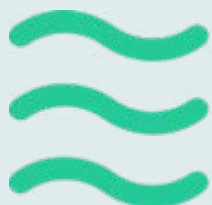




Grays Bay Road and Port Project Impact Statement

*Volume 3 – Inuit Knowledge, Indigenous Knowledge,
Community Knowledge and Perspectives*



**WEST
KITIKMEOT
RESOURCES
CORP**



Grays Bay Road and Port Impact Statement



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Proponent

- **West Kitikmeot Resources Corp. (WKR):** established by the Kitikmeot Inuit Association in 2014 as an Inuit-owned and Inuit-led company to conduct mineral exploration, primarily on Inuit Owned Lands (IOL) in the Kitikmeot Region of Nunavut

Location

- **Grays Bay Port** is located at approximately 67° 48' 21.62" N, 10° 52' 17.69" W
- Nearest communities to the port: Kugluktuk (approximately 180 km west) and Cambridge Bay (approximately 280 km northeast)
- Southern end of **Grays Bay Road** is located at Jericho Station; approximately 66° 01' 6.36" N, 111° 28' 28.27" W

Components and Activities

- Development and operation of a **deep water port** at Grays Bay on the Coronation Gulf including two large vessel wharves, a medium vessel wharf, a barge landing area with two berths, and a small craft harbour for approximately 24 vessels
- Construction and operation of an **Aerodrome** at the port
- Construction and operation of a 230 km **all-season controlled access road** (Grays Bay Road), including the construction and operation of Jericho Station
- Construction and operation of a **winter road** connecting Jericho Station to the Tibbitt Contwoyto Winter Road (TCWR) alignment on Contwoyto Lake (*Tahikyoak*)

Phases

- **Construction phase** of the Project will take approximately five years to complete (both pre-construction and construction) with a proposed starting date in September 2029
- **Operations and Maintenance phase** of the Project will start in 2035 and will continue in perpetuity

Knowledge Perspectives

- WKR, as well as the previous proponents, the Government of Nunavut and the Kitikmeot Inuit Association, have been engaging on the Project since 2016
- one primary source: *Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project* (Banci and Spicker 2024) that was compiled by the Kitikmeot Inuit Association and its consultants from the Naonaiyaotit Traditional Knowledge Project (NTKP), a repository of Inuit Knowledge maintained in a Geographic Information System (GIS)-based database
- Inuit, Indigenous, and community knowledge, as well as feedback from engagement, has been reviewed, considered, and integrated where appropriate into project planning and the IS

Environment

- Two years of baseline studies building on decades of baseline work completed by previous proponents
- 11 volumes totalling over 7,000 pages of analysis
- With the implementation of mitigation, management, and enhancement measures, residual project and cumulative effects are predicted to be not significant
- Monitoring programs and ongoing engagement will inform adaptive management strategies

Benefits

- **Economic – Transformative Benefits**
 - approximately **\$750 million** additional annual GDP growth by 2040 because of the Project
 - an estimated **670 jobs** in Nunavut each year during construction
 - an estimated **390 jobs** during operations and maintenance created by the Project and related expenditure
- **Community and Social – Supply Chain Resilience**
 - new transportation route to the western Arctic will strengthen supply chain resiliency by creating alternative access to essential goods
 - enhanced safety for both marine and land travel, supporting more reliable and secure movement within the Coronation Gulf and throughout the Northwest Passage
- **Sovereignty and Security – Strategic Presence**
 - first deep water port in the western Arctic
 - critical year-round strategic presence in the region

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Abbreviations

DEW	Distant Early Warning
DFO	Fisheries and Oceans Canada
EHTO	Ekaluktutiak Hunters and Trappers Organization
EISC	Environmental Impact Screening Committee
GN	Government of Nunavut
GNWT	Government of Northwest Territories
HBC	Hudson's Bay Company
HTO	Hunters and Trappers Organization
IAG	Inuit Advisory Group
IS	Impact Statement
ITK	Inuit Tapiriit Kanatami
LORAN	Long Range Navigation
NIRB	Nunavut Impact Review Board
NPC	Nunavut Planning Commission
NRI	Nunavut Research Institute
NT	Northwest Territories
NTKP	Naonaiyaotit Traditional Knowledge Project
NuPPAA	<i>Nunavut Planning and Project Assessment Act</i>
Project, the	Grays Bay Road and Port Project
RHO	Regional Historical Overview
TFN	Tungavik Federation of Nunavut
US	United States
VC	Valued Component
WKR	West Kitikmeot Resources Corp.

Symbols and Units of Measure

m metre

Glossary

Term	Definition
<i>Aajiiqatigiinniq</i>	Decision making through discussion and consensus.
<i>Avatittinnik Kamatsiarniq</i>	Respect and care for the land, animals, and the environment.
Community Knowledge	See also “Local Knowledge”. For the purposes of the Impact Statement, the term Community Knowledge is used to align with the NIRB guidelines for the Impact Statement where it is defined as “the wisdom and experience of community members, including observations and understandings about the environment and how knowledge is generated, stored, applied, and shared with others.”
Consultation	Consultation, in the context of the Project, refers to the Crown’s legal obligation to consult Indigenous groups when a project may adversely affect Indigenous or treaty rights.
Engagement	Refers to the ongoing, two-way exchange of information, knowledge, and perspectives between the Proponent, Indigenous organizations, communities, governments and other participants throughout all phases of the Project, with the goal of building relationships, identifying interests, and incorporating feedback into project design, mitigation, and monitoring.
<i>Ikajuqtigiinniq</i>	Working together for a common cause.
Indigenous Knowledge	The accumulated body of knowledge, observations and understandings about the environment, and about the relationship of living beings with one another and with the environment, that is rooted in the traditional way of life of Indigenous people of a designated area (NuPPAA 73(1) 2013). Indigenous Knowledge is also referred to as Traditional Knowledge. In the IS, Indigenous Knowledge refers to the knowledge of transboundary Indigenous people outside of the Kitikmeot Region (e.g., Northwest Territories (NT) Indigenous Governments and Indigenous Organizations).
Inuit	Indigenous peoples of northern Canada. In the context of Nunavut, for the purpose of the IS, the term refers to those receiving benefits under the <i>Nunavut Agreement</i> .

Term	Definition
Inuit Knowledge	Intergenerational knowledge, including values, beliefs, principles and experiences about the human and natural environment. Inuit Knowledge has been verified through multiple generations and between multiple individuals. In the IS, Inuit Knowledge refers to the knowledge of Inuit of the Kitikmeot Region, or Kitikmiut. The Kitikmeot Inuit Association recommended use of the term Inuit Knowledge over <i>Inuit Qaujimajatuqangit</i> as the general term to use throughout the Impact Statement.
<i>Inuit Qaujimajatuqangit</i>	What Inuit have always known to be true, referring to “a set of values and practices, the relevance and importance of these, and ways of being and looking at things that are timeless.”
<i>Inuit Qaujimaningit</i>	“Inuit Traditional Knowledge as well as Inuit epistemology without reference to temporality.”
<i>Inuuqatigiitsiarniq</i>	Respecting others, relationships and caring for people.
Kitikmiut	Inuit of the Kitikmeot Region.
Kitikmeot Inuit Association	A not-for-profit Designated Inuit Organization with community-elected leadership representing Inuit of the Kitikmeot Region of Nunavut. Their goal is to support Kitikmeot Inuit, providing them with more educational, employment, and business opportunities.
Kitikmeot Region	The most western region of the Nunavut territory. It consists of the southern and eastern parts of Victoria Island with the adjacent part of the mainland and includes five communities of Cambridge Bay (<i>Iqaluktuuttiaq/Ikaluktutiak</i>), Gjoa Haven (<i>Uqsuqtuuq</i>), Kugaaruk, Kugluktuk, and Taloyoak, and seasonal settlements such as Bay Chimo (<i>Omingmaktok</i>) and Bathurst Inlet (<i>Kingaok</i>).
Local Knowledge	See also “Community Knowledge”. Knowledge shared by community members through individual observations and stories. It may draw from Inuit Knowledge and Indigenous Knowledge, in addition to personal perspectives but has not been verified and may not be representative of the majority. Local Knowledge provides valuable insight into current conditions, community concerns, and areas requiring further investigation or monitoring.

Grays Bay Road and Port Project – Impact Statement
Volume 3: Inuit Knowledge, Indigenous Knowledge, Community Knowledge and Perspectives

Glossary
 March 2026

Term	Definition
-miut (suffix)	“People of” (added to as a suffix to placenames).
<i>Naonaiyaotit</i>	“Seeking knowledge, so that we can try to understand.”
Nunavut Agreement	Formally known as the Nunavut Land Claims Agreement, it is the agreement between Inuit of the Settlement Area and the Crown, including its preambles, schedules and any amendments.
<i>Pijitsirniq</i>	Serving and providing for family and/or community.
<i>Pilimmaksarniq</i>	Development of skills through observation, mentoring, practice and effort.
<i>Piqujarjuat</i>	The things one should or must do to have a successful outcome or a good life, or there will be consequences.
potentially affected communities	“A community or communities with the potential to be impacted, either positively or negatively, by a proposed project or development. Such communities may be defined physical entities or comprised of dispersed populations in the area of influence of a project.”
public engagement	“[A]n encompassing term that describes varying levels of information exchange and involvement between the public, the Proponent, other participants, and the NIRB during the NIRB’s impact assessment processes and proceedings. This includes processes for interpreting and incorporation of Inuit Qaujimagatuqangit, Indigenous Knowledge, and Community Knowledge shared by knowledge holders.”
<i>Qallunaat</i>	Western, non-Inuit, people from the south.
<i>Qanuqtuurniq</i>	Being innovative and resourceful.
<i>Tunnganarniq</i>	Fostering good spirit by being open, welcoming and inclusive.

4 Inuit Knowledge, Indigenous Knowledge, And Community Knowledge

The Impact Statement (IS) considers the knowledge and perspectives of individuals and groups who have the potential to be affected by the Grays Bay Road and Port Project (the Project). As outlined in the *Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal* (NIRB 2026; IS Guidelines), the Nunavut Impact Review Board (NIRB) will be reviewing the Project robustly on how Inuit, Indigenous, and Community Knowledge are considered and integrated into project planning, including the IS. Knowledge shared by Inuit of the Kitikmeot Region (hereafter referred to as Kitikmiut), other Indigenous groups, and other potentially affected communities provides perspectives and observations about many of the natural and human phenomena inherently connected to Traditional Knowledge and Activity¹ as well as recommended approaches for project design and monitoring. When integrated with western science, this knowledge is used to improve the development of the Project and its sustainability.

The Proponent, West Kitikmeot Resources Corp. (WKR) recognizes the importance of Inuit, Indigenous, and Community Knowledge and perspectives in project planning. This section provides a discussion of how Inuit, Indigenous, and Community Knowledge are defined in the context of the IS and provides an overview of how they have been shared, reviewed, and, where applicable, verified for integration in the IS.

4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, and Community Knowledge

WKR, as well as the previous proponents, the Government of Nunavut and the Kitikmeot Inuit Association, have been engaging on the Project since 2016. See Section 6 for an overview of the Project-specific engagement program. See also Volume 2, Section 1.3 for information about the former proponents. Through engagement activities, three main categories of knowledge have been shared by Indigenous Peoples – Inuit, Indigenous, and Community Knowledge.

4.1.1 Inuit Knowledge

As defined in the NIRB IS Guidelines for the Project, Inuit are defined as “Aboriginal² peoples of northern Canada... In the context of Nunavut, for the purpose of these IS Guidelines, meaning those receiving benefits under the *Nunavut Agreement*” (NIRB 2026). Inuit Knowledge, also referred to as *Inuit Qaujimaningit*, which encompasses Inuit Knowledge (or *Inuit Qaujimajatuqangit* [what Inuit have always known to be true]) refers to intergenerational knowledge, including values, beliefs, principles, and

¹ Traditional Knowledge and Activity aligns with the IS guidelines. For the purposes of the IS, it is analogous with Traditional Land, Marine, and Resource Use.

² The term Aboriginal is replaced with Indigenous in the IS unless in quotation, in alignment with the NIRB IS guidelines and to respect contemporary terminology in Canada.

experiences about the human and natural environment (NIRB 2018).³ It includes information about traditional practices such as harvesting, land, marine, resource use, and other important activities that allow for the continuity of culture. Inuit Knowledge has been verified through multiple generations and between multiple individuals.

While WKR acknowledges that Inuit Knowledge from other Inuit regions in Nunavut, including the Kivalliq Region and Qikiqtaaluk Region, may provide knowledge and perspectives with respect to the Project, for the purposes of the IS, focus is placed on Inuit of the Kitikmeot Region, or Kitikmiut. The Kitikmeot is the most western administrative region of Nunavut. It consists of the southern and eastern parts of Victoria Island with the adjacent part of the mainland and includes five communities: Cambridge Bay, Gjoa Haven, Kugaaruk, Kugluktuk, and Taloyoak. The Project, including the regional and local assessment boundaries for each valued component (VC) in the IS are located within the Kitikmeot Region.

Verified Inuit Knowledge and perspectives considered and integrated in the IS were shared through one primary Project-specific source:

Naonaiyaotit Traditional Knowledge Project (NTKP): The Kitikmeot Inuit Association maintains a repository of Inuit Knowledge for the Kitikmeot Region of Nunavut within a Geographic Information System-based database called the NTKP. The NTKP contains the collective body of documented and verified Inuit Knowledge of the Kitikmeot Region, including knowledge of animals, birds, fish, marine mammals, water quality, travel routes, gathering places, and heritage. When planning the Project, the Kitikmeot Inuit Association and its consultants compiled a Project-specific report called *Kitikmiut Knowledge of the Proposed Koglokoakyok (Grays Bay) Port and Road Project* (Banci and Spicker 2024), which provides most of the Inuit Knowledge shared and integrated in the IS.

Prior to sharing the report, the data was verified following an approved protocol.

Verification is key, it is analogous to the peer-review process in western science. For Kitikmiut knowledge, we know that the data has been verified when a consultant [Knowledge holder] says it was passed down to him or her from their father who learned it from their grandfather who learned it from their great-grandfather and so on. The other way people tell us that their knowledge has been verified is when as a group they confirm each other's knowledge. Knowledge holders only answered a question if they knew the answer. If they did not, they would say, go talk to this person, or that person, or people from that area, because they know that land better than I do. (Banci and Spicker 2024)

4.1.2 Indigenous Knowledge

As outlined in the NIRB IS Guidelines (NIRB 2026), WKR is required to assess potential effects on Indigenous groups asserting section 35 rights (of the Canadian *Constitution Act*, 1982) within the Project Development Area. Indigenous Knowledge (also known as Traditional Knowledge) refers to the accumulated body of knowledge, observations, and understandings about the environment, and about the

³ The Kitikmeot Inuit Association recommended use of the term Inuit Knowledge in the IS. WKR has adopted this terminology and understands Inuit Knowledge encompasses *Inuit Qaujimagajuqangit* principles, which have been incorporated into the IS.

relationship of living beings with one another and with the environment, that is rooted in the traditional way of life of Indigenous people of a designated area (NuPPAA 73(1) 2013). There is no single definition of Indigenous Knowledge; however, WKR understands Indigenous Knowledge is a term that refers to a set of complex knowledge systems based on the worldviews of Indigenous Peoples. Indigenous Knowledge reflects the unique cultures, languages, values, histories, governance and legal systems of Indigenous Peoples. It is place-based, cumulative, and dynamic. Indigenous Knowledge systems involve living well with and being in relationship with the natural world. Indigenous Knowledge systems build upon the experiences of earlier generations, inform the practice of current generations, and evolve in the context of contemporary society (GOC 2024a). In the IS, Indigenous Knowledge refers to the knowledge of Indigenous Peoples and Indigenous groups outside of the Kitikmeot exercising their section 35 rights of the *Constitution Act, 1982*, within the Kitikmeot, including Inuit, First Nations, and Métis.

Sources of Indigenous Knowledge considered and integrated in the IS include engagement feedback and publicly available literature from Indigenous groups who are exercising their section 35 rights within Nunavut. WKR conducted a literature review of publicly available sources of potentially affected Indigenous groups engaged on the Project (see Volume 9, Section 24). Indigenous Knowledge was reviewed and considered in the context of the Project to identify any information that could provide additional context and perspectives. Similarly, where information was made available by Indigenous groups through engagement, information gathering, and voluntary information sharing, Indigenous Knowledge has been reviewed and incorporated in the IS, as applicable.

4.1.3 Community Knowledge

In addition to Inuit Knowledge and Indigenous Knowledge that has been shared intergenerationally and verified over time and between multiple individuals, Community Knowledge, which includes Local Knowledge, has also been considered and integrated in the IS, in accordance with the NIRB IS Guidelines for the Project. Community Knowledge refers to “the wisdom and experience of community members, including observations and understandings about the environment and how knowledge is generated, stored, applied, and shared with others” (NIRB 2026). Community Knowledge often reflects current observations and changes that can be confirmed through monitoring.

Community Knowledge and perspectives considered and integrated in the IS were shared through multiple primary Project-specific sources:

1. **Inuit Advisory Group (IAG):** Initiated in 2018 by the Project’s previous proponent, WKR re-initiated the IAG in 2025. Through a series of IAG workshops, WKR, its consultants, and Inuit land users, Elders, and Knowledge Holders meet to discuss and document feedback and advice about the Project, including but not limited to dialogue about wildlife, fisheries, land use, archaeology, water, air quality, and access management. Through the IAG, multiple perspectives are shared, allowing for the integration of knowledge systems (both Inuit Knowledge and western science), resulting in a more informed and sustainable Project. At the time of filing, four IAG workshops have occurred (GBEEC 2018a, 2018b; IAG 2025a, 2025b). The 2025 workshops were conducted in accordance with a community-based primary research permit (04 012 25R-M) granted by the Nunavut Research Institute (NRI).

Following each workshop, a workshop summary, or What We Heard Report, was provided to members of the IAG for review and approval before the feedback was considered and integrated into the IS (see Appendix 6A).

The IAG will continue as the Project advances and is expected to evolve into an Inuit Environmental Advisory Committee following regulatory approval. The function, goals, and membership of the advisory group will be reviewed as necessary to maintain focus on the changing phases and needs of the Project.

2. **Community Meetings and Public Feedback:** WKR and the Project's previous proponent have been engaging the public since 2016 to discuss the Project. See Section 6 for details about the communities and organizations engaged, engagement methods, and a summary of key feedback.
3. **Community-based Primary Research:** A total of 61 interviews were conducted with 70 community members in-person and virtually in October and November 2024. This research was also conducted in accordance with NRI research permit 04 012 25R-M. In-person interviews were conducted in the communities of Kugaaruk, Cambridge Bay, Kugluktuk, Gjoa Haven and Taloyoak. Interviewed participants included regional public administration staff, hamlet administration staff, police services, health services, wellness and social services, business and economic development organizations, education and training organizations, and community members who do not work for or represent these organizations. Some interview participants represented families originally from Kingaok (Bathurst Inlet) and Omingmaktok (Bay Chimo).

Key person interviews were also undertaken with seven government agencies, stakeholders, and community organizations in Yellowknife virtually in May and June 2025. A research license was obtained from the Government of Northwest Territories (GNWT) Department of Education, Culture and Employment (License Number 5957 and 6135) and ethics approval was obtained from Aurora Research Institute (Approval Number AC-REC 24-09) to conduct research in Yellowknife.

4.2 Managing Confidential Information

Collaboration and meaningful representation of Inuit, Indigenous, and Community Knowledge, and adherence to an Indigenous group's protocols, are the goals when information sharing with Inuit and Indigenous groups. Inuit and Indigenous are proprietary and belong to individual Knowledge Holders. Intellectual Property Laws protect this knowledge globally (Banci and Spicker 2024).

At the onset of any dedicated knowledge sharing sessions or studies, the Informed Consent process is shared with each participating Knowledge Holder. The Informed Consent process outlines the purpose and goals of the information sharing opportunity and permission, ideally in writing, is requested of each Knowledge Holder to record and use their information in advance of any recording. The Informed Consent process outlines how information will be considered and integrated in the project planning and assessment and confirms that it will not be used for any other purposes (unless noted otherwise). Rights of distributing the information are maintained by the Knowledge Holders. Informed Consent was received for the data shared in the NTKP and during IAG workshops.

In order for WKR to review and integrate the Inuit Knowledge shared through the NTKP, WKR signed an NTKP Non-Exclusive Licensing Agreement with the Kitikmeot Inuit Association. WKR received permission to consider and integrate contents of the NTKP into the design and assessment of the Project. The knowledge from the NTKP database was used to compile a Project-specific report called *Kitikmiut Knowledge of the Proposed Koglokoakyok (Grays Bay) Port and Road Project* (Banci and Spicker 2024), providing most of the Inuit Knowledge shared and integrated in the IS. The terms of this agreement do not allow WKR to publicly release the report in its entirety, but do allow for portions of that content to be publicly released. As no other similar agreements were developed with other Inuit or other Indigenous groups, knowledge from these groups is represented by publicly available literature (secondary research) and engagement feedback.

