



CANADIAN NORTH
seriously northern

Compliments of Canadian North

Life on Inuit time
ONE YEAR, SIX SEASONS P94

Gwich'in delicacy
BEST DRYFISH ON THE MACKENZIE P22

up here

MAY 2015

THIS MONTH IN CANADA'S FAR NORTH

NEW TO THE NORTH:
A PERFECT FIT

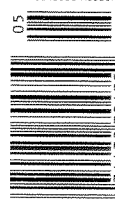
HOME SWEET (TINY) HOME

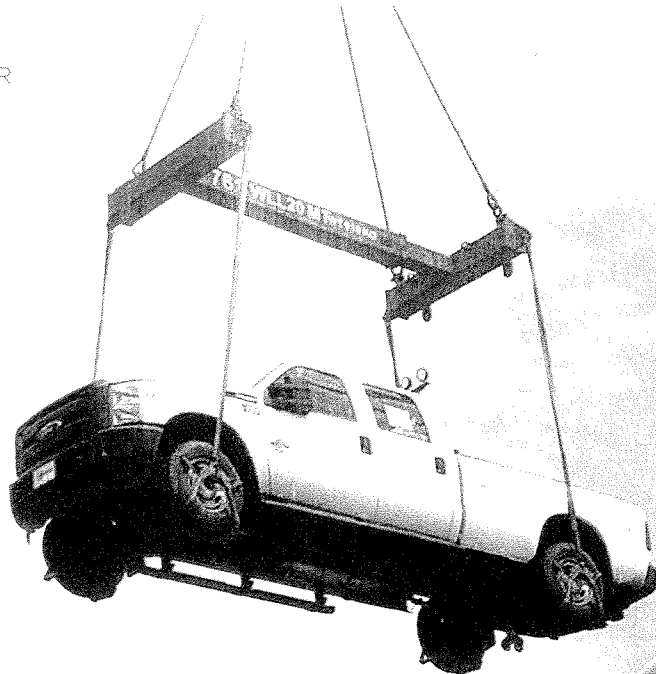
**10 INVENTIVE
BUSINESS IDEAS**
SEALSKIN PANTIES,
MUSHROOM DRIERS P71

**PARKS AND
CAPITALIZATION**
HOW TO PROTECT THE
LAND AND MAKE MONEY P64



DISPLAY UNTIL MAY 31/15
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BY AIR. BY SEA, BY L

All you need to know about purchasing a new vehicle in Nunavut

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WHA. UNOCC

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TARE

2150 KGS

NET

28330 KGS
62460 LBS

CU. CAP.

33.1 CU. M.
1.170 CU. FT.

■ BY MARTIN DOVER

THE FIRST THING TO KNOW about buying a new car in Nunavut is you can't buy a new car in Nunavut. Not technically anyway. Depending on where in the eastern Arctic you live, you've got to look south for dealers.

But picking out a vehicle is the easy part, because the second thing you need to know—if this even bears stating—is there are no roads to Nunavut, so it's not like you can just drive your shiny new toy home. This means deciding on the make and model of your vehicle is just as important as reserving space on a sealift, barge, jet or a highly-specialized overland transport service to move it north.

BY AIR: Air cargo is far and away the most expensive method of moving a vehicle to Nunavut. Even government and businesses opt to fly in new vehicles from the south to Iqaluit, Cambridge Bay and Rankin Inlet, only on rare and emergency-type situations. Unless you have a spare \$9,000 to \$15,000 lying around, it's a means of conveyance you may not want to give much consideration.

BY SEA: Right now, the sealift is the most sensible and affordable means of bringing cars to Nunavut and coordinating it is easy enough. Two companies—Nunavut Sealink and Supply Inc. and Nunavut Eastern Arctic Shipping—operate more or less on par for price point at around \$2,500 to \$3,000 to ship a small vehicle to Iqaluit. They dock and load along the St. Lawrence River at Sainte-Catherine and Valleyfield in Quebec, respectively, so a range of Montreal to Toronto gives you dealer selection and a relatively painless drive to port. If you can't deliver the vehicle yourself, you can hire ground transportation on a flatbed truck or through a private driving service that your dealer might recommend. In the

Kitikmeot—Cambridge Bay, Kugluktuk, Gjoa Haven and Taloyoak—NTCL works much the same way, only with barges that travel down the Mackenzie River from Hay River. You can drive your vehicle to the terminal or purchase one from a dealership in Hay River or Yellowknife and have them make arrangements.

BY LAND: Sure there are no roads to the territory, but if you live in Rankin Inlet, Arviat, Whale Cove, Baker Lake or Chesterfield Inlet, transporting a vehicle by ground is an option: there are guys in the Kivalliq who will “bomb” your new vehicle in from Churchill.

Brian Sigurdson—“Sig”—owns five 1970s wide-body Bombardier B12s. His bombing business will load your

vehicle—or anything really—on an oversized *qamutiq* and tow it over the sea ice. For this option, Churchill is your drop-off point by road or rail. The most economical way is to buy a car in Winnipeg, drive to Thompson and train it to Churchill.

One-way from Churchill to Rankin Inlet is about 48 hours, “depending on the weather, terrain, and breakdowns—there’s usually a couple along the way,” says Sig. Like the sealift, the window for bombing is only four or five months, but in the winter instead of summer. Bombing a vehicle from Churchill to Arviat will run you about \$3,000, but prices vary depending on the job. ➤

FULL OF SCRAP

The sealift biz has adopted the method of crating vehicles—if they fit—in reused seacans with cutouts on the side for the doors. It saves space so the two companies can ship more and more cars each year. But the influx of vehicles presents a predictable problem: they are on a one-way trip to isolated communities, and shipping them back when they're derelict is too costly to make it viable. The vehicles are left to rust and leach out in the open or in poorly managed landfills. Contaminants pose a risk to wildlife and the land. Mercury switches and airbag triggers lying around aren't ideal for humans either. Fixing this problem is a big job that calls for skilled professionals. Enter Summerhill Impact, a not-for-profit based in Toronto that trained crews last summer in Arviat and Gjoa Haven to properly decontaminate and crush vehicles. Now those crews can train hamlet workers to do the same jobs later on down the road. To date, their end of life vehicle-recycling program has stripped and shipped about 80 vehicles. They plan to continue the work this summer.

WHERE TO LOOK

If you live in the Qikiqtani (Baffin region), Nunavik (northern Quebec) or Nunatsiavut (Labrador), you'll want to search for cars in Quebec or Ontario. In the Kivalliq region, you'll look in Quebec, Ontario or Manitoba. And in the Kitikmeot region, you'll want to find a vehicle from Alberta or the NWT.

