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Kivalliq Inuit Association

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bulk sample to allow for resource conversion and to complete a feasibility study. In our view the access road should remain linked to the advanced exploration program and not be differed for assessment. The use of the road for Mine Construction and Operation can still be included in the future NIRB environmental assessment of the Mine Mill Project. As the land owner it is our view that the proposed road is justified by the needs of the advanced exploration program. It is economically justified, will improve safety for workers employed in the advanced exploration program and is supported by the local community including local hunters and trappers.

Honorable Minister; it is our view that this road has already undergone adequate environmental assessment through the previous screenings that led to the issue of the existing water use licenses and land use leases allowing for the advanced exploration program at Meliadine. We note that the current NIRB screening decision reports do not mention any of the previous reviews of this same project. These should have been attached in sequence to this file. It is our opinion that this advanced exploration (including the bulk sample) project has been adequately screened by NIRB as evidenced by the Water License amendment subsequently issued by the Nunavut Water Board in 2010.

In the KIA's view the bulk sampling and underground decline development are considered advance exploration and that support for this advanced exploration is the main reason given by AEM to justify construction of the road now. The proponent was previously given permission by NIRB to undertake the underground exploration and it is only logical to develop a road to safely transport 3.5 million litres of fuel a year from Rankin Inlet. The advanced exploration is a complete different phase of this project and is necessary to ensure that the gold quantities are known for the feasibility study KIA, as land owner, has a legal responsibility to make sure that proponents working on Inuit Owned Lands follow all Federal and Territorial legislation and regulations, while at the same time ensuring that the proponent adequately addresses the social benefits to Inuit Beneficiaries arising from article 26 of the Nunavut Land Claim Agreement. AEM has worked long and hard with the KIA to ensure that construction of this road and other activities involved in the Meliadine advanced exploration program will maximize both Inuit employment and business opportunities in the Kivalliq Region of Nunavut. There is widespread public and local business support for this work proceeding now and there will be bitter disappointment locally if this pre-development phase of the project is delayed for one or two years due to NIRB's discomfort in permitting road development as part of a pre-development activity. KIA are satisfied that it can meet its regulatory objectives through administration of its land use leases for this project and we are satisfied with AEM's commitments to maximize social economic benefits to both Inuit Beneficiaries and Inuit Business.

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ᑲᑲᑲᑲᑲᑲᑲᑲ-TIKIRARJUAQ-WHALE COVE/ ᑲᑲᑲᑲᑲᑲᑲᑲᑲ-SALLIQ-CORAL HARBOUR/ ᑲᑲᑲᑲᑲᑲᑲᑲ-NAUJAT-REPULSE BAY/ ᑲᑲᑲᑲᑲᑲᑲ-ARVIAT