Similarly, Community Knowledge that was collected through community-based primary research conducted for the Project (i.e., socio-economic interviews) involved an Informed Consent process that included reviewing the purpose of the research, potential risks, privacy and confidentiality, withdrawing from the study, and conditions for releasing recorded information. Participants were asked to sign a consent form to acknowledge their agreement with participating in the study and the use of information shared for reporting on existing conditions within their community and to assess potential changes to those conditions resulting from the Project.

4.3 Details and Outcomes

Through the Project-specific engagement program, Kitikmiut, other Indigenous groups, and other potentially affected communities shared comments, perspectives, concerns, and recommendations related to the human and natural environment and to project design. Upon receipt of this information, the material was reviewed and consolidated into an internal knowledge tracking database. The database was categorized into VC-specific topics, streamlining integration into the IS where appropriate. This information has been reviewed, considered, and integrated where appropriate into project planning and the IS.

The feedback informed baseline understanding, potential project effects and effects pathways, mitigation and enhancement measures, cumulative effects assessment, significance of effects, project monitoring and management plans, and project design and planning overall. See Section 5 for additional information on how Inuit, Indigenous, and Community Knowledge has been integrated.

WKR commits to continued engagement during advancement of project design, planning, and monitoring and throughout the life of the Project.

5 Integrating Inuit, Indigenous, and Community Values and Perspectives

Inuit, Indigenous, and Community values and perspectives, when combined with western science, form the foundation of the project design and the IS. Inuit, Indigenous, and Community Knowledge can provide intergenerational observations, values, and experiences, while scientific studies contribute to quantitative and technical analyses. Woven together, these knowledge systems provide a more fulsome understanding of the environment and the potential project effects as well as methods to mitigate adverse effects and enhance project benefits. This section focuses on how Inuit, Indigenous, and Community Knowledge (as defined in Section 4.1) have been applied in practice to guide the IS, alongside western science.

5.1 Inuit Knowledge Values and Perspectives

Under the Nunavut Agreement, the *Nunavut Planning and Project Assessment Act* (NuPPAA), and the NIRB Proponents Guide (NIRB 2020), proponents must apply *Inuit Qaujimagatuqangit* and Inuit Knowledge⁴ in concert with western scientific information to define the baseline conditions, predict impacts, and design mitigation and monitoring measures. Inuit Knowledge's central role in the IS reflects both regulatory requirements and cultural realities in Nunavut. For example, in comparison to western laws, policies, and worldviews that define wildlife, landforms, rocks, and waters, or anything else that is not human as objects that can be used or exploited, Inuit see the land and water, and the other beings who use these spaces as equal to them, and deserving of the same respect as humans do. This is explained by Karetak et al. in *Inuit Qaujimagatuqangit: What Inuit Have Always Known to Be True*:

In Inuit culture the application of principles is holistic, occurring through an integrated and mutually supporting system of beliefs, cultural practices and principle-based social processes. This perspective does not put Inuit at the centre. It engages the environment, universe and spiritual realms as considerations of equal importance. All things are integrated and intertwined. All things are impacted by each other so that we can only exist successfully when we are in respectful relationship with animals, as well as rocks, land, plants, water systems, seasonal changes, etc. We must also have respectful relationships with each other...This is very different from Qallunaat (Western) societal perspectives, where anything that is not human is defined as an object to be used for the benefit of human beings. While laws may protect things, they are not often treated, seen or given the same respect as human beings. Human beings are at the centre. (Karetak et al. 2017:5-6)

⁴ The term Inuit Knowledge has been used throughout the IS rather than *Inuit Qaujimagatuqangit*, upon the advice of the Kitikmeot Inuit Association.

Given this perspective, healthy lands and waters are essential for the well-being of all beings (or VCs, in the context of this IS), from terrain, soils, and landforms, to water resources, wildlife, vegetation, and so on. An understanding of the interconnectedness of all beings is at the heart of Inuit Knowledge and a key consideration for this assessment.

Another example is in understanding the weather, for example, knowing the winds, the significance of the shifting of wind, wind-chill factors and cloud shapes that determine what to expect. It is important to know landscapes, snowdrifts, mountains, snow conditions, ice conditions and open water covered only by snow. This knowledge could mean the difference between life and death. (Karetak et al. 2017: 43)

While the assessment of potential effects on the VCs identified in this IS has been categorized in accordance with NIRB guidance, WKR recognizes that Inuit understandings of the land and how potential effects may be categorized and assessed may differ. For example, consultants for the Kitikmeot Inuit Association advised that Inuit understandings of habitat differ from scientific ecological land classifications. There are four main categories for land features according to Inuit Knowledge: On the Land, High Places, Fresh Water, and Ocean. While this differs from ecological land classifications such as “wetland” or “tundra,” Inuit Knowledge that was shared for the purpose of this IS must be understood within the lens of Inuit worldviews and perspectives such as these (Banci and Spicker 2025).

In addition, the NIRB is guided by eight *Inuit Qaujimajatuqangit* or Inuit Knowledge principles (also called Inuit Societal Values) that have been framed by the Government of Nunavut (NIRB 2025a). WKR has incorporated them into project design and planning (e.g. Table 5.1). These principles, also referred to as *Piqujarjuat* (the things one should or must do to have a successful outcome or a good life, or there will be consequences; Karetak et al. 2017) are a central part of the IS. They include the following:

- ***Inuuqatigiitsiarniq***: Respecting others, relationships and caring for people
- ***Tunnganarniq***: Fostering a good spirit by being open, welcoming and inclusive
- ***Pijitsirniq***: Serving and providing for family and/or community
- ***Aajiqatigiinni***: Decision making through discussion and consensus
- ***Pilimmaksarniq***: Development of skills through observation, mentoring, practice, and effort
- ***Ikajuqtiinni***: Working together for a common cause
- ***Qanuqtuurniq***: Being innovative and resourceful
- ***Avatittinnik Kamatsiarniq***: Respect and care for the land, animals, and the environment

5.2 Indigenous Knowledge, Values, and Perspectives

As with Inuit Knowledge, Indigenous Knowledge is intergenerational knowledge that provides valuable context about the natural and human environment in the context of the Project. Because of the location of the Project in the Kitikmeot Region of Nunavut, the majority of the knowledge considered and integrated in the IS is Inuit Knowledge. However, where information is available through engagement or through publicly available literature, including culturally important species or project concerns, it has been reviewed and integrated where appropriate in the IS.

WKR acknowledges that Indigenous Knowledge is proprietary to the individual Knowledge Holders and collectively to the Indigenous group sharing the information. Values and perspectives shared by each engaged Indigenous group are unique to the Indigenous group and, where available, have been integrated into the IS. See Section 6 for a list of Indigenous groups engaged on the Project.

5.3 Community Knowledge, Values, and Perspectives

Similar to Inuit and Indigenous Knowledge, Community Knowledge may provide information about individual and broad community values with respect to land, marine, and resource use, and cultural and social well-being. Interests and issues relating to project opportunities, including but not limited to employment and training also provide perspectives that are considered in the IS. See Section 6.1.1 for a list of potentially affected communities engaged on the Project, including those who participated in socio-economic research for the Project.

5.4 Integration into Engagement Methods and the Assessment

Inuit, Indigenous, and Community Knowledge, alongside western science, were identified as the key sources of understanding to be used together in evaluating the Project's potential effects. This reflects *Aajiiqatigiinniq* by using consensus-based dialogue to define priorities, *Ikajuqtigiinniq* by working together with Inuit organizations and other Indigenous groups and potentially affected communities, and *Pijitsirniq* by placing Kitikmiut and other community priorities at the centre of project planning.

In preparing the IS, WKR engaged with Inuit organizations, Elders, land users, other Indigenous groups, and representatives from other potentially affected communities to understand what values and perspectives should guide the Project. Through early meetings, workshops, and direct conversations, WKR listened to the cultural, environmental, and social priorities to be addressed in the IS and project design. For example, in early 2024, engagement meetings with the Kitikmeot Inuit Association and Kitikmeot Hunters and Trappers Organizations (HTOs)⁵ identified caribou migration as a priority.

The perspectives and values of Kitikmiut, other Indigenous groups, and other potentially affected communities are carried through the IS. Within each VC assessment, available Inuit, Indigenous, and Community Knowledge have been integrated where appropriate to support a more integrated and sustainable project. Table 5.1 summarizes how *Inuit Qaujimagatuqangit* Principles have been applied in guiding both engagement and the IS.

⁵ Hunters and Trappers Organizations (HTOs) are also called Hunters and Trappers Associations (HTAs) in some instances. Where the group specifies the correct name, it has been used. For other instances, HTO is used as the collective term.

Table 5.1 Application of Inuit Qaujimaqatungit Principles in Engagement and in the IS

Inuit Qaujimaqatungit Principles	Application in Engagement	Application in the IS
Inuuqatigiitsiarniq: Respecting others, relationships and caring for people	<ul style="list-style-type: none"> • Respectful listening to Elders, harvesters, youth, and community organizations • Accessible and culturally appropriate meeting protocols such as interpretation and translation in Inuinaqtun or Inuktitut • Timely and informative responses to issues and inquiries 	<ul style="list-style-type: none"> • Recognition of culturally significant places and practices in VC assessments • Inclusion of Inuit, Indigenous, and Community Knowledge in defining spatial boundaries, baseline information, project and cumulative effects, mitigation and monitoring, and significance criteria
Tunnganarniq: Fostering a good spirit by being open, welcoming and inclusive	<ul style="list-style-type: none"> • Inclusive and culturally respectful meetings supported by translation/interpretation, and accessible venues • Open and transparent dialogue with all community members 	<ul style="list-style-type: none"> • Inclusive baseline studies reflecting diverse perspectives (Elders, youth, men and women) • Openness to different forms of knowledge alongside western science
Pijitsirniq: Serving and providing for family and/or community	<ul style="list-style-type: none"> • Focus on local benefits, training, and employment opportunities; community priorities integrated into project design 	<ul style="list-style-type: none"> • Emphasis on community well-being in cumulative effects, significance criteria, and mitigation measures tailored to Inuit, other Indigenous groups', and community needs
Aajiqatigiinniq: Decision making through discussion and consensus	<ul style="list-style-type: none"> • Consensus-based IAG workshops • Meeting records, including IAG What We Heard reports were shared back with participants for transparency and accountability (see Section 6) 	<ul style="list-style-type: none"> • Collaborative dialogue about VCs, project effects, significance criteria, and cumulative effects analyses, along with mitigation and monitoring • The NIRB process itself requires substantial dialogue and engagement among parties
Pilimmaksarniq: Development of skills through observation, mentoring, practice, and effort	<ul style="list-style-type: none"> • Youth engagement, school outreach, and community-led mapping that build skills and capacity 	<ul style="list-style-type: none"> • Baseline data combining Inuit, Indigenous, and Community Knowledge with technical fieldwork • Mutual learning between knowledge systems
Ikajuqtigiinniq: Working together for a common cause	<ul style="list-style-type: none"> • Collaboration with Kitikmeot Inuit Association, IAG, Hunters and Trappers Associations, Hamlet Councils, and community organizations 	<ul style="list-style-type: none"> • Joint development of mitigation, monitoring, and adaptive management programs • Inuit participation in the Project and cumulative effects assessment
Qanuqtuurniq: Being innovative and resourceful	<ul style="list-style-type: none"> • Use of tailored engagement tools (radio call-ins, social media, digital outreach) unique to community contexts 	<ul style="list-style-type: none"> • Integration of Inuit climate observations with scientific modelling • Adaptive management approaches for resilience and mitigation
Avatittinnik Kamatsiarniq: Respect and care for the land, animals, and the environment	<ul style="list-style-type: none"> • Consistent emphasis in engagement on protecting caribou, fisheries, other wildlife, and land and harvesting areas 	<ul style="list-style-type: none"> • Central to baseline, project effects, cumulative effects analysis, and mitigation • Guided project routing, timing, and monitoring decisions

5.4.1 Scope of Each Valued Component Assessment

The section describes how these values and perspectives have been considered and integrated into each phase of a VC assessment. Given the location of the Project in the Kitikmeot Region of Nunavut, reference to key Inuit Knowledge principles that were considered within the methods of each phase have been identified; however, the perspectives and values, when available, of other engaged groups have been integrated in the IS where applicable. The application of Inuit, Indigenous, and Community Knowledge and increased understanding of traditional practices and community perspectives demonstrates how values have been woven throughout both the engagement process and the IS. This approach reflects the cultural realities of Nunavut, meets the requirements of the NIRB Proponents Guide, and supports decision-making that is both scientifically rigorous and grounded in Kitikmiut, other Indigenous groups, and other potentially affected communities' priorities.

In each VC assessment, the scope has taken the influence of Inuit, Indigenous, and Community Knowledge into consideration. The following identifies how the knowledge has influenced the VC, including understanding spatial boundaries, contributing to the understanding of baseline conditions, understanding potential project effects, cumulative effects, and significance, and identifying mitigation and monitoring strategies. In doing so, this applies the *Inuit Qaujimaqatuqangit* principles.

5.4.2 Spatial Boundaries

Each VC assessment considers baseline conditions and project residual effects within a specific spatial boundary. The spatial boundaries selected for each VC were based on past project experience, guidance from regulators, consideration of Inuit, Indigenous and Community values and perspectives, public interest, and professional judgment. The boundaries represent the areas where sufficient data were available to characterize baseline conditions in support of the Project-specific effects assessment and the cumulative effects assessment, including effects identified by Kitikmiut, other Indigenous groups, and other potentially affected communities. This demonstrates *Avatittinnik Kamatsiarniq*, through respect and care for the land, animals, and the environment.

For example, through the Project-specific Inuit Knowledge report, compiled from the NTKP database, Kitikmiut shared knowledge about gathering places (including hunting, and fishing camps, cabins, and ancient camps), travelways, harvesting areas, and resource habitats in the vicinity of the Project. In the context of marine environments, this includes areas along the coastline south of Grays Bay and throughout Grays Bay, Coronation Gulf, and other lands and waterbodies nearby, such as Hepburn Island and Kennarctic River (Banci and Spicker 2024). Kitikmiut have relied and continue to rely on these areas for resource habitat and for traditional land, marine, and resource use (see Volume 9, Section 24) and food security (see Volume 9, Section 25).

5.4.3 Baseline Conditions

WKR collected baseline condition information by combining collaborative and Inuit-led knowledge gathering (including the Project-specific Inuit Knowledge report, compiled from the NTKP database, and IAG workshops), publicly available information from Indigenous groups considered in the context of the Project, and engagement feedback shared by Kitikmiut, other Indigenous groups, and other potentially-affected communities with technical studies conducted through western scientific methods. The baseline conditions reflect both Inuit, Indigenous, and Community Knowledge, and measured scientific data.

Elders, Knowledge Holders, land users, community members, and organizational representatives (e.g., HTO representatives) described culturally important places and species, ecosystem conditions, seasonal wildlife patterns, harvesting practices and desired conditions, environmental changes, and travel and access considerations as well as other conditions suitable for the continuity of traditional activities and transmission of knowledge. They also shared information about current community well-being, health, and socio-economic considerations. For example, interviews conducted in Cambridge Bay and Kugluktuk in October and November 2024 documented changes in sea ice thickness and caribou movements that informed baseline conditions.

A summary of this feedback along with WKR's response to the feedback and whether and how it has been further integrated into the IS is included in each VC baseline conditions section. This process reflects *Inuuqatigiitsiarniq* through respect for Elders and harvesters as Knowledge Holders, *Tunnganarniq* through openness and inclusive participation, and *Pilimmaksarniq* by combining lived experience and intergenerational knowledge with scientific studies.

5.4.4 Assessment of Project Effects

5.4.4.1 Project Effects and Effect Pathways

WKR discussed with Kitikmiut, other Indigenous groups, and other potentially affected communities how project activities (e.g., clearing, blasting, etc.) and project infrastructure could affect environmental and socio-economic conditions and culturally important interests, including but not limited to wildlife movement and mortality, resource availability, harvesting areas, cultural sites, and travel and access. Feedback helped focus on sensitive areas and timing in the Project's Local Assessment Areas, reflecting *Avatittinnik Kamatsiarniq* in protecting wildlife and the land and *Ikajuqtigiinniq* in identifying potential effects collaboratively.

Through community meetings, IAG workshops, and public engagement opportunities, Kitikmiut, other Indigenous groups, and other potentially affected communities provided perspectives and values, which were considered and integrated into the potential effects to be considered. Inuit, Indigenous, and Community Knowledge helped to target and to validate potential effect pathways.

5.4.4.2 *Transboundary Effects*

WKR engaged with Indigenous groups and other potentially affected communities and organizations in other regions outside of the Kitikmeot Region to understand if project activities could affect resources, wildlife, or culturally important areas shared between regions. This reflects *Aajiiqatigiinniq*, supporting consensus across jurisdictions.

5.4.4.3 *Effects of Climate Change*

WKR integrated Inuit, Indigenous, and Community Knowledge observations of changing weather, ice, and wildlife patterns with western climate science to identify how climate change might interact with the Project and its potential effects, which can guide planning for adaptive measures and long-term resilience. This reflects *Qanuqtuurniq*, drawing on Inuit, Indigenous, and Community resourcefulness alongside western science to develop innovative approaches to resilience. Adaptive management will be used to incorporate these observations through Inuit co-developed monitoring, allowing mitigation measures and management plans to be reviewed and adapted if and as conditions change.

5.4.5 *Assessment of Cumulative Effects*

Through workshops and regional discussions, and through a review of publicly available literature, Kitikmiut Knowledge Holders, other Indigenous groups, and other potentially affected communities assisted WKR in identifying culturally important areas, species, and practices that may experience combined effects from the Project and other projects and activities in the Project's Regional Assessment Areas. This reflects *Aajiiqatigiinniq* by building consensus on cumulative effects and *Ikajuqtigiinniq* through collaborative analysis. This also reflects *Pijitsirniq*, as the identification of potential cumulative effects included a focus on community well-being and family livelihoods.

WKR wove Inuit, Indigenous, and Community perspectives with western science to develop a holistic view of how multiple changes could affect land-based livelihoods, cultural continuity, and environmental integrity over time. This reflects *Avatittinnik Kamatsiarniq*, by placing ecological care and cultural values at the center of the cumulative effects assessment. The analysis recognizes the importance of long-term monitoring, Inuit co-developed monitoring will track combined effects to inform adaptive management plans.

5.4.6 *Significance of Effects*

WKR discussed significance criteria with Kitikmiut through the IAG (IAG 2025b). Feedback received from IAG members identified the following priorities, when considering unacceptable changes as a result of the Project:

- That Inuit perspectives are considered and addressed in project design,
- That the Project is located where community members can benefit,
- That the Project does not negatively affect peoples' ability to harvest caribou and put food on the table, and
- That water and wildlife are protected,

- That healthy caribou herds are supported (including predator management),
- That the Project provides access for hunters and supplies for hunters at both Grays Bay and Jericho,
- That the Project reduces the cost of living,
- That the Project provides employment opportunities, and
- That the Project provides training opportunities.

The criteria that were selected from this list for consideration in each VC assessment varied, depending on their applicability to the VC.

Significance criteria were also informed with input about values and perspectives shared through Inuit, Indigenous, and Community Knowledge, including the Inuit Knowledge report, compiled from the NTKP database (Banci and Spicker 2024), engagement feedback, community-based primary research, and through review of applicable publicly available information related to cultural relevance of species and locations, uniqueness of place, frequency of traditional use, and the role an area plays in community history and knowledge transmission.

This reflects *Inuuqatigiitsiarniq*, showing respect for community voices in identifying which effects are significant, *Aajiqatigiinni* through joint decision-making on criteria, and *Pijitsirniq* by centring community well-being in significance.

5.4.7 Mitigation, Management, and Enhancement Measures

Measures to reduce negative effects from the Project and enhance benefits were identified through engagement activities, community-based primary research, IAG workshops, and review of publicly available literature, as well as in accordance with best practices and standards. During IAG workshops, several measures were discussed and reviewed to confirm they align with community priorities. This reflects *Ikajuqtigiinni* through shared monitoring, *Pijitsirniq* by serving community priorities, and *Qanuqtuurniq* by adapting measures in innovative ways to address Inuit, Indigenous, and Community advice and climate considerations.

