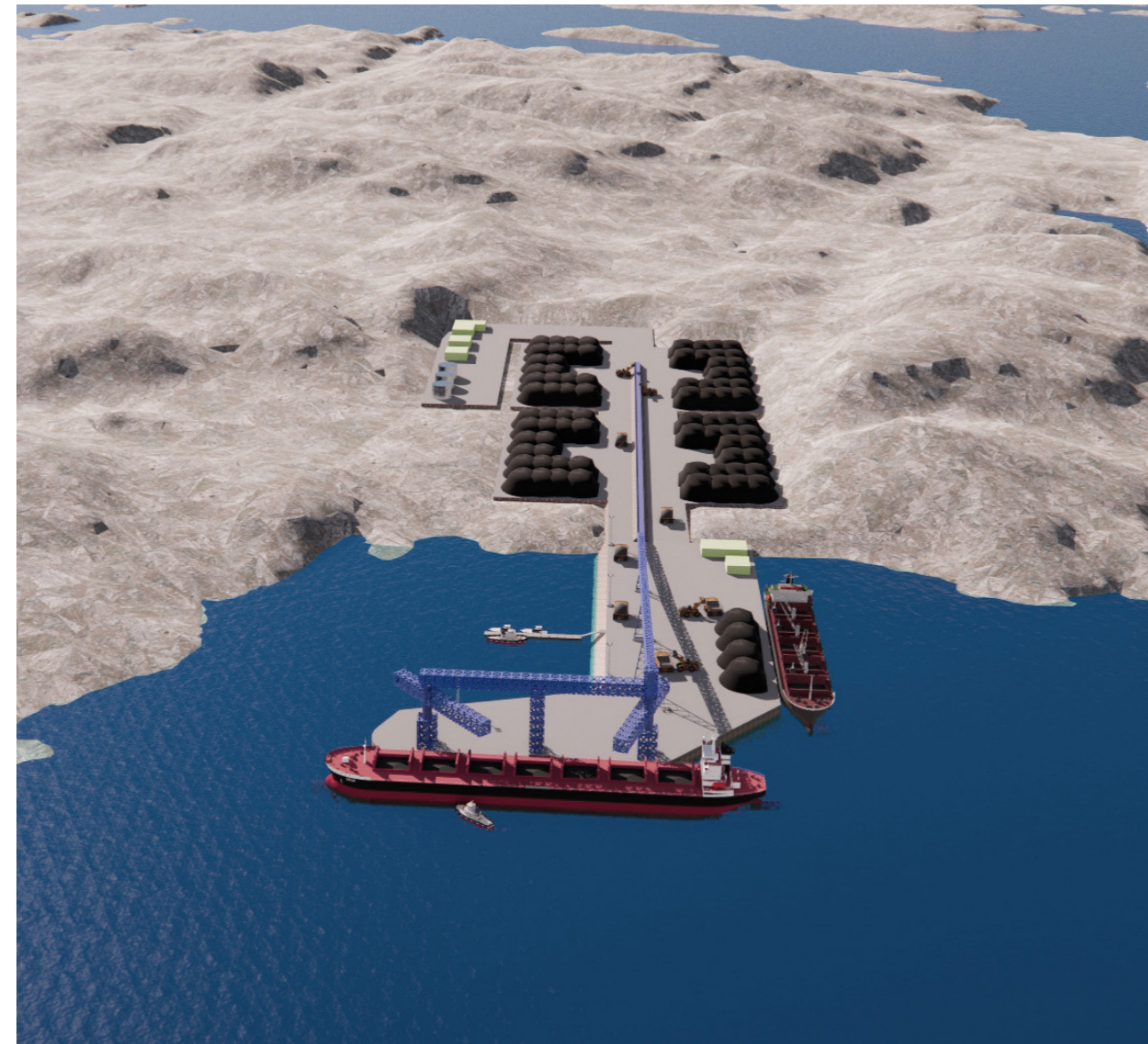
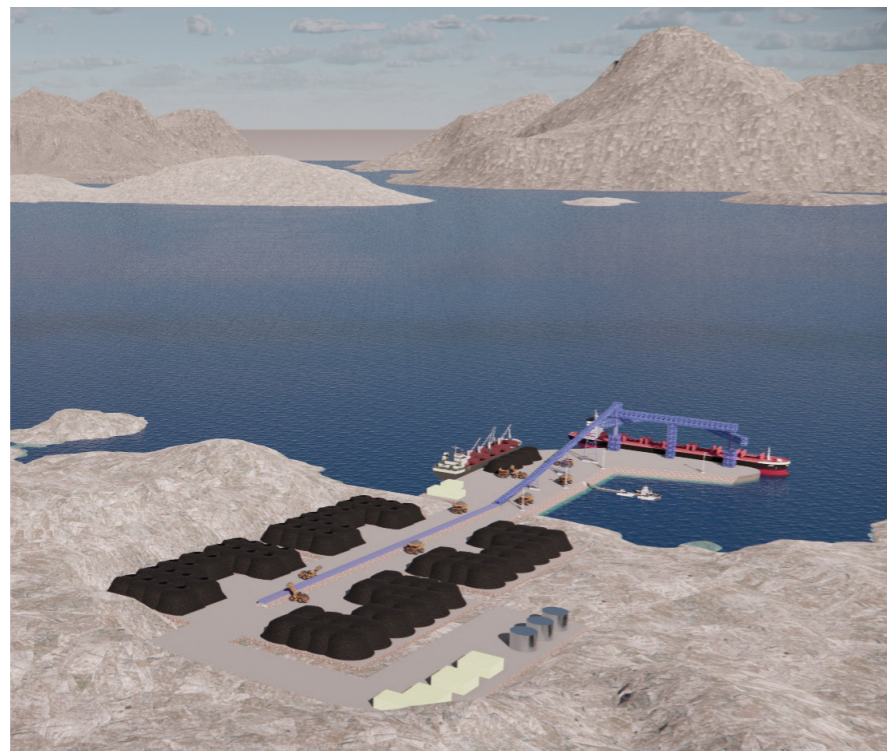
Ice-reinforced vessels are significantly more expensive to operate, and substantial resources can be saved by transshipment in Greenlandic waters. Specifically, there has been an approach from the Mary River iron mine project at Baffinland. However, lengthy case processing and hearing processes contributed to the project's abandonment.