Adjustments were made as appropriate based on advice from IAG members and the Kitikmeot Inuit Association, in addition to Indigenous groups and other potentially affected communities through engagement. For example, the Kugaaruk HTO recommended avoiding construction during the spring and fall when fish can be found in watercourses (GBRP 2025). Community members in Gjoa Haven commented that the vibration of migrating caribou could be felt three days before the caribou arrive; they recommended building culverts in areas where caribou cross to avoid interference with their migration (GBRP 2025). During Project engagement, community members in Gjoa Haven expressed concern for effects on caribou calving areas and requested surveys, field studies, or operations do not occur during calving periods in mid-June (GBRP 2025). This feedback influenced the timing of planned road construction activities. Feedback also helped focus the Project's design on sensitive timing and locations for monitoring and mitigation. WKR will continue to discuss measures through ongoing engagement. The Project will apply adaptive management, strategies, along with Inuit co-developed monitoring, reflecting *Avatittinnik Kamatsiarniq* in protecting wildlife and the land.

5.5 Reconciling Perspectives

WKR recognizes that western knowledge and perspectives, which have been the foundation for current Canadian and provincial legislation, policy, regulation and institutions, have the potential to constrain how Inuit Knowledge, Indigenous Knowledge, and Community Knowledge are incorporated in project planning. WKR also recognizes that Kitikmiut, other Indigenous groups, and other potentially affected communities are best positioned to identify their priorities and interests, and to share their views in their own words, and that such information requires the same consideration as any other information source. As such, WKR has a responsibility to bring forward and evaluate all views shared to inform project design and planning, and to acknowledge and strive to reconcile disparities or matters of disagreement between WKR and Kitikmiut, other Indigenous groups, or other potentially affected communities.

Through engagement activities and community-based primary research, Kitikmiut, other Indigenous groups, and other potentially affected communities have been requested to provide feedback with respect to baseline information, potential effects of the Project, and potential measures to reduce effects or enhance benefits. Feedback was considered and incorporated in the IS, where applicable.

6 Public Engagement

WKR recognizes that meaningful engagement with Kitikmeot communities is foundational to responsible development in Nunavut. As set out in the *Grays Bay Road and Port Project Kitikmeot Communities Engagement Plan* (see Appendix 6B), early and ongoing engagement helps to build relationships, support transparent decision-making, and incorporate community values and knowledge into the Project. Consistent with NuPPAA and the NIRB's *Proponent's Guide* (NIRB 2020), engagement for this Project prioritizes the five Kitikmeot communities of Cambridge Bay, Kugluktuk, Gjoa Haven, Taloyoak, and Kugaaruk, and Kitikmeot Inuit organizations including the HTOs and regional institutions. Engagement is intended to be timely, respectful, accessible, and responsive.

WKR has also undertaken broader outreach outside the Kitikmeot Region, to consider and incorporate non-Kitikmiut perspectives where applicable. This includes engagement with the following: other Indigenous groups who are exercising their section 35 rights of the *Constitution Act*, 1982 within Nunavut, such as the Tłı̄chq̄ Government and Athabasca Denesūliné Né Né Land Corporation (see Volume 9, Section 24); transboundary Indigenous groups, such as Sahtu Secretariat Incorporated and Gwich'in Tribal Council (see Section 6.1.1.2 for the list of engaged Indigenous groups); regulatory and research bodies including NIRB, Nunavut Water Board, Aurora Research Institute, and Transport Canada; and socio-economic organizations including the NWT & Nunavut Chamber of Mines, economic development offices, and educational institutions. A list of organizations engaged is provided in Appendix 6C.

WKR's approach to engagement focuses on providing accessible information, creating opportunities for open dialogue, and establishing clear and culturally appropriate mechanisms to document and respond to community input. Engagement activities have been designed to facilitate a clear understanding of the Project, its potential effects, proposed mitigation measures, and opportunities for participation. The methods used reflect the social, seasonal, and cultural context of the Kitikmeot and WKR's focus on the incorporation of Inuit, Indigenous, and Community Knowledge into engagement and decision-making processes in a manner that respects Inuit, Indigenous, and Community values, perspectives, and governance traditions.

Through these engagement activities, communities have shared knowledge, values, and perspectives, contributed to baseline understanding, identified potential project effects, and recommended mitigation and monitoring measures. Feedback has also identified opportunities for adaptive management, enhancement measures, and participation opportunities. This feedback continues to inform project planning and supports WKR's commitment to develop the Project in a manner that reflects community input, incorporates Inuit, Indigenous, and Community Knowledge, and promotes lasting benefits for the Kitikmeot Region and beyond.

6.1 Engagement Approach

The engagement approach for the Project has been informed by a range of regulatory and policy frameworks that define expectations for Kitikmiut, other Indigenous groups, and other potentially affected communities' participation in environmental and socio-economic assessments. These include territorial legislation, federal constitutional and statutory obligations, and international standards, all of which contribute to shaping how engagement is carried out in Nunavut.

6.1.1 Overview of Engaged Parties

Engaged parties on the Project include Kitikmiut, other Indigenous groups, governments, regulatory bodies, community organizations, and other potentially affected communities. Engagement focused on parties with geographic, cultural, harvesting, governance, socio-economic, or jurisdictional connections to the Project area. The engagement process for the Project is inclusive, and relationship-based to provide those with interest, knowledge, or questions the opportunity to be informed about the Project and provide their feedback.

Indigenous groups who are exercising their section 35 rights within Nunavut have been included in the assessment of effects on traditional land, marine, and resource use (Volume 9, Section 24). These groups have the potential to experience a measurable or meaningful impact from the Project including, potential effects on harvesting, culture, land use, and socio-economic conditions, potential health or community well-being effects, direct physical connection to the Project footprint or migratory pathways, and historical or ongoing land use in the region.

Engagement undertaken specifically for the socio-economic baseline is summarized in Section 4.1.3.

6.1.1.1 *Engagement with Kitikmeot Region Residents and Organizations*

The five primary communities of the Kitikmeot Region including Cambridge Bay, Kugluktuk, Gjoa Haven, Taloyoak, and Kugaaruk are considered potentially affected communities due to their:

- proximity to the Project;
- long-standing harvesting, travel, and land-use patterns;
- cultural and family ties to areas surrounding the proposed port and road corridor; and
- socio-economic connections to regional development.

Engagement with Kitikmeot Region residents and organizations includes:

- HTOs in the five Kitikmeot communities of Cambridge Bay, Kugluktuk, Gjoa Haven, Taloyoak, and Kugaaruk
- Burnside HTO
- Inuit Advisory Group
- Inuit community members of the five Kitikmeot communities
- Kiilinik High School (Cambridge Bay)

- Kugaaruk High School
- Kugluktuk High School
- Kitikmeot Inuit Association
- Kitikmeot Socio-Economic Monitoring Committee
- Kitikmeot Regional Wildlife Board
- Kivaliq Wildlife Board
- Larga Kitikmeot Ltd.
- Netsilik Ilihakvik School (Taloyoak)
- Nunavut Arctic College (Kitikmeot campus)
- Nunavut Inuit Wildlife Secretariat
- Qiqirtaq Ilihakvik Highschool (Gjoa Haven)

6.1.1.2 Other Indigenous Groups

Other Indigenous groups refer to Indigenous groups located outside Nunavut who assert section 35 rights of the *Constitution Act*, 1982 and who have traditional land, marine, and resource use, harvesting areas, and cultural connections that overlap with the western Kitikmeot Region. This also refers to Indigenous groups with the potential to experience transboundary effects as a result of the Project. The NIRB IS Guidelines (NIRB 2026) directs the Proponent to identify and consider potential transboundary impacts.

Consideration of potential transboundary effects involves understanding how Indigenous groups outside Nunavut may be affected by project activities. Engagement with transboundary Indigenous groups was undertaken to identify potential interactions between project activities, resource use, or land-use patterns extending beyond the Nunavut boundary.

Engagement with other Indigenous groups exercising section 35 rights within Nunavut includes:

- Athabasca Denesųliné NeNe Land Corporation
- Ghotelnene K'odtineh Dene
- Inuvialuit Regional Corporation
- North Slave Métis Alliance
- Northwest Territory Métis Nation
- Tłıchų Government
- Yellowknives Dene First Nation

Engagement with transboundary Indigenous groups (including governments and organizations) includes:

- Det'on Cho Management LP
- Denedeh Investment Corporation
- Deline Gotine Government

- Gwich'in Tribal Council
- Łutsel K'e Dene First Nation
- Sahtu Secretariat Incorporated
- Tłıchq Community Services Agency
- Tłıchq Investment Corporation & Group of Companies
- Wek'èezhì Renewable Resources Board
- Ya' ti Nene Lands and Resources

6.1.1.3 Other Potentially Affected Communities and Residents

Other potentially affected communities and residents refer to groups, organizations, and individuals who may experience interactions with, or have interests related to, the Project but who do not fall under the categories of Kitikmiut or other Indigenous groups. The NIRB IS Guidelines (NIRB 2026) direct the Proponent to identify potentially affected parties whose circumstances, activities, or well-being may be influenced by project components, including those who may be affected through economic, social, health, cultural, or land-use pathways.

Consideration of other potentially affected communities and residents includes recognizing regional stakeholders whose activities, services, or interests may align with, or intersect, project activities or effects. These may include community organizations, local and regional businesses, educational institutions, service providers, non-profit organizations, research institutions, and residents who interact with or have interests within the broader regional environment.

Engagement with other potentially affected communities and residents included:

- Arctic College (NT)
- Aurora College (NT)
- Economic Opportunities and Investments – City of Yellowknife
- Kitikmeot Chamber of Commerce
- Kitikmeot Corporation
- Municipal Governments (representing all residents; not Inuit rights-holders) of Cambridge Bay, Gjoa Haven, Kugaaruk, Kugluktuk, Taloyoak
- Nunavut Inuit Wildlife Secretariat
- Nunavut Housing Corporation
- Nunavut Sivuniksavut
- NWT & Nunavut Chamber of Mines
- Public residents of Kitikmeot communities (Cambridge Bay, Gjoa Haven, Taloyoak, Kugaaruk, Kugluktuk)
- Red Fish Art Studio, Cambridge Bay

6.1.1.4 *Socio-economic Engagement*

In October and November 2024 research was conducted in the Kitikmeot communities under a Nunavut Research Institute licence. Working with the Kitikmeot Inuit Association Community Liaison Officers, 61 interviews with 70 participants, including Elders, HTOs, regional and hamlet staff, service providers, educators, business organizations, and community members were conducted. Additional focus groups and meetings were held with HTOs, Elders, youth, and other sub-populations to discuss baseline conditions and community perspectives. Complementary interviews were also conducted with government agencies, stakeholders, and organizations in Yellowknife in 2025 under a GNWT research licence and Aurora Research Institute ethics approval. In total, primary data collection combined in-person and virtual interviews, focus groups, and meetings to document local knowledge, priorities, and issues of interest relevant to the Project’s socio-economic assessment. See Appendix 6D for a list of organizations interviewed as part of the socio-economic research conducted in the Kitikmeot communities.

6.1.2 **WKR Commitment to Engagement**

WKR has a mission to advance infrastructure and resource opportunities that create long-term benefits for Inuit communities while safeguarding the land, culture, and ways of life in the Kitikmeot Region. WKR understands engagement as an essential part of responsible project planning and decision-making in Nunavut.

WKR is committed to:

- **Respectful and Ongoing Engagement:** WKR views engagement as a long-term relationship. WKR commits to early, transparent, and sustained dialogue with Kitikmeot communities, other Indigenous groups, and other potentially affected communities throughout all phases of the Grays Bay Road and Port Project.
- **Two-Way Communication:** WKR fosters open and honest two-way communication where community members are informed about the Project and also empowered to share concerns, ideas, and feedback that can shape project planning and decision-making.
- **Cultural Appropriateness and Accessibility:** Engagement is designed to reflect Inuit values, community preferences, and cultural protocols. Meetings are held at times that respect subsistence activities and are supported by Inuinnaqtun and Inuktitut interpretation, childcare-friendly venues (where possible), and varied communication channels (radio, social media, posters).
- **Integration of Inuit, Indigenous, and Community Knowledge:** WKR commits to respectfully gathering, using, and protecting Inuit, Indigenous, and Community Knowledge in an ongoing manner. This knowledge is used to inform project design, align with seasonal patterns, and avoid sensitive ecological and cultural areas.
- **Capacity Building and Local Benefits:** WKR is focused on creating local opportunities for Inuit employment, training, and economic participation. Engagement is linked with community readiness, including youth outreach, trade show participation, and information sessions focused on skills and job preparation.

- **Accountability and Transparency:** Feedback is tracked, commitments are documented, and updates are shared back with communities. WKR uses engagement logs and a centralized database to ensure transparency in how issues are raised, addressed, and integrated.
- **Inuit-Led Development:** As a company governed by Inuit leadership and owned in part by a subsidiary of the Kitikmeot Inuit Association, WKR is committed to a development approach where Inuit priorities and governance are embedded at every level of decision-making.

6.1.3 Regulatory Context

The engagement approach for the Project has been developed in accordance with (or informed by) multiple regulatory frameworks that set out legal and policy requirements for public and Indigenous participation in environmental and socio-economic assessment. These include territorial legislation such as NuPPAA, federal legislations including the *Constitution Act* and international commitments that inform best practices. Together, these frameworks establish the expectations for how engagement is to be carried out in the Nunavut Settlement Area.

6.1.3.1 Territorial Requirements

At the territorial level, NuPPAA provides the legislative framework for land use planning and project assessment in the Nunavut Settlement Area. Under NuPPAA, the Nunavut Planning Commission (NPC) reviews proposed projects for conformity with approved land use plans. Projects deemed conforming are referred to the NIRB for screening and, where appropriate, a full impact assessment.

There is no approved land use plan within the Kitikmeot Region. As a result, the Project is not subject to a land use plan conformity determination by the NPC (NPC 2026) and is instead assessed directly by the NIRB. In this regulatory context, the proponent is to provide a project-specific assessment of biophysical and human environments, informed by Inuit, other Indigenous groups, and other potentially affected communities. Land use considerations are addressed through documentation from land users, integration of Inuit, Indigenous, and Community Knowledge, perspectives, and values and engagement feedback into the IS, project design, mitigation measures, and monitoring programs.

According to NIRB guidance, public engagement should begin early in the project planning process and continue throughout the assessment. Engagement is expected to be culturally appropriate, accessible, and inclusive, with information provided in local languages and in formats that support broad participation. Engagement activities should reflect the cross-cultural context of Nunavut, incorporating Inuit, Indigenous, and Community Knowledge, perspectives, and values, and regional priorities (NIRB 2020).

Project submissions are expected to include a public engagement strategy and a summary of engagement activities undertaken. This includes records of questions and concerns raised, the proponent's responses, and how community input influenced project design, mitigation, or monitoring plans (NIRB 2020).

This approach promotes meaningful participation and contributes to decisions that reflect the values and perspectives of Kitikmiut, other Indigenous groups, and other potentially affected communities.

6.1.3.2 Federal Requirements

At the federal level, engagement is informed by section 35 of the *Constitution Act, 1982*, which recognizes and affirms the existing rights of Indigenous peoples in Canada. Where project activities may affect land use, harvesting, or cultural practices, engagement with affected Indigenous groups is expected. While WKR is not acting on behalf of the Crown, WKR recognizes that its engagement efforts may contribute to the Crown's broader duty to consult and, where appropriate, accommodate.

It is important to distinguish between consultation and engagement in the context of impact assessment. Consultation refers to the Crown's legal obligation to consult Indigenous groups when a project may adversely affect Indigenous or treaty rights (CIRNAC 2011). Engagement refers to the proponent's responsibility to provide information, build relationships, and seek input from Indigenous groups and the public throughout the assessment process. While not a substitute for consultation, meaningful engagement is a regulatory requirement under NuPPAA and plays an important role in supporting decisions that reflect Indigenous perspectives and values.

The Impact Assessment Agency of Canada provides further guidance by promoting early and meaningful engagement with Indigenous communities and supporting the inclusion of Indigenous knowledge in assessments. These requirements reflect a commitment to fostering collaboration and transparency throughout the Project development process. WKR's approach aligns with these principles and supports ongoing dialogue with Inuit and Indigenous groups whose rights, interests, or knowledge systems may be relevant to the assessment.

6.1.3.3 International Commitments

Although not regulatory requirements for the Project, international standards contribute to the evolving expectations for Indigenous engagement. Canada's support for the *United Nations Declaration on the Rights of Indigenous Peoples* reinforces the importance of participation by Indigenous peoples in decisions affecting their rights. WKR's engagement approach is informed by these broader commitments and reflects emerging practices relevant to Arctic and Inuit contexts.⁶

6.1.3.4 Alignment with Best Practices

WKR's engagement commitments are informed by international, Arctic, and Nunavut best practice guidance that define how meaningful participation should be structured, implemented and maintained. These frameworks reinforce WKR's commitment to early, inclusive, transparent, and culturally appropriate engagement in the Kitikmeot Region.

The International Association for Impact Assessment *Public Participation: International Best Practice Principles* (André et al. 2006) outlines key principles that guide meaningful participation. The document emphasizes that public participation should be initiated early and sustained throughout the process, information provided should be timely, relevant, understandable, and accessible, and the process should be transparent and accountable, clearly communicating how input has been considered and how

⁶ Including guidance from the Arctic Council, International Council on Mining and Metals, Inuit Tapiriit Kanatami, and the Nunavut Research Institute.

decisions have been influenced. These principles form the baseline for equitable and informed engagement in development projects globally.

The Arctic Council's *Good Practices for Environmental Impact Assessment and Meaningful Engagement in the Arctic* (Arctic Council 2019) identifies engagement as a dialogue-based process that fosters trust through transparency, consistency, and follow-through. It also highlights how Inuit, Indigenous, and Community Knowledge should be integrated alongside western scientific knowledge to improve the quality and legitimacy of decisions. The guidance reflects Arctic-specific considerations for cultural appropriateness, remoteness, and the need for iterative, adaptive engagement across project phases.

The Government of Nunavut's *Consulting with Communities in Nunavut: A Guide to Community Consultation for the Mineral Exploration and Mining Sector* (GN 2012) provides guidance for engagement with Nunavut communities, recommending that proponents plan consultation activities to respect the timing of community events and subsistence activities, use plain-language and translated materials, and work through existing community organizations such as Hamlet Councils, HTOs, and regional Inuit Associations. The guidance demonstrates the importance of accessibility, responsiveness, and alignment with Inuit governance structures.

The Inuit Tapiriit Kanatami (ITK) and Nunavut Research Institute (NRI) guide *Negotiating Research Relationships with Inuit Communities* (ITK and NRI 2007) provides best practices for research and knowledge-sharing in Inuit Nunangat.⁷ ITK and NRI call for early and continuous involvement of Inuit in identifying needs and priorities, recognition and protection of knowledge ownership, use of culturally appropriate communication methods, and return of research results to communities in accessible formats. The guide demonstrates the principles of mutual respect, receiving informed consent for research activities conducted, and reciprocity in relationships involving Inuit Knowledge and participation.

Industry guidance includes the Prospectors and Developers Association of Canada's *e3 Plus: Framework for Responsible Exploration* (PDAC 2014) and the International Council on Mining and Metals' *Good Practice Guide on Indigenous Peoples and Mining* (ICMM 2015), which promote engagement that is conducted in good faith and in a spirit of mutual respect. They emphasize building relationships based on trust and transparency, supporting local capacity building, and sharing the benefits of development. These standards emphasize the role of engagement as a collaborative and mutually beneficial process between proponents and Indigenous peoples.

Together, these best-practices and guidance documents establish a foundation for responsible and culturally grounded engagement. These are reflected throughout WKR's commitments to early and sustained participation, and accessible and plain-language communication, transparent feedback and accountability mechanisms, and the integration of Inuit, Indigenous, and Community Knowledge. They also provide the principles to guide long-term relationships with Kitikmiut, other Indigenous groups, and other potentially affected communities.

⁷ Inuit Nunangat refers to the Inuit homeland in Canada. It is a distinct cultural, political, and geographical area composed of the four Inuit regions whose boundaries have been defined through treaty and statute.

6.2 Methods of Engagement

Engagement methods were selected based on the intended audience and purpose of each session. These methods were selected to support participation by Elders, harvesters, youth, local organizations, Inuit rights-holders, and the broader public. Methods used included:

- **Community meetings and open houses**, used for broad public communication and collective discussion in accessible community venues.
- **Meetings with local organizations** such as Hamlet Councils and HTOs, supporting focused discussions related to harvesting, land use, and community-specific considerations.
- **Inuit Advisory Group (IAG) sessions**, providing structured opportunities for select Elders, Knowledge Holders, and land users to offer advice on environmental, wildlife, cultural, and land-based considerations.
- **Youth and school engagements**, when invited, used to build awareness and support long-term capacity through youth exposure to project information.
- **Participation in community events**, such as trade shows, career fairs, and cultural gatherings, allowing for informal, face-to-face engagement using familiar community spaces.
- **Local radio programming**, including call-in or interview segments, used to reach community members who participate through oral communication channels.
- **Digital communication**, using WKR's website, community social media pages, and email distribution lists, to reach residents between in-person visits or remotely.
- **Posters and printed notices**, translated as appropriate, distributed in high-visibility community locations to share timely information in plain language.
- **Technical workshops**, used for detailed examination of design elements, environmental mitigations, engineering considerations, or monitoring needs.
- **One-on-one and small-group meetings** arranged when requested or where confidential or sensitive matters required focused discussion.

Mechanisms for documenting engagement input included meeting notes, comment logs, recording of key questions, and structured feedback tracking. These inputs were reviewed following each engagement and considered in project planning.

Further detail on engagement timing, participation levels, topics raised, and how feedback informed the development of the IS is provided in Section 6.3.

6.3 Engagement Details and Outcomes

This section provides an overview of engagement activities undertaken to support the Project, including historical engagement conducted by the previous proponents of the Project, the Government of Nunavut (GN) and the Kitikmeot Inuit Association, ongoing engagement led by WKR, and activities related to socio-economic research and baseline data collection. During this period, engagement was carried out with Kitikmiut, other Indigenous groups, and other potentially affected communities and interested parties. Building on a solid historical foundation, WKR has continued engagement activities with a renewed focus on transparency, inclusion, and responsiveness to community priorities. Together, these efforts reflect a multi-phase, relationship-based approach to engagement that emphasizes the integration of Inuit, Indigenous, and Community Knowledge and perspectives throughout the planning and assessment of the Project. This section outlines the timing and purpose of engagement to date and describes how community input has informed the development of the IS.

6.3.1 Historical Engagement Activities (2016 – 2017)

Between 2016 and 2017, early engagement activities for the Project were led by the previous proponent, the GN and the Kitikmeot Inuit Association. These engagement efforts were supported through a Memorandum of Understanding between the Kitikmeot Inuit Association and the GN, reflecting shared interest in pursuing strategic transportation infrastructure to support economic development in the Kitikmeot Region.

Engagement during this period focused on introducing the proposed Project to Inuit communities and other potentially affected communities and interested groups. Activities included public meetings, one-on-one sessions, and technical briefings with organizations such as the Kitikmeot Inuit Association, Nunavut Sivuniksavut, Denendeh Investments Corporation, Transport Canada, and various territorial departments. Sessions were held both in the Kitikmeot Region (e.g., Cambridge Bay and Kugluktuk) and outside Nunavut (e.g., Ottawa and Vancouver), depending on the location of key stakeholder organizations. See Appendix 6E for a summary of historical engagement activities.

The purpose of this early engagement was to share initial Project information, identify potential concerns, and begin collecting Inuit Knowledge and land use information to help inform routing, design, and environmental planning. Topics discussed included the proposed all-season road alignment, the potential development of a deep-water port at Grays Bay, environmental and wildlife concerns, employment and training opportunities, and the importance of protecting areas of cultural significance.

The Kitikmeot Inuit Association played a central role in coordinating and participating in these discussions, both as a landowner and as a representative of Inuit beneficiaries in the Kitikmeot Region. The GN was also actively involved, reflecting its mandate to support regional development and infrastructure planning. The feedback received during this period helped inform the current Project and laid the foundation for WKR's current engagement strategy.

6.3.2 Current Engagement Activities Led by WKR (2024 to 2025)

WKR is now advancing the Project as the proponent and continues to engage with Kitikmiut, other Indigenous groups, and other potentially affected communities to support the development of the Project. Current engagement activities have focused on presenting Project information; discussing IS requirements; gathering Inuit, Indigenous, and Community Knowledge; and identifying community perspectives, values, priorities, and concerns for incorporation in project planning. Engagement has taken place through a range of methods, including in-person meetings, community visits, virtual sessions, and participation in local events. See Appendix 6C for a list of all engagement activities completed to December 2025, including the organizations involved, dates of engagement, meeting locations, and the main topics discussed. Table 6.1 summarizes these engagement activities.

Table 6.1 Summary of 2024-2025 Engagement Activities

Activity	Timing	Participation
In-Person Meetings	February 2024-December 2025	Over 100 in-person meetings with Inuit, other Indigenous groups, community members, and other potentially affected communities.
Virtual Meetings	May 2024-November 2025	74 virtual meetings with Inuit, other Indigenous groups, community members, and other potentially affected communities.
Email Correspondence	January 2024-December 2025	Over 1100 emails exchanged with Inuit, other Indigenous groups, community members, and other potentially affected communities.
Phone calls	March 2024-December 2025	Over 250 phone calls exchanged with Inuit, other Indigenous groups, community members, and other potentially affected communities.

6.3.3 Summary of Key Issues

WKR has considered and integrated engagement feedback on the Project that occurred under the previous proponents, GN and the Kitikmeot Inuit Association, between 2016 and 2017 into the current design and planning for the Project. Available historical engagement records, including meeting notes, comments, concerns raised, and shared Inuit, Indigenous, and Community values and perspectives have been transferred to WKR and incorporated into the Project’s engagement record. This historical feedback continues to be carried forward, and has been reviewed alongside current engagement results. WKR understands that engagement is cumulative and that shared perspectives under the former proponents continue to inform current assessment pathways, mitigation approaches, and project planning in accordance with NIRB requirements.

During engagement activities led by WKR, a range of priorities, concerns, and questions related to the Project were shared by those engaged. These discussions provided valuable insight into community values, land use patterns, and areas requiring further clarification or mitigation. Key issues raised included potential effects on caribou and other wildlife, preservation of culturally significant areas, opportunities for Inuit employment and training, the need for clear communication on the Project’s timelines and regulatory processes, and the incorporation of Inuit, Indigenous, and Community Knowledge in planning and decision-making. These issues have helped shape the scope of the IS and inform the design of mitigation and monitoring strategies.

Table 6.2 summarizes key issues raised during engagement and includes how WKR is responding to them and the sections of the IS in which each issue is addressed. This demonstrates the extent to which information from engagement activities informed the IS, mitigation measures, project design elements and monitoring commitments.

Table 6.2 Summary of Key Issues Raised During Engagement

Key Issue Raised	Organization(s) Raising Issue	WKR Response	Where Addressed
Wildlife Movement and Migration			
Concerns regarding caribou movement and migration were expressed.	Cambridge Bay Community, Gjoa Haven Community, Gjoa Haven Hamlet, Gjoa Haven HTA, Kugaaruk Highschool, Kugaaruk HTO, Kugluktuk Community, Kugluktuk HTO, Kugluktuk High School, Taloyoak HTO, Taloyoak Hamlet, IAG members, Athabasca Denesuline NeNe Land Corporation	WKR recognizes the importance of caribou migration. Several Project mitigation, management and enhancement measures will be implemented to limit the Project's potential effect on migration and movement. Adaptive road closures where required, temporary work pauses, and caribou encounter protocols to provide caribou the right of way will be considered.	Caribou movement and migration are assessed in Vol. 6 Sections 16.4.1 and 16.4.3.
Concerns regarding change in migratory birds' movement.	Athabasca Denesuline NeNe Land Corporation	WKR recognizes that changes in bird movement could result from noise, activity, or visual disturbance during certain Project phases. Appropriate mitigation, management and enhancement measures have been identified to minimize these effects and support the continuity of migratory patterns.	Bird movement is assessed in Vol.6 Section 17.4
Caribou Habitat			
Concerns regarding caribou habitat impacts including on calving areas and overharvesting were shared.	Cambridge Bay Community, Gjoa Haven Community, Gjoa Haven HTA, Kugaaruk HTO, Kugluktuk Community, Taloyoak HTO, IAG members, North Slave Métis Alliance, Tłı̄chǫ Government	WKR recognizes the concern about potential caribou habitat loss. Direct and indirect Project effects may result in habitat loss, primarily in the Bathurst caribou herd summer range, with minimal effects on the calving/post-calving range.	Caribou habitat effects are assessed in Vol 6. Section 16.4.2

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Key Issue Raised	Organization(s) Raising Issue	WKR Response	Where Addressed
Wildlife Mortality			
Concerns were raised about vehicle-wildlife mortality, overharvesting, and caribou population decline.	Gjoa Haven Community, Gjoa Haven Hamlet, Kugluktuk Community, Kugluktuk HTO, IAG members, The Tłı̄chǫ Government	WKR recognizes the potential for Project-related indirect mortality risk on caribou due to predation, hunting, and wildlife-vehicle collisions. Several Project mitigation, management and enhancement measures will be implemented to minimize excess mortality from predation, prevent excess mortality from hunting, and minimize mortality risk from vehicle collisions.	Change in wildlife mortality, caribou migration routes, and habitat impacts are addressed in Vol. 6 Sections 16.4.1, 16.4.2, 16.4.3, 16.4.4, and 18.4.3.
Noise and Dust			
Concern was expressed regarding the impacts of blasting, airborne dust from road traffic, and noise on wildlife.	Kugaaruk Council, Gjoa Haven Community, IAG members, Athabasca Denesuline NeNe Land Corporation, Kitikmeot Inuit Association, MMG, Government of Nunavut, NWB, Nunavut Impact Review Board, NPMO, NPC, Government of Northwest Territories, Nunavut Water Board	WKR recognizes that sensory disturbances from dust and noise, among other sources, can affect caribou and wildlife movements and habitat use near roads. These effects are often transient and infrequent, limited to the occurrence of caribou within the road's zone of influence. Project mitigation, management and enhancement measures will be implemented to minimize changes in habitat use (i.e., effective habitat) and movement.	Noise is assessed in Vol. 5 Section 13.3.2. Air quality is assessed in Vol. 5 Section 11.3 Change in caribou habitat is assessed in Vol.6, Section 16.4.2.
Food Security			
Concern regarding effects on country food.	Kugluktuk Community	WKR appreciates the feedback shared regarding the quality, utilization, and stability of country foods and traditional food system.	Traditional food system is assessed in Vol. 9 Section 25.3.3. Change in quality, quantity, or distribution of traditional resources are assessed in Vol. 9, Section 24.3.2.

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Key Issue Raised	Organization(s) Raising Issue	WKR Response	Where Addressed
Shipping Effects			
Concerns regarding the effects of vessel traffic on fish and marine mammals.	Kugluktuk HTO, Taloyoak HTO, Taloyoak Council	WKR appreciates the feedback shared. Regarding shipping traffic, vessels in the form of freighters (sealifts), barges, and support tugs will be required to assist in the construction of the port. Subsequent annual resupply during the Construction phase (up to five years) will require approximately one sealift vessel and an associated lightering barge per year. During operations, vessel traffic to Grays Bay Port is currently expected to be limited to times when ice-breaking is not required and will include the resupply of materials required for road and port operations; one cargo vessel shipment and one fuel barge shipment are expected annually.	Project effects on fish and fish habitat are assessed in Vol. 7 Section 20.3 Change to Marine Fish and Fish Habitat and Marine Mammals are assessed in Vol. 8 Sections 22.3 and 23.3.
Water			
Concern regarding impacts on water quality.	Kugaaruk Council	WKR has assessed the potential for the Project to impact both water quantity and quality and has proposed mitigation measures to minimize the project impact and help preserve these water resources.	Water resources are assessed in Vol. 7, Section 19.3
Travel and Access			
Concerns regarding effects on travel and access, historical fishing and hunting sites, and increased access from unauthorized personnel.	Ekaluktutiak (Cambridge Bay) HTO, Kugluktuk Community, Taloyoak Council, Athabasca Denesųliné NeNe Land Corporation	WKR appreciates the feedback shared. These comments were incorporated into the assessment of Project effects on Traditional Land Marine and Resource Use. WKR will control access to the road through user agreements with key organizations and/or individuals.	Effects on access to culturally important places are assessed in Vol. 9, Section 24.3.4.
Accidents and Malfunctions			
Concerns were raised about spills and impacts to future generations.	Gjoa Haven Community, Taloyoak Council, IAG members	WKR appreciates the feedback shared. WKR has created mitigation measures and emergency preparedness and response plans if an accident or malfunction occurred.	Accidents and malfunctions are assessed in Vol. 10, Section 32.
Employment and Economy			
Concern regarding high unemployment rates, Inuit not benefiting from Project employment, and increased cost of living was expressed.	Gjoa Haven Hamlet and Athabasca Denesųliné NeNe Land Corporation	WKR appreciates the feedback. WKR is developing a Labour Relations Strategy to enhance and retain local Inuit employment, with a focus on preferential Inuit hiring. Community resupply resilience is assessed in Vol. 9, Section 27.3.7.	Change in employment and community resupply resilience is assessed in Vol. 9, Section 27.3.3 and 27.3.7.

Key Issue Raised	Organization(s) Raising Issue	WKR Response	Where Addressed
Infrastructure Services			
Concern regarding the material and land required for the Project was expressed.	Kugaaruk High School and Kugaaruk Council	WKR considered this feedback when designing the Project to limit the total disturbance footprint. WKR commits to continued engagement with Kitikmiut, other Indigenous groups, and other potentially affected communities during the advancement of Project design, planning, and monitoring and throughout the life of the Project.	Infrastructure services are assessed in Vol. 9 Section 28.
Cumulative Effects			
Concerns regarding cumulative effects from past, present, reasonably foreseeable and reasonably foreseeable induced projects.	Hamlet of Taloyoak, Taloyoak Community, Taloyoak HTO, Kugluktuk HTO, Cambridge Bay Community, IAG members, Tłı̄chǝ Government, Athabasca Denesų̄liné Né Né Land Corporation, North Slave Métis Alliance, Northwest Territory Métis Nation.	WKR recognizes that concerns regarding cumulative effects from past, present, reasonably foreseeable and reasonably foreseeable induced projects are valid, and is committed to continued engagement during the advancement of project design, planning, and monitoring, throughout the life of the Project regarding these concerns.	An assessment of cumulative effects is included in each VC section of the IS.

6.3.4 Response to Community Feedback

WKR recognizes that meaningful engagement does not end with listening and documenting feedback on issues and concerns; it requires response and action. Throughout the early permitting and impact assessment phase of the Project, those engaged have shared important insights, values, and concerns. In alignment with the NIRB IS guidelines, WKR is committed to using what was heard during engagement to inform project planning, design, and decision-making. The following outlines the steps WKR is taking to document, assess, respond to, and incorporate feedback into the Project in a transparent and accountable manner:

- Engagement Tracking:** WKR commits to maintaining an engagement database that records all engagement activities, including dates, locations, participants, topics discussed, and feedback received. This database also logs follow-up actions and status updates for each issue raised.
- Feedback Consideration into Project Planning:** Feedback from community members will be used to directly influence Project decisions where appropriate. This includes decisions on routing, scheduling, mitigation measures, and communication practices based on Inuit Knowledge and feedback shared during engagement sessions.
- Reporting and Updates:** WKR will inform those engaged on how their input has been considered, whether incorporated into the Project or not. This will occur through ongoing engagement activities.

4. **Ongoing Engagement:** Engagement will be ongoing throughout the Project phases. WKR will revisit issues if necessary as the Project evolves, incorporating new information or changing community priorities, and will update its engagement approach based on what is learned.
5. **Consideration of Cultural Protocols and Activities:** Feedback on how and when engagement should take place, such as preferences for in-person meetings, timing outside of key harvesting seasons, and use of local interpreters, has been incorporated into planning and will continue to guide future activities.

6.3.5 Ongoing and Future Engagement Activities

Table 6.3 outlines the key ongoing and future engagement activities that WKR will carry out to document feedback regarding the Project to continue to inform project planning:

Table 6.3 Ongoing and Future Engagement Activities

Engagement Activity	Description of Activity
Community Visits and Open Houses	Regular in-person meetings in all five permanent Kitikmeot communities (Cambridge Bay, Kugluktuk, Gjoa Haven, Kugaaruk, Taloyoak), including satellite outreach to seasonal land users in Bathurst Inlet and Bay Chimo. These sessions will feature plain language summaries, interpretive support, and materials in English, Inuinnaqtun, and Inuktitut.
Targeted Group Meetings	Continued and recurring dialogue with: <ul style="list-style-type: none"> • Kitikmeot Inuit Association • Hunters and Trappers Organizations (HTOs) • Hamlet Councils and municipal leadership • Elders and youth • Local business owners and contractors
Inuit Advisory Group (IAG)	Ongoing advisory meetings/workshops to bring together Inuit Elders, Knowledge Holders, and land users with knowledge of wildlife, fisheries, land use, archaeology, and/or water in the Project area to provide advice on potential environmental and socio-economic impacts, mitigations, and environmental assessment, and Inuit Knowledge integration.
Digital Outreach	Updates to project website, email newsletters, social media posts, community bulletin boards, and local radio announcements.
Trade Shows	Continued representation at northern trade events.
School Engagement	Presentations, classroom visits, and career-readiness sessions in local schools throughout Project pre-construction activities, focusing on vocational pathways and youth involvement.
Public meetings	Ongoing public meetings to provide Project updates and share how engagement feedback has been integrated into project planning.
Training	Collaboration with colleagues, training institutes, and local employers to examine training opportunities for Project employment throughout the project phases.

6.3.6 Construction and Operations and Maintenance Phase Commitments

Commitments made on aspects of project design, mitigation, and monitoring are included throughout the IS. Table 6.4 is a compilation of the engagement and communications commitments from WKR.

Table 6.4 Construction and Operations and Maintenance Phase Commitments

Topic	Commitment
Ongoing Engagement	WKR has and will continue to engage with the primary Inuit organization with rights and responsibilities in the Project area, the Kitikmeot Inuit Association.
	WKR is committed to regularly communicating the results of its environmental management and monitoring programs to local communities. This will include annual visits to communities and with key stakeholder groups, the preparation of annual reports, and other forms of outreach.
	WKR will notify communities of major project activities and schedules, including provision of project maps and design components, and discuss key traditional harvesting periods.
	WKR commits to continued engagement with Kitikmiut, other Indigenous groups, and other potentially affected parties during the advancement of Project design, planning, and monitoring, throughout the life of the Project.
Socio-economic Considerations: Employment Opportunities	A Labour Relations Strategy will be implemented to enhance and retain local Inuit employment, with a focus on preferential Inuit hiring. The Labour Relations Strategy details skills and entrance requirements, employee benefits, employee communication, work rotation schedules, and employee orientation programs.
	The Labour Relations Strategy will increase local Inuit employment to reduce the need to transport personnel from outside of the region.
	Develop and implement gender equity and diversity policies that focus on hiring Inuit, other Indigenous persons, and women to increase Project employment among underrepresented populations.
	Information related to employment and contracting opportunities will be made accessible to local Inuit.
	A Procurement Strategy will be developed and implemented to facilitate regional and Inuit business involvement, including providing first opportunity to regional and Inuit businesses, where competitive. The Procurement Strategy will prioritize the use of local construction equipment to reduce the need to transport equipment from outside of the region.
	A Kitikmeot community liaison officer(s) will be considered in a full or part-time capacity to communicate and coordinate project-related matters.
Socio-economic Considerations: Health and Medical Services	<p>WKR will develop and implement a Health and Medical Services Plan. The Health and Medical Services Plan will include:</p> <ul style="list-style-type: none"> • prevention and management measures for injuries, infection, and disease • a description of medical and first aid services to personnel at Site, including first-aid/medical staff and a medical clinic • medical emergencies response, including medical emergencies requiring evacuation • workplace health promotion program, including an employee and family assistance program and Inuit employee assistance program

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Topic	Commitment
Access	<p>As part of the Road Management Plan, access mitigation measures will be included to ensure that consistent access to land and marine areas is maintained throughout all phases of the Project for local Inuit populations. This plan will include provisions for access to the road, airstrip, and associated facilities. Clear access protocols, developed in consultation with the Kitikmeot Inuit Association, are intended to prevent unintentional restrictions, reduce conflict, and support safe and respectful use of Project infrastructure by harvesters.</p> <p>The Grays Bay Road is a private road, with controlled access to the public.</p> <p>Harvesting is managed through government policies and based on the commitments made under the Nunavut Agreement, as carried out by Nunavut Tunngavik Incorporated and the Regional Inuit Associations (i.e., Kitikmeot Inuit Association) and Inuit wildlife organizations (HTOs).</p> <p>WKR will control access to the road through agreements with key user groups. Mining users will have access to the road on a tolled basis, with port and road use fees to be established through agreements between WKR and mining/exploration companies. Security and other public government users will have access to the road through agreements to be established between WKR and the relevant government department or agency. Inuit community users will have free access to the road for travel and transportation purposes, subject to agreeing to abide by safe operating procedures. Users seeking access to the road for harvesting purposes will require prior approval from the Kitikmeot Inuit Association and an Inuit wildlife organization (HTO). If no approval process is in place, WKR anticipates that use of the road for harvesting purposes would be prohibited.</p>
Design	<p>Any modification to the location or number of drainage culverts will be determined in consultation with the project’s Engineer, and consideration of Inuit engagement, as based on observed site conditions.</p>
Accidents and Malfunctions	<p>The Spill Contingency Plan will include procedures to prevent and respond to spills.</p>
Culture	<p>Any required mitigation of archaeological sites will be determined through consultation with the Government of Nunavut’s Department of Culture and Heritage and the Inuit Heritage Trust; Inuit Knowledge may be used to help determine mitigation requirements on a site-by-site basis.</p> <p>A Heritage Resources Management Plan will be developed and implemented.</p> <p>If previously unknown heritage resources sites of value are identified during construction activities, discovery protocols will be implemented, and appropriate mitigation measures will be applied in consultation with GN and through engagement with Kitikmiut.</p>
Wildlife and Wildlife Habitat	<p>A Wildlife Mitigation and Monitoring Plan (WMMP) will be developed and implemented. The WMMP will contain detailed monitoring and mitigation measures to be implemented for the duration of Construction and Operations and Maintenance of the Project.</p> <p>Wildlife will have the right of way on all Project infrastructure areas during Construction and Operations and Maintenance as detailed in the Wildlife Mitigation and Monitoring Plan.</p>
Monitoring	<ul style="list-style-type: none"> Inuit Environmental Advisory Committee (IEAC): In collaboration with the Kitikmeot Inuit Association, WKR will develop an IEAC (as a successor to the current Inuit Advisory Group) to review and provide feedback on the Project’s monitoring and management plans with regards to study designs, the inclusion of monitors, monitoring findings, and adaptive management strategies, where applicable. Where possible, WKR will include relevant HTOs, Inuit land users, Elders, and Knowledge Holders in the membership of the group and will demonstrate its consideration for community input and Inuit and Community Knowledge as part of the group’s function.