Currently, the vessels sail through Greenlandic waters with no, or minimal, revenue for Greenland. Future projections for traffic

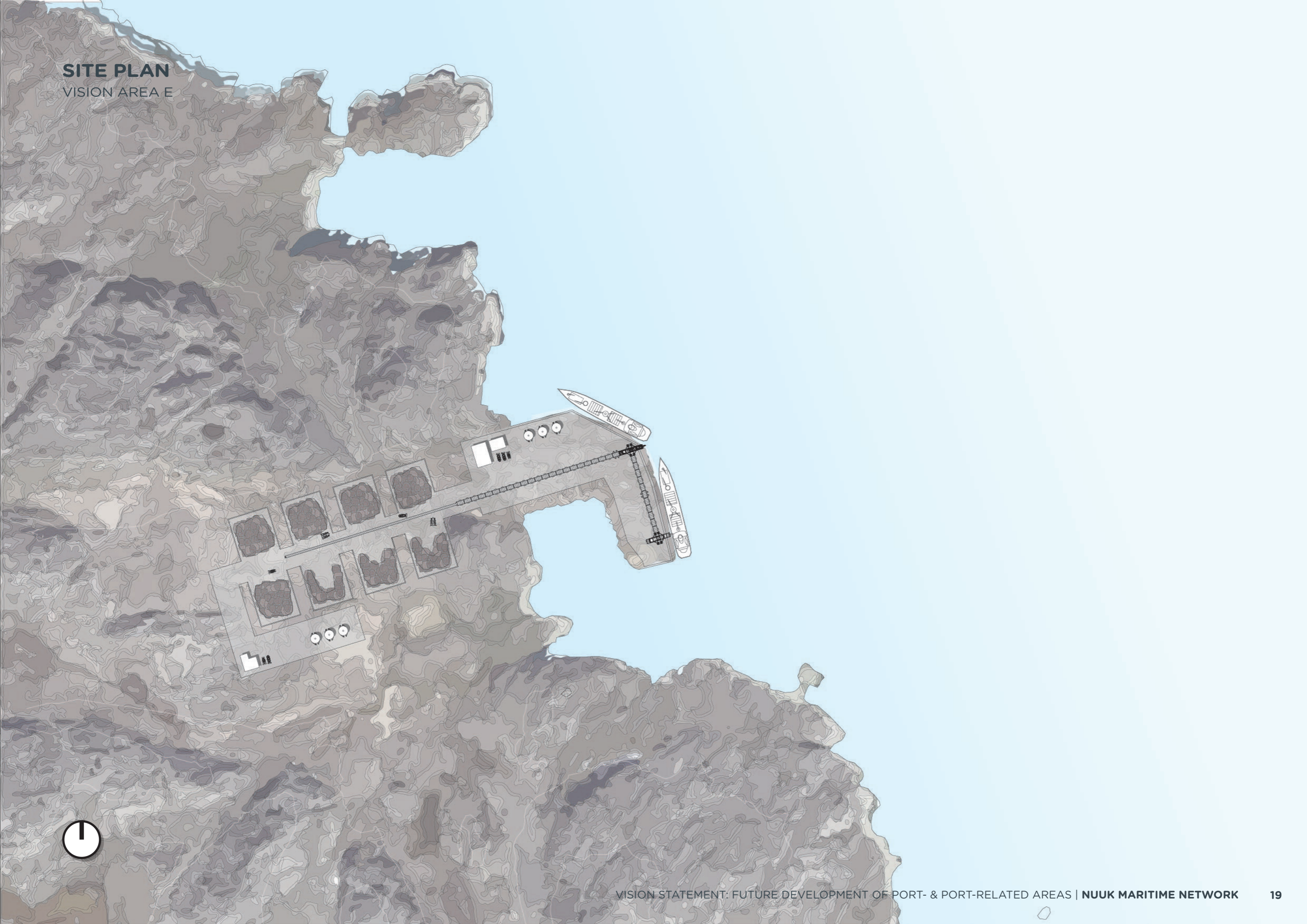
through the Northwest Passage support a strategy for handling transshipment in Greenlandic waters.