7 Regional Historical Overview

7.1 Introduction

The NIRB IS Guidelines for the Project (File 24XN038) issued January 2026, Section 7.4, requires the impact assessment for the Project to include baseline information, including historic to current conditions and trends over time. This Regional Historical Overview (RHO) provides a qualitative narrative of the regional natural and human history of the Kitikmeot Region prior to the Grays Bay Road and Port Project (the Project) baseline conditions (years 2024-2025) described in Volumes 5-9 of the IS. The purpose of the RHO is to provide an improved understanding of the geographic context of the Project, acknowledging and recognizing changes in the natural and human landscape that have occurred in the region over time.

This information supplements baseline data presented in the VC assessments and acknowledges the importance of past events in determining present-day environmental and socio-economic conditions. The Arctic is a unique, sensitive, and challenging environment. WKR recognizes that Inuit have lived in the Kitikmeot Region since time immemorial and have developed cultural, economic, and governance systems that are integral to subsistence and cultural continuity and reflect generations of living on the land and detailed knowledge of the environment. Kitikmiut have also experienced rapid socio-economic change, with many changes affecting Kitikmiut culture, health, and well-being. Through European exploration and settlement, the introduction of colonial laws, federal and territorial government policies, and regional economic development, the ability of Inuit to use and manage lands and resources as they had prior to European contact has been impacted. Today, Kitikmiut experience many health and well-being conditions that are disproportionately worse than Canadian averages (ITK 2014; Pauktuutit 2006).

The RHO provides the context by which the VC assessments, including cumulative effects assessments, consider the influence of past conditions on present baseline conditions. The RHO summarizes approximately 13,000 years of history. Given this broad timeline, the RHO is not intended to be a comprehensive description of natural and human history but instead offers insight into the changes that have occurred due to human activity in the region and their contribution to Project residual and regional cumulative effects. It is structured as follows:

- Section 7.1 (Introduction) describes the temporal and spatial boundaries used for the RHO.
- Section 7.2 (Natural History) presents an overview of land formation processes and ecological evolution from the pre-glacial, Late Pleistocene period to the post-glacial, Late Holocene period (approximately 12,500 years before present to the present) in the Kitikmeot Region for the purpose of describing the natural setting in which Inuit established ways of life, including cultural laws and protocols that govern relationships with the world around them up to the present.
- Section 7.3 (Human History) presents historical events, developments, and policies that have had effects on Inuit in the Kitikmeot Region, including on self-governance systems, traditional economies, cultural preservation, and collective health and well-being.
- Section 7.4 (Regional Development) summarizes regional economic development during the colonial and post-colonial era.

7.1.1 Study Area

The RHO study area has been defined as the Kitikmeot Region in Nunavut. This spatial boundary was selected because it is the administrative and jurisdictional boundary within which the Project is situated. This boundary adopts the same spatial boundary used by most of the Human Environment VCs and includes most of the spatial extent of historical human movement and the contemporary Kitikmeot communities Cambridge Bay, Kugluktuk, Gjoa Haven, Taloyoak, and Kugaaruk, and the seasonal settlements of Bathurst Inlet and Bay Chimo.

7.1.2 Historical Timeline

To provide environmental and cultural context for events considered in the historical timeline, the RHO provides a natural history section and human history section. The natural history section describes physical topography from the Late Pleistocene and continues into the 21st century. The human history section starts at 12,500 years before present and continues through to contact between Kitikmiut and Europeans in the Kitikmeot Region during the fur trade up to the present and includes the signing of the Nunavut Agreement. The RHO provides a qualitative narrative of how different activities have changed the physical, political, and socio-cultural landscape in the Kitikmeot Region, and focuses on a more recent timeline limited to post-1900 to capture the onset of regional development and anthropogenic changes in the RHO study area at a regional level. This timeline was chosen because it includes the time of primary contact between Kitikmiut and Europeans in 1916, as established by the Inuit Land Use and Occupancy Project (Banci and Spicker 2024). Although there was exploration of the central Arctic Canadian coast and Kitikmeot Region by Europeans in the 1700-1800s, the fur trade, beginning in 1916, was the most significant factor to alter the lives of Kitikmiut (Banci and Spicker 2024). Following the decline of the fur trade, the Kitikmeot Region experienced an increase in changes to the land due to development activities. Kitikmiut also experienced continued changes to culture and life ways through colonial policies and actions (Pauktuutit 2006). In 1993, the Nunavut Land Claims Agreement (Nunavut Agreement) was signed and in 1999, the territory of Nunavut, administrative region of the Kitikmeot Region, and institutions of public government were established.

7.2 Natural History

This section provides a general description of the natural history of the Kitikmeot Region as overarching context for the cumulative effects assessment for the Project. The description provides a brief overview of the Kitikmeot Region's physical topography, past and recent ecology, and recent changes in ecology due to anthropogenic climate change.

7.2.1 Physical Topography

The Kitikmeot Region is located on the Canadian Shield and is characterized by large areas of bare and massive rocks, forming broad treeless uplands, plateaus, and lowlands (GOC 2019). The bare rock landscape was shaped by glaciers, forming undulating to moderately steep bedrock dominated by glacial deposits. Deglaciation of the area started at about 12,500 years before present (Kerr 1996).

During glaciation, isostatic depression caused by ice load resulted in the sedimentation of marine deposits along the Coronation Gulf shoreline, within marine soils now present at elevation reaching up to about 200 metres (m) above sea level (Wolfe et al. 2017). Following glacial retreat and isostatic rebound, surficial material has been modified by geomorphic processes, including the development of recent drainage features (tributary rivers, gully systems and seepage flow paths), the slow and/or rapid downslope movements of materials (e.g., soil creep and landslides), the reworking of fine-grained surficial deposits by eolian (wind) activity, and different permafrost processes.

7.2.2 Recent Past and Recent Ecology

The Kitikmeot Region is characterized by long, cold winters and short, cool summers. Snow is the dominant component of annual precipitation. The highest seasonal precipitation occurs in summer and autumn, while winter and spring are drier but still contribute to snowpack.

The Kitikmeot Region is in the continuous permafrost zone and permafrost can range from 250 m to over 500 m in thickness (AECOM 2011, BGC Engineering Inc. 2006). In areas of continuous permafrost, taliks (unfrozen ground in permafrost areas) may occur under larger water bodies and rivers. Two soil orders are present near the Project, including cryosols, which are mineral or organic materials that develop within regions of permafrost, and regisols, which are weakly developed soils and are often found on active landforms with recent depositions like floodplains, beaches, colluvial slopes or landslides, and/or because of dry, cold climatic conditions.

The Kitikmeot Region spans the Southern Arctic Ecozone and the Taiga Shield Ecozone, which are delineated from northwest to southeast by the treeline (SENES Consultants Limited 2008). Vegetation in the Southern Arctic Ecozone is dominated by heath and shrub species such as Labrador tea, dwarf birch, and willow and sedge-dominated wetland complexes of fens, bogs, and lakes (SENES Consultants Limited 2008). The Taiga Shield Ecozone contains numerous lakes and ponds, wetlands, meadows, and forests comprised of Black Spruce, Tamarack, and White Spruce. At the northern limit of this ecozone, the ecozone transitions from boreal forest to the open Arctic tundra (SENES Consultants Limited 2008).

The Southern Arctic Ecozone and the Taiga Shield Ecozone provide habitat for a diverse range of terrestrial wildlife species. Species guilds include large and medium-sized carnivores such as grizzly bear, wolves, wolverine, and foxes; ungulates such as caribou, muskox, and moose; and small mammals. Many wildlife species are migratory, resulting in seasonally variable abundance. Caribou have been identified by Inuit and other Indigenous peoples as a focal species and key terrestrial wildlife species in the region that play a central role in sustenance, culture, identity, and the overall ecosystem. There are several caribou herds that migrate through the mainland and islands of the Kitikmeot Region, including the Bathurst, Bluenose-east, Beverly and Ahiak, Peary, and Dolphin and Union caribou herds. The ecozones also contain a wide variety of ecological communities that provide habitat for a diverse assemblage of bird species, including raptors and passerines. It also contains important and productive wetlands and marine habitat for various waterfowl and Arctic shorebirds.

The Kitikmeot Region is situated in the Back River basin, which drains into the Arctic Ocean. The Project crosses four watersheds, which are associated with the following main rivers: Ayapakpaktovik (Burnside River), Hivogahik (Hood River), Hannigayok (James River) and Kogloктоakyok (Kennarctic River). Water bodies in the region support freshwater and anadromous fish, including lake trout, Arctic char, Arctic grayling, burbot, round whitefish, longnose sucker, slimy sculpin, and ninespine stickleback.

The Project's port site is located at Grays Bay in the Coronation Gulf. Grays Bay and Coronation Gulf are located within the Kitikmeot Sea, which is connected to the Arctic Ocean by the Dolphin and Union Strait to the west and the Victoria Strait to the east. Both straits have shallow sills that are less than 30 m deep, which restrict water mass and nutrient exchange with the broader Arctic Ocean (Afsharipour et al. 2023). The Coronation Gulf basin is the deepest region in the Kitikmeot Sea, with an approximate depth of 400 m (Afsharipour et al. 2023; Carmack and McLaughlin 2011). Sea ice is the most influential feature in Arctic marine waters as it impedes surface mixing, influences heat and freshwater fluxes, and decreases light availability for primary producers (algae and phytoplankton). Landfast ice (ice that is fastened to the coast) is present at Grays Bay and reaches a thickness of two metres or more generally from early November to mid-July (Afsharipour et al. 2023; MMG 2012). Outside of this period is generally considered the open water season at the port site.

There are over 5,000 species of marine invertebrates within the Arctic Ocean, representing 24 phyla across three distinct marine habitats (i.e., sea ice, pelagic, and benthic). Over 200 species of anadromous, pelagic, and benthic marine fish occur within the Canadian Arctic marine waters (ONCS WWF DUC 2018). At the Project's port site, 156 individual marine fish from 15 taxa were observed. Of these 15 taxa, Greenland cod, Arctic cisco and Arctic char were the most commonly caught species.

The marine environment also supports marine mammals. The ringed seal is anticipated to be the most abundant marine mammal at the Project's port site. Bearded seals have been observed in the southern portion of Dolphin and Union Strait, and the western Coronation Gulf has been noted as a year-round habitat for bearded seals (GN-DOE] 2010; Brown and Fast 2012) despite them typically migrating south as the ice begins to thicken in the fall/early winter. Some bowhead whales may be encountered if they migrate through the area; however, observations of bowheads in the Coronation Gulf are rare. Beluga whales are most likely to be encountered farther offshore than bowheads and have been seen near Kugluktuk at the western end of Coronation Gulf (Gagnon 2011; CBC 2012). Narwhals are anticipated to be less common than beluga and bowheads, but they have been observed in Cambridge Bay at the eastern end of Coronation Gulf (George 2011, 2012). The remaining marine mammal species (polar bears, hooded and harp seals) have mainly been observed around Kugluktuk within the Coronation Gulf (GN-DOE 2010).

7.2.3 Climate Change and Ecology

Climate is the predominant element controlling the Arctic ecosystem, including the broad distribution of permafrost, vegetation, and wildlife, and freeze-thaw cycle of marine and freshwater environments. Anthropogenic climate change is causing the Arctic to warm at a rate three times faster than other regions of the planet (GOC 2024b). The average annual air temperature of the Kitikmeot Region has increased by approximately 2-4 degrees Celsius from 1971 to 2019 and climate models projects that the region could be another 3-5 degrees Celsius warmer by 2050 (GOC 2024b, Lockhard et al. 2015).

As a result of climate change, the Kitikmeot Region is experiencing increased rainfall, a shorter snow season, and increased permafrost temperatures and depth of thaw (GOC 2024b). Observational evidence from the past few decades suggests that Arctic sea ice has been thinning (Stroeve et al. 2012). According to the National Snow & Ice Data Center, in 2025, Arctic sea ice extent was tracked at near-record lows through June, with daily record lows from June 20 to 26 (NSIDC 2025). In the Kitikmeot Region, there is less multi-year sea ice and a shorter season for land-fast ice (GOC 2024b). Increased depth of thaw of permafrost and changes to sea ice are affecting freshwater and marine ecosystems.

In the Kitikmeot Region, warmer air temperatures are resulting in changes to composition of vegetation such as increased growth, distribution, and abundance of deciduous shrubs, which is known as Arctic shrubification (Myers-Smith et al. 2011; Elmendorf et al. 2012b; García Criado et al. 2020). Arctic shrubification has resulted in out-competition of non-vascular vegetation (e.g., lichens and bryophytes) (Cornelissen et al. 2001; Elmendorf et al. 2012a; Hollister et al. 2015; Mekonnen et al. 2021). Palaeontological records indicate differences in historical vegetation distribution in the region compared to present, such as a higher abundance of shrubs in the high Arctic and a more northern treeline during a warmer period during the mid-Holocene (Bigelow et al. 2003). Changes to vegetation composition also affects the distribution and abundance of terrestrial wildlife (GOC 2024b). For example, more frequent rain on snow-covered lands affects the ability of terrestrial wildlife such as ungulates to access food sources beneath the snow (GOC 2024b).

Specific species, such as the ringed seal, are dependent on the duration of sea ice and snow depth and may be directly affected by habitat loss and the seasonal alteration of sea ice. Ringed seals are a primary prey source for polar bears, and a decline in their population could also result in a decrease in the polar bear population. The decreasing trends currently observed for Arctic passerines and shorebirds are likely due to several factors, including mortality risk, reduced body condition during migration, loss of quality habitat, and climate change.

7.3 Human History

This section includes a description of the period when Inuit inhabited the post-glacial landscape followed by a description of contact with Europeans and the beginning of the fur trade, the introduction of settlement policies and activities, the signing of the Nunavut Agreement, and some related outcomes for Inuit in the Kitikmeot Region.

7.3.1 Pre-Contact

Palaeo-Inuit and Inuit have inhabited the Kitikmeot Region for thousands of years. The Pre-Dorset were the earliest Palaeo-Inuit group in the Kitikmeot Region; archaeological materials associated with the Pre-Dorset culture in the Kitikmeot Region have been dated to approximately 3,500 years before present. Palaeo-Inuit groups, including the Pre-Dorset, developed into the Dorset culture approximately 2,500 years before present (TCE 2023; Sabina 2015). However, the Pre-Dorset and Dorset cultural groups are distinct from Inuit in the region today. Inuit in the Kitikmeot Region today, known as Kitikmiut, are descended from the Thule culture. Thule cultural groups migrated from Alaska to the Canadian Arctic between 800 and 600 years before present (TCE 2025). Taltheilei cultural groups are ancestors of Dene (Athapaskan-speaking) peoples of the sub-Arctic and northern plains and likely interacted with Thule and Inuit cultures (Sabina 2015).

Kitikmiut identify themselves by three regional Inuit groups: Ocean Inuit (or the “People of the Sea”), Nunamiut (meaning “Inlanders” or “People of the Land”), and Kiligiktokmiut (or “People of the Small Stitches”) (Banci and Spicker 2024). Ocean Inuit lived on Victoria Island, Coronation Gulf (*Oalik Tagiuga*), and on the sea ice in the winter. Nunamiut (or “Inlanders”) lived primarily near Contwoyto Lake (*Tahikyoak*), Rockinghorse Lake (*Kaomaogaktok*), and Mapaktolik. Kiligiktokmiut lived adjacent to Bathurst Inlet (*Kiligiktokmik* when referencing the inlet) and the Perry River (*Kugyoak*) and Ellice River (*Kunayok*) drainages.

Kitikmiut did not live in permanent settlements or communities; rather, they travelled seasonally along traditional routes in small family groups (Banci and Spicker 2024). Kitikmiut would gather and live together for short periods of time at important harvesting places during times of abundance. The major gathering places for Kitikmiut were Omingmaktok, Kingaok (community of Bathurst Inlet), Kugyoak (Perry River), and Ekaluktutiak (Cambridge Bay) (Banci and Spicker 2024).

In the Bathurst Inlet area, important gathering places for Kitikmiut included Kilingoyak (Kent Peninsula), the south coast of Melville Sound, and both coasts of Bathurst Inlet. Camps were also located along the bays and on the islands in the Inlet and on the sea ice. Within the Project area, Kitikmiut had camps along the entire coastline but the major camps were at the mouths of Kogloктоakyok (Kennarctic River) and Otkohikhalik (Wentzel River). Further south, Kitikmiut gathered along the three major rivers, Hannigayok (James River), Hivogakhik (Hood River), and Ayapakpaktokvik (Burnside River). Tahikyoak (Contwoyto Lake) was also a major gathering place for Kitikmiut and some Kitikmiut stayed there year-round except for travel to obtain supplies.

Kitikmiut travelled extensive distances following the seasonal migration and behaviour of several wildlife, marine, and fish species for hunting, trapping, fishing, and other harvesting (Banci and Spicker 2024). Ocean Inuit used water and sea ice for their travel as the entire Arctic Ocean coastline was a major travel corridor. Ocean Inuit travelled to the Bathurst Inlet area to hunt wildlife and to trade and socialize with other Inuit. Nunamiut, or Inlanders, heavily relied on caribou as a source of food, clothing, shelter, and tools and they travelled to the coast to trade caribou for marine products with Ocean Inuit. Kiligiktokmiut were known for their fine sewing skills and often traveled inland to hunt, and their hunting areas overlapped with Ocean Inuit who travelled to the Perry River and Ellice River areas (Banci and Spicker 2024). Kitikmiut used a *kayait* (kayak) and *omiak*, which are flat-bottomed boats made of skins stretched over a willow frame, to hunt caribou during the summer and fall (Banci and Spicker 2024). Kitikmiut also used dog teams when hunting tuktuit (caribou) and nattik (seals), and for packing supplies.

Caribou have sustained Inuit for thousands of years and were heavily relied on as a source of food, clothing, shelter, and tools (Banci and Spicker 2024; IAG 2025a). Kitikmiut travel routes and gathering places followed the seasonal movement of caribou. While caribou (tuktuit) were central to the survival of Nunamiut, nattik (seals) were central to the lives of Ocean Inuit and those harvesting along the coast. The most important marine mammal species was nattik (ringed seal) although the bigger ugyuk (bearded seal) was occasionally harvested. The large concentration of nesting waterfowl on the ocean coast during spring migration also brought an abundance of food for Ocean Inuit and those harvesting along the coast.

Fish were staples in the Kitikmiut diet, most notably in times while waiting for caribou to arrive. People fished where they camped and travelled throughout the Kitikmeot Region (Banci and Spicker 2024). Muskox (omingmak) was another staple in the Kitikmiut diet and provided food security when caribou were wintering in the boreal forest, or when seals were not available (Banci and Spicker 2024).

The Atlantic walrus (*aivik*), polar bears, and whales are important cultural and subsistence resources to Kitikmiut. Kitikmiut have also harvested Arctic hare, Arctic ground squirrel, grizzly bear, muskrat, moose, white and red fox, wolves, and wolverine (Banci and Spicker 2024). Plant harvesting also held particular importance to Kitikmiut during times of food scarcity. Berries have also been harvested by Kitikmiut for generations and preserved in permafrost to maintain the longevity of the fruit (Banci and Spicker 2024). Significant effort was also placed in drying and caching meat and fish for the winter season, when resources were less abundant (Banci and Spicker 2024).

Harvested resources, either collected from hunting, trapping, fishing or gathering, were used for food and to make clothing, art, and tools (RHA 2003). Other resources that were important to Kitikmiut include soil, black soapstone, copper, and silver. Soil was considered a special resource used to mud sled runners. Black soapstone was used to carve stone stoves (*kudlik*) and cooking pots. Nails, ulu blades, arrowheads, harpoon heads, and snow knife blades were made from copper and silver (Banci and Spicker 2024).

Kitikmiut were once known as Copper Inuit by European explorers because they used copper found in the region for tools and other objects (Banci and Spicker 2024). Early European explorers to the area included Samuel Hearne (1770-1772), John Franklin (1819-1822), George Back (1833-1834) and Vilhjalmur Stefansson and the Canadian Arctic Expedition (1910 and 1913 to 1918). The first reported contact between Kitikmiut and Europeans was in 1771 when Samuel Hearne travelled to the Kitikmeot Region on behalf of the Hudson's Bay Company (HBC) (Sabina 2015).

7.3.2 Contact and Colonial Period

7.3.2.1 Beginning of the Fur Trade to DEW Line Construction (1916 to 1955)

Beginning in the Kitikmeot Region in 1916, the fur trade was the most significant factor to alter the lives of Kitikmiut. The demand for fur changed the seasonal round, affecting Kitikmiut harvesting areas and travel routes to include visits to trading posts to sell furs and buy provisions. Many traditionally harvested species were harvested for their pelts and exchanged for items that were not available from the land, such as tea, sugar, food items, tobacco, kerosene, and tools (Banci and Spicker 2024). Good trappers were seen as successful and wealthy by other Inuit. When pelt prices dropped, Inuit couldn't make enough money from trapping and times were difficult. The cyclic nature of furbearing populations also made it difficult for Inuit to have a consistent income only from trapping.

The first trading posts were located on schooners anchored in places Inuit were known to frequent, and they moved frequently. These floating posts were common before 1920 but became less important and eventually were prohibited by the late 1920s (Usher 1971). Permanent posts were subsequently established by the CanAlaska Trading Company (CanAlaska) and the HBC and their spread was rapid (Usher 1971). New posts were established every year, often to intercept Inuit travelling from their winter

camps to more established posts. Posts opened and closed quickly, depending on where Inuit were located on the land. Eventually, trading posts were operated solely by the HBC in the Kitikmeot Region.

There were four main administrative trading areas for Kitikmiut: Cambridge Bay, Kugluktuk, Bathurst Inlet and Perry River (Abrahamson et al. 1964). The HBC trading post was established in Cambridge Bay and Kugluktuk in the 1920s. The first posts in Bathurst Inlet were built in the 1920s and moved frequently until becoming established at Kingaok in 1930. In 1964 that post was moved to Omingmaktok (Bay Chimo) where it operated until 1968. Perry River (Kugyoak) was the last area to be settled by fur traders. The HBC post was first located at Kugyoak (1926-1928), on Omanaahak (Flagstaff Island) (1937-1941) and then Innaghakvik (Perry Island) (1957-1967).

In the 1930s, the trading posts introduced new tools including firearms and steel traps to Kitikmiut, who previously hunted with bows and arrows and traps made of stones, ice and snow. The trading posts also introduced snowmachines, which replaced the dogteam as the main mode of transportation in the 1960s, and small motorized watercraft. These new tools allowed Kitikmiut to expand their harvesting areas and increase harvesting efficiency. It also contributed to large declines in caribou populations. Soon after the introduction of the rifle (1930s), Island caribou ceased to migrate across Dolphin and Union Strait to winter on the mainland. As a result, Killinik Inuit would visit the mainland near Kugluktuk at least once a year to hunt caribou. This resulted in increased harvesting pressure on the mainland herds (Bluenose-East, Bathurst and Ahiak).

Increased harvesting efficiency allowed Kitikmiut to spend more time at settlements, far from harvesting areas and seasonal hunting camps. By the 1940s and 1950s, Kitikmiut were spending more time at settlements in the Bathurst Inlet area, including Kingaok (Bathurst Inlet), Katimanik (Arctic Sound), and Omingmaktok (Bay Chimo) (Sabina 2015).

Roman Catholic and Anglican missionaries arrived in the Kitikmeot Region in 1918 (KHS n.d.). Missionaries initially concentrated on the spiritual conversion of Kitikmiut, and subsequently provided educational and health services on behalf of the federal government (KHS n.d.; ITK n.d.). The Royal Canadian Mounted Police also arrived in the Canadian Arctic in the early 1900s and were mandated to assert Canada's sovereignty in the Arctic (ITK n.d.).

7.3.2.2 DEW Line Construction (1955) to Nunavut Agreement (1993)

Starting in 1955, the Canadian and United States (US) governments began construction of the Distant Early Warning (DEW) Line to provide warning of incoming airborne objects from the north (Lackenbauer et al. 2005). More information about development of the DEW Line in the Kitikmeot Region is provided in Section 7.4.1. This section describes the interaction between construction of the DEW Line and Kitikmiut.

Many Inuit were involved in the construction of the DEW Line stations, and they remained employed during their operation (Sperry 2001). One or two family groups were always camped at or near the various stations, fishing, hunting, and relying upon the stations for help during times of food scarcity (Abrahamson et al. 1964).

In this period, Kitikmiut generally migrated towards DEW Line sites and other established centres, particularly where trading posts were located. In the 1950s and 1960s, Kitikmiut lived in the principal settlements of Kugluktuk (Coppermine), Ekaluktutiak (Cambridge Bay), Ulukhaktok (Holman or Holman Island), Kingaok (Bathurst Inlet), Omingmaktok (Bay Chimo) and Innaghakvik (Perry Island) (Banci and Spicker 2024). Kitikmiut settled in Kugluktuk and Cambridge Bay to access federal government services such as policing, education, and medical services, and housing (Sabina 2015). Camps of one, two or more families were also scattered throughout the region with the most northern camp being at Berkeley Point and the most southern camp Nonatoklik (Pellatt Lake) (Banci and Spicker 2024).

During the construction of the DEW Line, a weather station was established on a large island in Tahikyoak (Contwoyto Lake), known locally as Weather Station Island. A small camp was built and operated there by Pacific Western Airlines. The station and its staff were important to Nunamiut who lived nearby and visited frequently. The station operated from the late 1950s through to the early 1980s.

Residential Schools

Starting in the 1950s, the federal government expanded the scope and scale of residential schooling in the Canadian North, providing education through federal day schools and hostels (TRC 2015; KHS n.d.). The first residential school in the Kitikmeot Region was the Coppermine Tent Hostel, which opened in 1955 in Kugluktuk. The school was operated by Anglican missionaries for five months a year, and housed 20-30 students from the Kugluktuk area in wood-framed field tents. The school closed in 1959 and most students were transferred to “large hostels” and residential schools in Inuvik and Yellowknife. Stringer Hall Inuvik Anglican Hostel operated in Inuvik from 1959 to 1975. Akaitcho Hall operated in Yellowknife from 1958 to 1994. The second residential school in the Kitikmeot Region was the Federal Hostel at Cambridge Bay. This “small hostel” and federal day school operated from 1964 to 1997 (TRC 2015; KHS n.d.). Additionally, Kitikmiut attended the Anglican-run residential school in Aklavik (Banci and Spicker 2024).

Kitikmiut were severely impacted by the federal government’s education policy in the Canadian North (TRC 2015; KHS n.d.). Kitikmiut children were sent great distances from their communities and were often separated from their families for years at a time. Often, families were not told where the children were going. Residential schools served to physically remove Kitikmiut children from their culture, language, and way of life. One of the consequences of being sent away to residential school was the loss of intergenerational knowledge transfer from Elders to youth (Banci and Spicker 2024). Children were also often subjected to abuse at residential schools, contributing to intergenerational trauma among Kitikmiut populations (TRC 2015; KHS n.d.).

Mining and Exploration

The Kitikmeot Region has been extensively explored for minerals, and mines have operated in the region since the 1980s (see Section 7.4.2 for more information). The Lupin gold mine was located near Tahikyoak (Contwoyto Lake). Construction began in 1980 and the mine operated from 1982 through to 2003. Approximately 50 Kitikmiut worked at the mine over its lifetime. Some Inuit workers moved their families with them and they lived in outpost camps adjacent to the mine site.

Many Inuit throughout the western Kitikmeot were occasionally hired by mining companies and geologists who were exploring for minerals. They worked as guides, camp personnel, cat-train operators, and in later years as assistants on scientific surveys.

7.3.3 Nunavut Agreement (1993) to Present

In 1993, the Nunavut Land Claims Agreement (Nunavut Agreement) was signed. It is a comprehensive land claim agreement between Government of Canada, the GNWT, and the Tungavik Federation of Nunavut (TFN), which represented Inuit of Nunavut. Implementation of the Nunavut Agreement resulted in the creation of the territory of Nunavut and Government of Nunavut in 1999 (GOC 2025). The TFN was superseded by Nunavut Tunngavik Incorporated, which represents Inuit in Nunavut and is responsible for the implementation of the NA. At the time of signing the NA, the Government of Canada retained certain administrative responsibilities for the territory. However, responsibilities for Nunavut's public lands, natural resources, and rights in respect to water will be transferred from the Government of Canada to the GN by April 1, 2027, through the Nunavut Lands and Resources Devolution Agreement.

The Nunavut Agreement established the Nunavut Settlement Area and its administrative regions: the Kitikmeot Region, the Kivalliq Region, and the Qikiqtani Region. It also established Regional Inuit Associations (RIAs), which are elected organizations responsible for protecting Inuit rights and advocating for Inuit interests in each region. In the Kitikmeot Region, the Kitikmeot Inuit Association represents Kitikmeot Inuit and advocates for Kitikmiut interests. The Kitikmeot Inuit Association's mandate seeks to ensure that Inuit within the region can manage their land and resources, and the organization promotes traditional and cultural values, pride in their identity, support for higher education, and for Inuit to speak and write their language (Kitikmeot Inuit Association 2021).

Presently, Kitikmiut reside in five incorporated hamlets in the Kitikmeot Region: Cambridge Bay/*Ekaluktutiak*, Kugluktuk, Gjoa Haven, Taloyoak, and Kugaaruk. The hamlet governments are elected by residents (both Inuit and non-Inuit) and are responsible for providing local services to residents, such as maintaining local roads and other non-territorial infrastructure. The last permanent residents of Perry River left in 1968. Inuit continued to live year-round in Omingmaktok and Kingaok into the late 1990s. At present, some individuals and their families spend summers and longer periods of time if possible in these seasonal settlements.

7.4 Regional Development

This section summarizes dominant non-traditional land and resource development in the Kitikmeot Region since European contact and colonization. The following sub-sections describe past and present physical activities and resource use within the Kitikmeot Region and the impacts of these on the natural and human environments.

7.4.1 Military and Communications

Early development in the Kitikmeot Region was driven by the construction of military and communications structures. In the 1940s, a Long Range Navigation (LORAN) radio tower was built in Cambridge Bay to assist navigation for planes and ships (CBC 2013). The LORAN tower operated in Cambridge Bay until its decommissioning and removal in 2013 (CBC 2013).

Starting in 1955, the Canadian and US governments began construction of the DEW Line to provide warning of incoming airborne objects from the north (Lackenbauer et al. 2005). The DEW Line was comprised of 63 radar and communications stations built roughly along the 69th parallel in the North American Arctic, from the northwest coast of Alaska to the eastern coast of Baffin Island (Lackenbauer et al. 2005; Collier 2012). DEW Line stations were comprised of buildings, roads, communications towers and antennae, and air strips and hangars. Quarries were developed in some locations to supply gravel for their construction. Construction of DEW Line stations across the Arctic was completed in 1957. Many DEW Line stations were automated or decommissioned or upgraded to become part of the North Warning System in the 1980s and 1990s (Lackenbauer et al. 2005; Collier 2012). The North Warning System is a set of radar stations in the North American Arctic that continues to provide aerospace surveillance of incoming objects from the north (GOC 2022).

Sixteen DEW Line stations were constructed in the Kitikmeot Region, including the CAM-MAIN site in Cambridge Bay (Banci and Spicker 2024). Six of these sites were upgraded to become part of the North Warning System between 1989 and 1992. An additional five North Warning System stations were constructed in the Kitikmeot Region from 1990-1992, including CAM-CB station in Gjoa Haven (Lackenbauer et al. 2005; Collier 2012).

7.4.2 Mining and Exploration

Although the Kitikmeot Region is largely undeveloped it has been explored historically for diamonds, gold, uranium, base metals (e.g., copper, zinc, iron, nickel), lead, and rare earth metals (SENES Consulting Limited 2008; Lockhard et al. 2015). European expeditions to the Kitikmeot Region beginning in the 18th century were motivated in part by exploration for minerals. For example, Samuel Hearne's overland expedition to the Kitikmeot Region from 1769-1772 was in search of copper deposits along the Coppermine River (Lockhard et al. 2015).

The Kitikmeot Region has numerous mineral deposits and high potential for mining (SENES Consulting Limited 2008). There are two past-producing mines in the Kitikmeot Region: Jericho diamond mine, which began operations in 2006 and closed in 2014, and Lupin gold mine, which began construction and operations in 1980 and 1982, respectively, and closed in 2005. Both Jericho Mine and Lupin Mine were located near Contwoyto Lake near the Nunavut-NT border (Lockhard et al. 2015). There is currently one operating mine in the Kitikmeot Region: B2Gold Nunavut's Goose Mine began operations in 2025. Additional mines may be developed in the Kitikmeot Region in the future, including the Hope Bay Project (whose operations continued to be suspended after it was purchased by Agnico Eagle Mines Limited). Other advanced projects, including MMG's Izok Lake Mine and High Lake Mine and Glencore Canada Corp's Hackett River Mine Project, have initiated regulatory review under NIRB.

There are numerous mineral exploration activities in the Kitikmeot Region. As of November 2024, the Kitikmeot Region had 1,899 mineral claims covering 2,420,220 hectares (ha), five prospecting permits covering 59,901 ha, and 252 mining leases covering 209,902 ha, for a combined total of more than 1.875 million ha (CIRNAC 2024).

7.4.3 Commercial Harvesting

Commercial harvesting activities, including the fur trade (discussed in Section 7.3), whaling, and fishing, have occurred in the Kitikmeot Region. European whalers began commercial whaling in the Canadian Arctic in the 16th century (TCE 2024). Whaling activity in the Canadian Arctic peaked in the mid 19th century with an annual catch of approximately 1,000 whales and the introduction of factory ships in 1925 resulted in a dramatic increase in annual catch of whales internationally. This resulted in depletion of whale populations in the Canadian Arctic, bringing some species such as the bowhead whale to the brink of extinction. Although commercial whaling primarily occurred in the eastern Canadian Arctic (e.g., Davis Strait, Cumberland Sound), commercial harvest of whales decreased traditional harvest of species such as bowhead whales in the Kitikmeot Region (TCE 2024; KCFI 2020). In 1972, the Canadian government banned commercial whaling in Canadian waters (TCE 2024).

Commercial fisheries in the Kitikmeot Region consist of small-scale inshore fishing operations primarily focused on the harvest of Arctic char (Bernauer 2021). Arctic char has been commercially harvested for over 50 years in the Cambridge Bay area, both on Victoria Island and on the mainland. The Cambridge Bay Arctic char fishery is currently operated by Kitikmeot Foods Ltd. and is the only commercial inshore fishery currently in the Kitikmeot Region. Kitikmeot Foods Ltd. has historically utilized five river systems where they have quotas, harvesting up to 110,000 pounds (49,895 kilograms) of char annually. About 80% of the char brought in annually is exported (Kitikmeot Foods, Cambridge Bay, pers. comm., November 4, 2024).

7.4.4 Marine Shipping

Marine shipping has occurred in the Canadian Arctic since the 18th century (Wang 2022). The Hudson's Bay Company provided annual sea lifts to re-supply its trading posts across the Canadian Arctic. European expeditions explored the eastern Canadian Arctic and the expeditions of Sir John Ross in 1818 and William Edward Parry in 1819 were the first to access Lancaster Sound and the Kitikmeot Region. In 1845, Sir John Franklin's exploration expedition was lost near Gjoa Haven in the Kitikmeot Region. Franklin's shipwrecks HMS Erebus and HMS Terror were discovered in 2015 through the sharing of Inuit Knowledge in Arctic waters off Gjoa Haven at King William Island along the Northwest Passage (Destination Nunavut 2025). The Northwest Passage was first navigated by a European expedition, led by Norwegian explorer Roald Amundsen, in 1903-1906.

Through the 19th and early 20th centuries, marine shipping in the Canadian Arctic was driven by the fur trade, commercial whaling, and the mining industry. Inbound and outbound marine shipping to service the mining industry grew rapidly between the 1950s to 1970s (Wang 2022).

Commercial vessel traffic in the Kitikmeot Region in the 21st century is largely destination shipping, including annual sealifts to deliver supplies to Arctic communities, or voyages (i.e., cruises) to and from Arctic locations. A common shipping route crosses through the Queen Maud Gulf and Coronation Gulf in the Kitikmeot Region. Numerous navigation aids (i.e., day beacons, shore lights) are positioned in the gulfs to accommodate vessel transit, including at Cambridge Bay, Kingaok (Bathurst Inlet), and Kugluktuk (ONCS WWF DUC 2018).

Cruise tourism in the Canadian Arctic began in the 1980s and its popularity is growing steadily (Wang 2022; GN 2019). Cruise ships have visited the Kitikmeot communities of Cambridge Bay, Gjoa Haven, Kugluktuk, and Taloyoak; Kugaaruk does not receive cruise ships. Cambridge Bay had 18 cruise ships visit in 2024 (Community Member, Cambridge Bay, November 3, 2024, pers. comm.; Community Member, Kugaaruk, pers. comm., October 30, 2024). In 2023, there were 14 cruise ships that docked at Gjoa Haven, and another eight in 2024 (Hamlet Staff, Gjoa Haven, pers. comm., December 5, 2024). Kugluktuk and Taloyoak received no more than two ships per year from 2008-2012 (Lassere and Têtu 2013).

Other vessels in the Canadian Arctic include government vessels, ice breakers, scientific research vessels, and small craft (e.g., personal yachts, sail boats). Government vessels and ice breaker traffic, in terms of annual average kilometres traveled, has increased in the Queen Maud Gulf (Dawson et al. 2017). Tanker ships have also increased over time in the Kitikmeot Region. From 2011 to 2015, the proportion of commercial vessels including tug and barge traffic, government vessels, and ice breakers decreased while small craft as a percentage of total vessels increased.

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8.2 Personal Communications

Community Member, Cambridge Bay, personal communications, November 3, 2024.

Community Member, Kugaaruk, personal communications, October 30, 2024.

Hamlet Staff, Gjoa Haven, personal communications, December 5, 2024.

Kitikmeot Foods, Cambridge Bay, personal communications, November 4, 2024.



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Appendix 6A

Inuit Advisory Group Workshop Summaries

Grays Bay Road and Port Project Inuit Knowledge Workshop #1 March 2018

April 16, 2018

Inuit knowledge as presented in this report may not be used (e.g., reproduced, referenced or interpreted) for any purpose other than verification by contributing Inuit knowledge holders in accordance with NTKP procedure.

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April 16, 2018

1 INTRODUCTION

The Grays Bay Road and Port Project (GBRP Project) is a transportation infrastructure project in the Kitikmeot Region, proposed jointly by the Kitikmeot Inuit Association (KIA) and the Government of Nunavut (GN) (the “Proponents”)¹. The project principally includes a deep water port at Grays Bay on the Coronation Gulf, and a 232 km all-season road from Grays Bay to Jericho Station near the terminus of the Tibbitt to Contwoyto Winter Road. The project is being proposed as a means to advance the economic well being of Inuit and Nunavummiut as intended by the Nunavut Agreement. In doing so, the project also provides a key opportunity to implement Inuit decision-making in the use, management and conservation of land, water and resources.