Nuuk Maritime Network sees great potential in being prepared, and this vision proposal is an early suggestion that can be included in a later planning process.

By early establishment of a planning basis, future projects can be anticipated more quickly and with a greater likelihood of utilization.



SITE PLAN
VISION AREA E

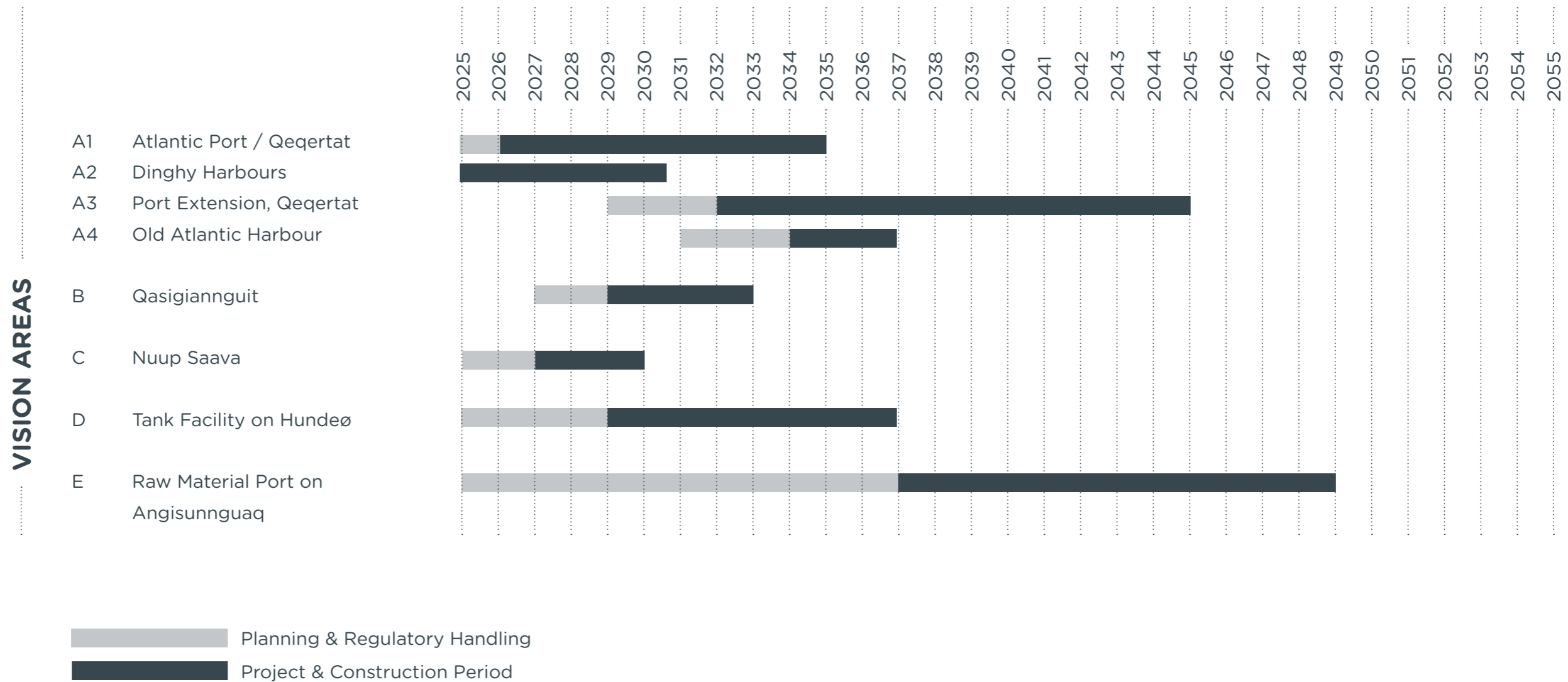


PROCESS TIMELINE

The proposed timeline is Nuuk Maritime Network's early suggestion for the expansion pace of the vision areas.

The timeline takes into account the time used to clarify the individual visions, as well as the subsequent urban planning process (regulatory handling).

Especially for Vision Areas D and E, it is proposed to prepare the urban planning basis at a relatively early stage. This is to ensure stability in the process and accommodate potential inquiries when they arise.





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