The project is currently undergoing a review (environmental assessment) process by the Nunavut Impact Review Board (NIRB). The consideration of Inuit Quajimajatuqangit and other traditional knowledge by the Proponents in all aspects of the environmental assessment is a requirement of NIRB.

Notwithstanding the NIRB’s requirements, the KIA, as co-Proponents of the GBRP Project have made clear that Inuit knowledge is to have a central and prominent role in the way the project is presented for consideration by the NIRB. In recognition of the importance Inuit knowledge, and also where appropriate, knowledge from other Indigenous groups, KIA has committed to fully integrating Inuit knowledge into the GBRP Project design and assessment through a process to be developed and endorsed by the KIA.

1.1 Purpose of Inuit Knowledge Workshop #1

KIA possesses a repository of traditional knowledge concerning the use and occupancy of land by the Inuit of western Nunavut -- the Naonaiyaotit Traditional Knowledge Project (NTKP). The NTKP contains knowledge regarding wildlife, wildlife habitat and traditional land use, including information from the *Inuit Land Use and Occupancy Project* (Milton Freeman Research Limited 1976) and results from traditional knowledge studies conducted in the context of major projects planned on Kitikmeot Inuit Owned Lands. Traditional knowledge information collected through historical projects is also currently being repatriated by KIA and is anticipated to be available for use on the project in 2018.

While considerable effort has been made within the Kitikmeot to collect and make Inuit knowledge available, KIA has not consulted with Inuit in how they would like to see their information used, particularly when decisions about projects based on magnitude of effects are being made.

¹ At the time of the workshop and writing of this report, GN and KIA were joint proponents. It is recognized that GN has since withdrawn as proponent of the project.

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The GBRP Project provides an opportunity to directly involve Inuit knowledge holders in the proper use of their knowledge in the impact assessment, and to engage them in the assessment of and management of potential effects. The KIA and GN's environmental technical consultants (scientists educated in western scientific methods) and NTKP Data Manager have designed a process with a group of Inuit knowledge holders that have been identified by KIA as holding specific past and current knowledge of the environment and people of the project area².

Since January 2018, project environmental technical consultants have been working with KIA's NTKP Database Manager to compile available Inuit knowledge for the project area. A framework for presenting existing knowledge of the project area was developed to organize the existing information for presentation, and as a basis to collect additional information from Inuit knowledge holders during a workshop held March 14-16, 2018. This was the first workshop of at least two proposed to be held with Inuit knowledge holders.

With this context in mind, Workshop #1 had the following objectives:

1. Provide an overview of the GBRP Project to Inuit knowledge holders participating in the workshop
2. Understand what aspects of the environment are most important to Inuit
3. Confirm the existing Inuit knowledge of the environment in the Project area
4. Collect new Inuit knowledge about the environment in the Project area
5. Identify which Project-environment interactions are of most concern to Inuit

Further workshop(s) will involve the same participants in environmental risk assessment and management of impacts of the GBRP Project.

1.2 Purpose and Limitations of this Workshop Report

This report of Inuit knowledge Workshop #1 provides details of the purpose, approach and outcomes of the workshop held March 14-15. As an "Internal Draft", it is provided to the Proponents as an interim document that is intended to be used as a report of activities undertaken and as a resource that can be used to help with planning Workshop #2.

Importantly this report is "draft" because Inuit knowledge, where included, has not been verified by Inuit participants (knowledge holders) in accordance with NTKP protocol. As such, ***knowledge as presented in this report may not be used (e.g., reproduced, referenced or interpreted) for any purpose other than verification by contributing Inuit knowledge holders in accordance with the NTKP procedure.*** The report may be finalized for public dissemination once Inuit knowledge has been verified.

² "Project area" is used to refer to the geographic area within approximately 30 km of either side of the road and port (also known as a the "regional study area").

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1.3 Workshop Participants

Workshop #1 (the workshop) included presentations by the proponent, by the Inuit knowledge database manager, and by environmental technical consultants to summarize existing knowledge about the environment in the project area, and to facilitate input from Inuit knowledge holders (also called “consultants” per NTKP custom). The following individuals participated in the workshop:

Larry Adjun	Inuit knowledge holder, Kugluktuk
Bobby Algona	Inuit knowledge holder, Kugluktuk
Bobby Anavilok	Inuit knowledge holder, Kugluktuk
Jorgen Bolt	Inuit knowledge holder, Kugluktuk
John Himiak	Inuit knowledge holder, Kugluktuk
Jayko Palongayak	Inuit knowledge holder, Kugluktuk
Erica Bonhomme	Land scientist, workshop facilitator
Mike Settington	Wildlife scientist
Jennifer Tischer	Archaeologist
Doug Chipertzak	Fish and ocean scientist
Vivian Banci	NTKP Database Manager
Charlie Evalik	Proponent, Nunavut Resources Corporation
Doris Elatiak	Translator
Helen Tologanak	KIA Community Liaison Officer, Observer and Participant

Inuit knowledge holders were selected by the Hunters and Trappers Organization (HTO) and KIA. Additional youth and women participants were nominated to attend, but were unavailable at the time of the workshop.

1.4 Workshop Format and Agenda

The purpose of the workshop and the general format of discussions were presented by the facilitator at the beginning of the meeting. Inuit knowledge holders were asked permission to record audio and video, and the protocol to collect, verify, retain and use traditional knowledge was explained by the NTKP database manager. Knowledge holders were provided consent forms to review (Appendix 1). If signed the forms provide Inuit consultant’s consent for inclusion of their data within the NTKP, as well as permits the use of this data within the environmental assessment. Consent forms will be signed after the Inuit consultants have had the opportunity to review the data that they provided and ensure that it has been documented correctly. This is a key step in verification of data.

The workshop was originally scheduled to occur over three full days. Due to a weather delay, the meeting was postponed by a day, and shortened to two and a half days, with sessions

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beginning at 9 am, ending at 5 pm, and providing for a lunch break. A formal agenda was not provided due to the rescheduling and contraction of the meeting time; however, the introductory presentation explained the five workshop objectives as identified in Section 1.1 of this draft report, and this was posted on the wall of the venue.

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2 INUIT KNOWLEDGE IN THE ENVIRONMENTAL ASSESSMENT OF THE GBRP PROJECT

The workshop began with an introductory presentation given by the facilitator (Appendix 2). The specific approach to collecting Inuit knowledge was presented by NTKP database manager.

2.1 Requirements of the NIRB

The NIRB is a quasi-judicial board established under the Nunavut Agreement. The NIRB is responsible for screening and reviewing projects referred to it by the Nunavut Planning Commission, to assess their impacts to the biophysical or socio-economic environment “*while promoting and protecting [the ecosystemic integrity and] existing and future well-being of the residents and communities of the Nunavut Settlement Area*” (Article 12, Section 12.2.5 Nunavut Agreement). The NIRB sets out expectations for the integration by project Proponents of Inuit Quanjimaningit, comprising Quajimajatuqangit (Inuit Traditional Knowledge) and local and community knowledge in all aspects of the assessment – including collection of baseline information, identification of key issues, prediction of effects and the assessment of their significance.

2.2 The Proponents’ Approach

The Proponents both have mandates to respect the knowledge of Elders and the visions of youth and to promote the social, cultural, political environmental and economic well-being of Nunavummiut and the Inuit of the Kitikmeot Region. The KIA has established the NTKP which is the largest repository of Inuit Traditional Knowledge among Nunavut Inuit organizations, and possibly the largest such repository in Canada. The NTKP is a Geographical Information Systems (GIS)-based tool that contains traditional knowledge regarding Inuit land use, environment, vegetation, and fish and wildlife within the Kitikmeot region. The core data was collected during 1995 and 1996 from interviews with elders and land-users and focused on the Slave Geological Province. That study area was expanded to include the entire Kitikmeot Region as the KIA incorporates data from older and current studies. It now contains data from interviews collected from the 1970s through to present (2018), and likely covers a time period from the late 1800s to present. The knowledge within the NTKP is managed by the KIA, on behalf of all Kitikmiut. All knowledge holders retain ownership of their own data.

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The Proponents have committed to integrating Inuit knowledge (collectively Inuit Qanajimaningit, Inuit Traditional Knowledge and local and community knowledge) with western scientific information in all aspects of the environmental assessment of the GBRP Project. To achieve this, the Proponents will:

- Consider, treat as factual, and incorporate all Inuit knowledge available to them, where this knowledge is relevant to the conducting the environmental assessment
- Obtain additional Inuit Knowledge specific to the environment in the project area
- Involve an Inuit advisory group in all aspects of the environmental assessment
- Disseminate information in a manner that is easily understood by Inuit
- Respect the ownership and confidentiality of Inuit knowledge

Not all information collected from Inuit knowledge holders during the workshop is considered traditional knowledge. Inuit knowledge, which is obtained from direct experience on the land and has undergone a process of verification, is distinguished from comment, which can be based on Inuit knowledge but can also include other sources of data which may be anecdotal and have not undergone the same scrutiny. Both forms of input will be important to this environmental assessment. Additionally, the process is also one of consultation as knowledge holders do not separate their knowledge from their concerns and questions.

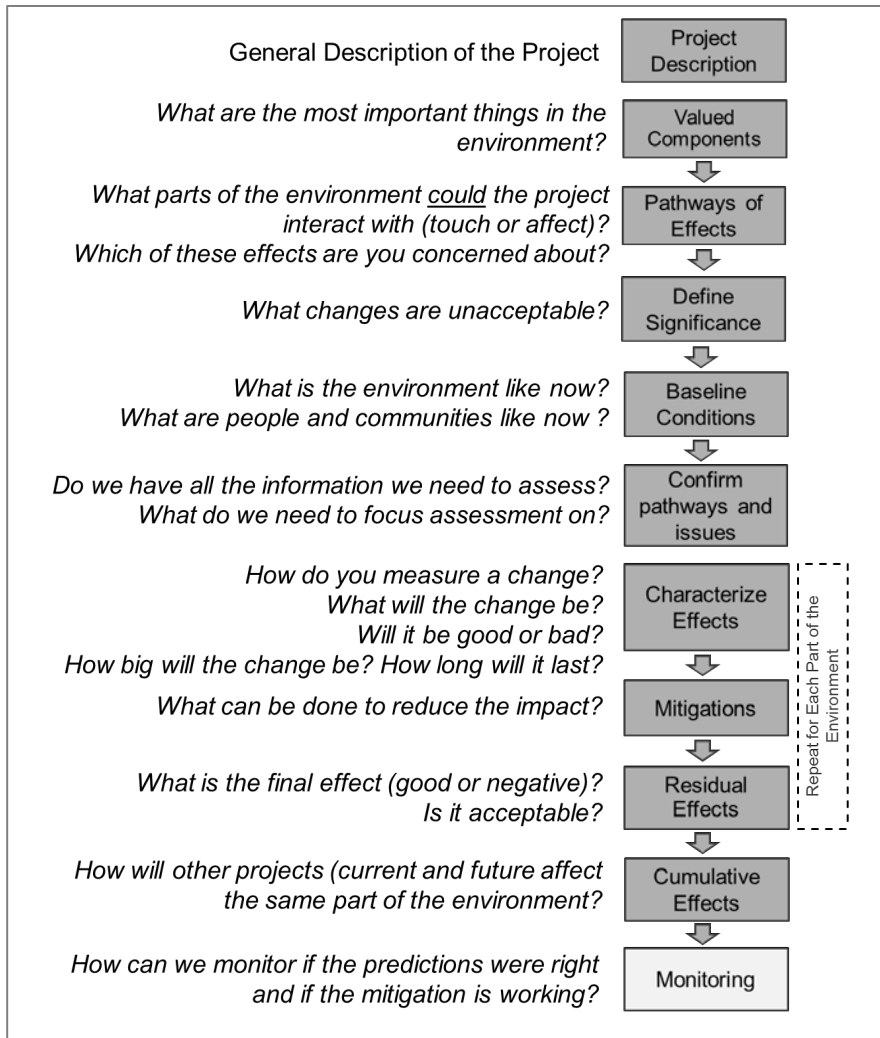
2.3 What Information is Needed

The Proponents are required to submit an Environmental Impact Statement (EIS) to the NIRB that includes information about, and a description of, the positive and negative consequences of changes to the environment and people caused by the project. While the NIRB specifies the information to be included in an EIS, the proponents develop their own process for gathering data and knowledge about the environment and people in the project area to predict how the project will change these aspects. Figure 2-1 was used during the workshop as a schematic to illustrate the information requirements for an EIS.

Workshop #1 focused on the presentation of how existing Inuit knowledge has been applied in conjunction with western science, and the collection of undocumented Inuit knowledge of the environment in the project area. Consultants were asked to identify gaps in knowledge (either scientific or Inuit) and issues of concern. Lastly, what constitutes valued components was discussed and the concept of significance was introduced as one of “changes that are considered unacceptable”. Discussion was not limited to these items, nor was the discussion necessarily considered complete. The consultants will be invited to review, add to, confirm or revise input provided at Workshop #2 planned for June 2018.

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Figure 2-1: Information Requirements of an EIS



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3 SUMMARY OF WORKSHOP DISCUSSIONS

This Section includes a summary of the information shared and the discussions which took place during Workshop #1. Statements (quotes) considered Inuit knowledge are differentiated from comment or summary by way of italicized text. Not all statements made by Inuit knowledge holders are included in this report. A selected subset of statements has been provided to illustrate some of the discussions. Additional summative statements have been made by technical consultants to help with grouping of topics and knowledge. These summative statements on their own are incomplete without corresponding Inuit knowledge quotes, and the Inuit knowledge quotes may not be used outside of this report as they have not been verified in accordance with NTKP protocol as previously noted in section 1.2. Once verified, they will be integrated directly into the NTKP database, and referenced where relevant in the Project's environmental assessment.

3.1 Project Description

Dr. Charlie Evalik, Chairman of Nunavut Resources Corporation (tasked with delivering the project on behalf of KIA), delivered a presentation on the GBRP Project (Appendix 3). The presentation described the Proponents' vision for the Project and how it helps to full KIA and GN's mandates. The presentation described the project's location, its main components, and the basis for its design. The main components included were:

- 233 km all weather road from Grays Bay to the Jericho Mine site
- A deep water port with:
 - two berths for 75,000 tonne ships
 - barge landing
 - small craft harbour
 - power and wastewater facilities
 - accommodations and offices
 - emergency spill response, base for search and rescue
 - laydown areas and/or warehouses
 - tent sites and parking area
 - fuel tank farm
- Airstrip near Grays Bay
- Watercourse crossing structures (bridges and culverts)
- Temporary and permanent quarries
- Materials storage, staging and handling facilities
- Jericho Station truck stop and access gate
- Maintenance camps
- Temporary construction camps

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Dr. Evalik explained how the road will be seasonally (winter) connected to the south by the Tibbitt to Contwoyto Winter Road and that possibly in the future an all-weather connection could be built to the Northwest Territories border.

Dr. Evalik also indicated that MMG Canada would likely be the first user of the road and port infrastructure to develop and extract minerals from their Izok and High Lake properties. He indicated that MMG Canada and any other future industries would be responsible for permitting and building any additional access roads or infrastructure using the main road.

The project schedule and its current status in obtaining environmental approvals was explained. The presentation explained the Proponents' approach to environmental assessment is based on:

- Using the environmental protection tools and authorities available to the KIA and GN
- Incorporating Inuit values and traditional knowledge
- Mitigating by design
- Minimizing the potential for negative impacts and optimizing benefits to Inuit and communities

Following the presentation, and throughout the remainder of the workshop, knowledge holders had questions about the project, as captured in Table 3-1:

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Table 3-1: Participant questions and proponent or technical consultant responses

Question	Response
How many quarries will there be?	Optimally, quarries needed for construction will be spaced every 7 km. The quarries not needed for maintenance will be closed. There will be permanent quarries established approximately every 20 km. These will be the quarries needed to maintain the road.
Will quarries be reclaimed?	The quarries not needed for long-term maintenance will be reclaimed.
How will you keep water from ponding along the road?	Small diameter drainage culvers are placed in locations where there could be ponding along the embankment to help with the flow of water from one side to the other.
How many trucks will be using the road? It would be good to have MMG here to answer these questions.	The number of trucks MMG will use on the road will depend on their final plans for mining. The trucks are expected to use the road year-round (except for when the road is closed).
Will there be ore stored at the port when the port isn't open?	Yes. MMG would be expected to continue to stockpile material at the site when the port is not open. The port has taken those potential storage requirement into account and left land area available for users such as MMG.
What will be used to manage dust?	There are options that are currently used: calcium chloride, which is the material used to keep dust down in the community, has some associated environmental impacts. Water is not as effective (it doesn't last as long) but is neutral to the environment. There are some other materials being tested, such as beet juice.
Will mine rock from Lupin be used to build the road?	No, there would be no waste rock used to build the road.
How are culverts kept clear?	The culvert design itself is the best way to try to prevent culverts from plugging with ice. During spring inspection, it may be required to melt ice from some culverts. Beavers can also be a problem though you may not have them there.
Will there be diversion of creeks required?	No, usually the culverts and bridges are designed to avoid this.
Is the road being built for Inuit or for the mine?	<i>Proponents were not present to answer.</i>
Will there be restrictions to access the area? Like at other mine sites?	There will be some restrictions to keep people safe because there are both industrial and public users of the site, but the port are road are meant to be there for Inuit to use.
What are the emulsions used in blasting and what do they become?	Typically, ammonium nitrate prill and fuel oil (ANFO) is used as an explosive in dry environments, not emulsion. If there is a complete blast, there is only carbon dioxide and water produced. An incomplete detonation can also produce other gases and ammonia which can be harmful to the environment in large quantities.
Do you have soundings for the Grays Bay area?	Yes, there are some soundings, but they are not for the full bay and not outside of Hepburn Island.

3.2 Valued Components

Knowledge holders were asked about the parts of the environment that were important to them. It was explained that these would be the things that the environmental assessment would focus on. The technical consultants also indicated that there are certain species of wildlife and birds that need to be assessed because they are identified as “species at risk”.

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The following were identified by Inuit consultants as being important to Inuit:

- Habitats, including rivers, land, sea and corridors where caribou move
- Burial sites
- Well-being of people in the communities
- Common ravens

An example of information shared in this regard is provided below:

“The very land and sea itself. That’s the most important. I want my son, and grandson to be able to see what I saw and feel, in these areas... Environment is the most important, preserving habitat for the species, whether it be rivers or the land, or whatever, that is the most important. Without the environment, the animals, the fish are not going to be there. Then you will have the ripple effect, You preserve this area, then the fish, the geese, the caribou, the wolf will continue to use the area. If you decide to drop acidic rock all over the place, they will move somewhere else. To me, my own opinion anyways, preserving environment for the species that are there within that area is the most important.”

3.2.1 Indicators and Measurement

Knowledge holders were asked about how they measured change; what would be the things they would look for to indicate that something was getting better or worse.

An indicator of caribou health was the amount of fat on the body, its distribution and its appearance.

“Caribou don’t have much fat now. It used to be all the way up to their heads. Now even the calves don’t have as much fat.”

“Caribou hair is hollow. Contaminants can stay in there for a long time. Hunters are seeing yellow jello, sometimes green in the fat under the skin. This is because of the contaminants that are collecting there and staying in the animal...”

Knowledge holders spoke of the importance of ravens as indicators of the presence of animals, and changes to abundance of animals around communities.

“Ravens are important. They have helped our family find food for many years. The raven is like a vulture. The raven finds caribou, wolf, fox for us. You look anywhere, you see several birds going somewhere, there must be something there – they want to eat. They are a very special pointer to our food... for many many years.”

“Ravens are drones – they are our remote sensors.”

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“The ravens’ habits have changed. They are right into the garbage now. Before that, we had lots of caribou nearby. Now that there isn’t much vegetation/food for the ravens they are in our garbage now. They stay here all year. They are very smart and hard to study.”

Indicators of climate include the timing of freeze-up and condition of ice [on Coronation Gulf].

“The ice is forming slower and melting faster. We depend on the sea ice to go hunting.”

“[The] last few years the ice [between Kugluktuk and Grays Bay] is freezing slow and late. It is rough ice (maniluk). Where you have salty rough ice, it is hard to pull a sled through.”

“Even now when you come to an ice crack, you stand on that ice crack, you look there, you can see the bottom of that ice crack. But long ago, when you looked down, you couldn’t see the bottom of the ice because the ice was so thick. But now, you can see right away the bottom of the ice. Long ago, you couldn’t see the bottom of the ice. You look down, down, it’s so deep.”

“We seem to get at least three weeks more boating season in Kugluktuk.”

Observations of changes in storms were indicative of changes to climate.

“Spring storms come from the northwest. Summer storms seem more intense... there are not more of them... just greater winds. Summer storms are from the northwest. These changes are due to global warming.”

There was a complex relationship between observations of changes in the distribution and abundance of predators and prey and changes happening at both a regional and global scale, such as climate change.

“The grizzly bears are coming into town and eating dogs because they can’t find food out on the land. Same with all predators. And same with the raptors. They depend on the caribou. Because of the lack of caribou, they are having trouble finding food.”

“Same with polar bears they are congregating near communities because they cannot get out on the ice anymore. They are congregating where they can find food. Just like the people of Kugluktuk – we are lacking country foods. Climate change is pushing them away from us. And it has something to do with the weather – they are not breeding very well. When you see these things happening, you have to look at dust control and water and what is happening because of mining.”

Indicators of change that are used by Inuit to recognize changes to the environment could be summarized into the following statements:

- For rivers – taste of water
- For caribou – the amount of fat and where it is on the body

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- For people – the clothing people can afford (such as warm jackets for kids)
- For people – new clothes, new sleds, enough food and new homes (these make people happy)
- For people – use of alcohol and drugs, domestic issues and suffering (these are bad)
- For the health of the environment and management of waste – common ravens
- Changing animal migrations – animals stay away from the things they don't like
- For climate – condition of sea ice
- For climate – timing of freeze up
- For climate – intensity of summer storms

3.3 Preliminary Issues of Concern

The following concerns were raised by Inuit knowledge holders during the discussions of the project's interactions with the environment and people over the duration of the workshop:

- Road surface acting as a barrier to caribou because of its smell
- Road structure acting as a barrier to caribou because of the size of rocks
- Proper siting and design of caribou crossings
- Areas of blasting acting as barriers to caribou
- Siting of ATV access ramps off road that are away from caribou crossings
- Disturbance of burial sites
- Effects to people from acid and metal leaching from rock used to build the road
- Spills in Grays Bay and how currents will carry these
- Spill response capacity along the road
- Discharge of ballast water
- Ships anchored offshore
- Retaining community access to the Grays Bay area for hunting and fishing
- Dust control along the road
- Security and safety around use of the road 24 hours per day
- Long-distance transport of contaminants and dust from blasting
- Import of organisms on trucks and ships
- Reclamation of temporary quarry sites
- Rotations that are least impactful to families
- Availability of Inuit-made family support to workers working on rotation
- Community well-being
- Damage to vegetation from roads to quarry sites
- Degradation of permafrost due to the road
- Water availability due to climate change – water draining from lakes as permafrost melts
- Culverts getting plugged with ice

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- Health of the environment around the world generally
- Garbage along the road
- Southern employees' knowledge about wildlife mitigations
- Overharvesting of caribou outside of Nunavut is contributing to caribou decline

This list should be considered a broad overview of issues that should be addressed in the design, mitigation and monitoring of the project. Future input from knowledge holders is expected to modify and confirm this list.

3.4 Pathways of Effects

Generally, the interactions between the Project and the environment and people was identified through discussions of concerns. There was no specific discussion of pathways of effects.

3.5 Significance

Knowledge holders were asked to identify if there were any changes to the environment or people as a result of a project that would be considered unacceptable, as these may be used to help to determine what is considered a "significant" change:

Referring to an unacceptable change one Inuit consultant noted,

"It's on us right now. It's upon us right now. If you look at it , it's not acceptable that I'm not eating caribou every day like I used to. And the fish, I have coming to me because I cannot go out fishing by myself anymore, and be out on the land anymore. I greatly appreciate those people, those relatives, friends, that bring me fish. They bring me fish alright but you look at it, it's a totally different fish from what I used to eat 10 years ago. It's all mushy. Charr that my friends have brought me over the summer especially, totally different. Charr is really mushy. The charr don't taste anything like charr."

Changes to the environment or people as a result of a project that would be considered unacceptable which were identified by knowledge holders included:

- Not being able to eat caribou every day
- Fish that don't taste or feel the same
- There are a lot of changes that are happening already around the world that are unacceptable
- People getting sick from metals leaching from the muck piles on the road

This is a preliminary list that will likely be modified and confirmed during future workshops.

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3.6 Global Influence

There were some comments made that characterize the interactions and interdependencies of environment and people at local and global scales over various timeframes.

“We depend on water and water quality. All the food I depend on...the fish...they are hampered by weather. How are my grandchildren going to eat in the future? No one wants to keep our environment clean anymore. All over the world and including Nunavut. I have big concerns. Our very future is in the balance. Everything is a delicate balance.”

“Our weather is being affected by industry. Our natural world. We need to look at those things before we build projects. Our weather is changing every day. My people are growing hungry for country foods right now... Everything is a delicate balance.”

“When you look at the environment, you have to look at the whole picture. Its not only our environment, I keep saying, its coming from all over the world...Jet streams over us, all over the world, carry radiation dust, people fighting all over the world never stop... You can't only look at our environment when you assess stuff like this. You got to look at the whole picture, the whole planet. We all live, all stand on one planet.”

3.7 Environmental Baseline

One of the main objectives of the workshop was to verify environmental conditions in the Project area as previously described in knowledge contained within the NTKP database, and to add information where there are known to be gaps in knowledge.

For the broad topics of Land, Water and Fish, Ocean, Wildlife and Birds and People and Communities, a combination of presentations, photos and wall-sized maps at various scales were used at the beginning of each topic to present the current knowledge (both scientific and traditional) of the project area. Knowledge holders were able to confirm spellings and terms for places and observations in the project area as it was presented by drawing on maps and providing associated verbal comments. The presentation introducing the topic of Wildlife and Birds is included in Appendix 4.

As previously noted, selected statements made by Inuit knowledge holders as presented in this report have not been verified in accordance with NTKP protocol, nor does this report include the entirety of the knowledge gathered. Once verified, they will be integrated directly into the NTKP database. Summative statements provided here are not to be used outside of this report as they are incomplete without the corresponding Inuit knowledge statements.

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3.7.1 Land

Information was gathered regarding weather conditions and how they are changing.

“People too during boating season get more scared of the weather, because of the winds. We don’t know. People go out on a nice day and during the day it gets windy. You can’t predict the weather anymore, its more unpredictable. Especially in the summertime when people want to go and do their fish netting and make mipku and whatever. It’s getting scarier.”

“In the 60s we could predict the weather with relative ease. The weather nowadays is changing, really fast. You can’t even predict the weather from one month to the next because the weather is changing very fast. Back then, it was very easy for us to predict the weather. Very easy, it was very stable. We would be able to predict the weather for the next few weeks, few months or so. Nowadays, everything just happens out of the blue.”

“All you got to do is look at the sun. If there’s a halo, you know that there’s weather coming in. Nowadays you can’t. If there is a ring around the sun or moon, there is a system coming in. But now you can’t predict it anymore. Even though that ring is still there, it doesn’t mean the same [as it used to in the past].”

“And we stop our snowmachines going out hunting about one month earlier, because the ice is really rotten, too dangerous to go out there. So we stop our spring hunt in early April or middle of May. We used to go hunting until June with snowmobiles and now we can’t even go past May.”

Information was gathered regarding vegetation, permafrost and water.

“We don’t know much about what vegetation caribou eat... because we hunt in the winter.”

“All the lakes in the area taste different because the rocks are all different. I’ve traveled many lakes all over.. every lake tastes different because of the rock content. The soil content here is different from the soil content in different areas. You break it open and it looks different, and it smells different. Even the swampy areas all taste different.”

“All the lakes that you have around these areas, they are going to be gone very soon. Its because of the permafrost. The permafrost is melting away, very fast nowadays everywhere. I’ve been hunting a long time and I’ve seen these areas where permafrost has given away, especially around esker and swampy areas where permafrost is holding up everything. Once all that is gone, all the water is going to drain down.

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You may still have water in some deep, deep lakes, but the water will be lower than usual. We're feeling it right now. Some lakes, ponds, have vegetation growing on them which once had ponds, water, year-round. Its all drying up because the permafrost is giving away on the bottom. When you take off from here, you can see all the little ponds that were alive at one time, they're all vegetation now. I look down from the plane, I see permafrost giving way down there. The landscape is changing all around.

We have to look at those things as well, because of climate change. We have pingos up here too. They are held up by permafrost, Bubbles on the ground, aniptok we call it, those are all bubbles, ice, from the permafrost pushing up, all these little spots where the ground is really rough."

3.7.2 People and Communities

Information was gathered regarding community life and travel.

"Being on the land you feel free. You feel like you are floating."

"Burial sites cannot be disturbed. It is illegal and also against Inuit custom. We should know where the burial sites are so that we do not disturb them."

"We go to Grays Bay in the spring and fall to hunt [Island] caribou. When the ice is ready to travel (November) and again in the spring. We don't hunt Bathurst caribou anymore because it is too far to travel. [Gas is] expensive and there are restrictions. If we cannot find caribou, we hunt moose there."

"When we travel we hunt. We hunt whatever is available."

"People aren't going to Grays bay to hunt birds. They happen to hunt birds if they are there anyway. It is too much effort."

"All hunting from Kugluktuk is by the community. There is no sport/commercial hunt anymore."

"My people are growing hungry for country foods right now."

Participants made observations of how industrial projects have changed the health and well-being of people.

"...With the gas, there were environmental [impacts], with mining, environmental [impacts] to the air and animals, but with people it was very difficult. It was good and bad at the same time. It brought money into the communities, people lived better, they were happy, they had food in their homes, more clothes. But then it brought more alcohol, more dope, more booze, more social issues, and more household issues. Growing up with all that, it was good but seeing the bad was the worst because you saw people suffering, ladies suffering, people suffering in relationships. That was the bad part. The good part was that people were not hungry, they were getting clothes for their

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homes, for their families, getting new homes, and getting skidoos, and sleds that they needed to go out hunting with. Those are the changes that I have seen growing up. It's a good thing but, thinking of the people and kids, it's really hard. But people have the hardest time, even though they have a job. They are happy with their job, but their home life is not good. Those are the impacts that really could happen. Its good and bad at the same time. Change is good but sometimes change is bad."

"When people go away for a long time, people have jealousies. Shift work, rotations, individuals work on rotation, they leave home and then have to come home and deal with it. I hear it all the time. "I love my job but I have to leave it because this is happening". ...It's really hard for them, because sometimes the partner doesn't want to [get assistance and counselling]. And that's the hardest part, to make them work together... That's the hardest part, I try to make them understand but they are stressing out because they have to go away for work."

"I want to help build my community, I want to help train al the young people, but one of the biggest drawbacks of that is the young families, with the rotation work, going away home, there has to be a trust between husband and wife. But we have to find a way to assist that family. This family may be doing well, but this family is not. What is this family doing, that this other family is not?"

Speaking of working a shift at a remote location and what they did when they got home knowledge holders noted,

"When I come home, guaranteed I am out there on the land, doing my traditional thing, keeping my ties with the community, or my lifestyle. I'll still be at home. That is the way we were brought up. When you come home, free time. First things first, look after the family, then you go out there and go play around. That's the way we do it."

"I worked for the mining industry for 22 years and I've never lost my skills for hunting because when I had time off there I would go hunting whenever possible. One of the biggest problems that I see in young people is that they aren't getting any support for their family at home when they are at work. So they are kind of forced to quit their job so that they can be with the family, even though they wanted to work at the mine, their family always comes first because their family wasn't getting any support. The mining industry was giving support to the workers, but not to the family."

3.7.3 Ocean

Information was gathered regarding ice conditions, water depths, shoals and currents in Kogloктоаkyoagmi (Grays Bay).

"There is a place in front of Kuglotokakyok [on map] that has a waterwhirl... a whirlpool...called an "avayok"."

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“The winds at Grays Bay are from the south. They get funneled through the high hills. It is calm three to four miles out to sea.”

“The place where the small craft harbor is planned is probably deep enough. It is a good sheltered spot. People know this spot.”

“The ice is forming slower and melting faster. We depend on the sea ice to go hunting.”

Information was also gathered regarding the ocean life and marine mammals using the project area.

“There are male bearded and ringed seals in Grays Bay (inside Hepburn Island). They run up the rivers going after the char.”

“There are round whitefish at Kugluktoalok and Kugluktoakyok.”

“We have seen bowhead, beluga and narwhals outside of Hepburn Island. There are lots of bowhead whale bones on the island at the mouth of Bathurst Inlet. The whales pass through in mid-summer...not sure which direction they are going.”

“We have also seen crabs washed up on the shore... pousougiak [toad crabs]. They are not worth eating they are too much effort. We try to get the most out of the least effort.”

3.7.4 Fish and Water

Information was gathered regarding fish and water in the project area.

“At Otkohikhalik (Wentzel River) there are whitefish. There is also material to make pots...carving stone”

“Once you get further up on the mainland, like around High Lake area, there is lots of copper content in the lakes. You find some lakes on the sides of the hills, on the shoreline with steep cliffs, you can see this copper coming down into those lakes. People don't find those whitefish around there. That's what I've noticed where I go fishing. For some reason, always fish that are not predatory fish, they don't breed in those copper areas.

And grayling, yes. If there is copper content in those lakes, there will be no lake whitefish or grayling. There are none of those where there is lots of copper content in the water.”

“All the lakes in the area taste different because the rocks are all different. I've traveled many lakes all over.. every lake tastes different because of the rock content. The soil content here is different from the soil content in different areas. You break it open and it looks different, and it smells different. Even the swampy areas all taste different.”

Also, it was noted that there is no regular reporting of fish harvest because the HTO doesn't have capacity to do this.

3.7.5 Marine Mammals and Other Marine Life

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Participants discussed the distribution and movements of marine mammals.

“Bowheads mostly on the outside [east of Grays Bay]. And I’ve seen belugas, just occasionally... mostly in mid-summer”

“We know the Beaufort Sea ice breakup is a lot faster, so I would assume the belugas are coming from that area.”

Regarding places where bearded seals haul out knowledge holders noted:

“At Rabbit Point (?) and Read Island, because no-one hunts them anymore, there are more of them that haul out inside of the river now. Even here [Kugluktuk], last year we were doing Coast Guard search and rescue, there was two seals up the river.”

“...inside the rivers too. One time four years ago, I was up at [inaudible] Point I counted twenty-seven within a two mile search. All bearded seals.”

[in Grays Bay] Like I said, its because no-one hunts the bearded seals anymore... because there is no-one living at the camps anymore. There’s no-one out there hunting 24-7.”

There was also information shared about other marine life such as crabs (puyukak) and kelp.

3.7.6 Wildlife

In addition to providing new information, participants were asked to identify if there were any notable gaps in knowledge that may need to be addressed.

3.7.6.1 Bears

New information was gathered regarding distribution and behaviors of bears

“Bears den on the leeward side of the slopes... where the snow banks build up snow first. So on the southeast facing slopes.”

“You can find bear dens in the oddest places you could ever find, even on the sides of cliffs. On my way to my home at Pellet Lake. The wolverine will lead me to the bear den.”

“There was one on the side of the cliff, where there were boulders that had fallen off. Also where there was a flat area covered in boulders. The wolverine took me right there to the den.”

“The bears... the ones with the short necks and the big heads are more dangerous. You will need people who know this as bear monitors.”

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“The grizzly bears are coming into town and eating dogs because they can’t find food out on the land. Same with all predators. And same with the raptors. They depend on the wolves. Because of the lack of caribou, they are having trouble finding food. Same with polar bears they are congregating near communities because they cannot get out on the ice anymore. They are congregating where they can find food. Just like the people of Kugluktuk, we are lacking country foods. Climate change is pushing them away from us. And it has something to do with the weather, they are not breeding very well. When you see these things happening, you have to look at dust control and water and what is happening because of mining.”

3.7.6.2 Caribou and muskox

New information was gathered regarding the abundance, distribution, behaviors and changes to caribou and muskox.

“Keetlinik (Victoria Island) caribou are a little smaller than mainland caribou. The big males from mainland bred with females from Peary to make the island caribou.”

“Dolphin Union caribou are a little bit smaller, not as big as the barren ground caribou, a little bit bigger than the Peary caribou. They are probably a mixed breed of Peary and mainland caribou. Big bulls from the mainland mated with females from Peary Caribou.”

“I was fortunate to watch the Bluenose herd migrate one time. I had it on video. And guess who was following them? Mother and cubs. She’s teaching them to follow the caribou. I picked up a calf. It was so tired...put it back down...didn’t run away. They don’t know what a predator is. Maybe that contributes to the decline. They are getting eaten. It all happens in cycles. I talked to an Elder who saw four cycles for caribou. There was a consistent recovery frequency in the past. What is the frequency now? Is it fast or slow? It used to be every 25 or 30 years...right to the top, right to the bottom. It was consistent. What is the frequency now?”

“It is a cycle, a cycle of life we call it. Every 75 years something drastic happens. It controls the predator-prey as well. When the predators go down, the prey do down too. That’s the cycle of life.”

“I was fortunate to see the Bluenose herd migrating through Paudligoait. I don’t know how many times. You could see lots of caribou (I got it on video), you could see the last of the caribou coming through. And guess who was behind, mother sow and cubs. (Q Coming through town?). No, 15, 20 miles back of here, at Paudligoait, migrating through there. The mother knows, she is teaching her young to follow the caribou. I actually picked up one, they were so tired. I picked up one, a little calf. I just walked right up to it, and picked it up, looked at it, and put it back down. It didn’t run away at all, didn’t know what a predator was.

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“Things like that, could be a contributing factor to the decline of caribou, all the young ones are being eaten. Sure they are going to move, predators are going to go up, it’s a natural cycle. But the frequency, how fast the caribou (decline). They used to be fairly consistent, the recovery rate, the decline rate. Everyone I talked to. I talked to an older gentleman, He said he had seen four life cycles in his lifetime, where the caribou were right at the top, and then at the bottom but that was a consistent recovery, or frequency if you will. But now, what is the frequency now (higher or lower?). Every 25 years, caribou years, right to the top and right to the bottom, with that same frequency. But what is the frequency now”“Caribou herds survive because of good genes. The bulls with the big symmetrical antlers are the ones to reproduce. If they get killed due to sports hunt, those good genes don’t reproduce... the calves of the bulls that don’t have the good genes.. the ones that are smaller and don’t have nice antlers... those caribou calves don’t live for very long, they are sick.”

“I’ve been working in mining for 22 years. At first there is a shockwave from the startup of the project in that area. The animals disappear, and then eventually they come back, especially caribou. They will be sleeping right outside your camp. Also the grizzly bears in the falltime, they are denning in the sea cans. We have a hard time getting them out of camp. They find the empty sea cans. So the animals do come back to any projects that are happening. That’s my observation from the last 22 years. As the project gets bigger and bigger, the migration routes change, but the caribou are still there. The project might affect the migration of the caribou, but I don’t think it has an effect on the population of the caribou.”

“Just like we do, they [caribou] adapt.”

“Caribou don’t have much fat now... Maybe because they run around avoiding insects. Also avoiding mines. The cows and calves will go a long way around to avoid the mines. I’ve seen this while guiding and while working at the mines.”

“When I first started guiding up there, there used to be no mines, there were no diamond mines, nothing like that. Caribou used to be really fat. But now I noticed that they are getting thinner and thinner. They don’t have as much fat as they used to. When I first started guiding there, wolves used to have fat right up to their heads, all the way up. But now its (the fat) is only coming up to their shoulders. I don’t know if that’s the effect the mines are having or what. But now they seem to be thinner. Maybe its climate change. I used to watch caribou run all day from mosquitoes, all day, running from bugs. Before those mines were put in place, before they were there. Those caribou used to be fat. They used to have big slabs of fat, and now they’re skinny.”

“When the environment was healthy even the little calves would be thick with fat, baby calves thick with fat. You don’t get that anymore.”

“Now it’s changed. You can see the ribs on some of them.”

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“Because the mines are there, now they have to go way around now, because the cows won’t take their young ones through, they go somewhere else. The bulls will go through the mine sites, they like that, they get away from the predators, the wolves. They know they are safe there. But the females, they always go way around. They used to go through here but now they got to do an extra 50 miles, or whatever. To get to their migration route, they have to go further around, put in so much extra effort to get to their places. That’s what I noticed anyway.”

“I agree that it’s not the mines that are killing the caribou.”

“I’ve seen caribou swimming way out in the open. Big bull, right in the middle of the ocean. He was probably looking for a safe spot away from predators. They float. It is easy for them.”

“Sometimes the little calves drown at the crossings. They get trampled and drowned by the other caribou. I’ve seen one time six calves drowned and float to the surface. They also get trampled, turned to powder.”

“The numbers of caribou going down are because they are not feeding as much as they’d like to. It is hot they are running all day. There is less fat. They are running all day from mosquitoes and black flies. They never get a chance to feed. You can still see ribs on some of the big bull caribou, even though the grass is nice and green. You can see a cloud above the caribou.”

“It sounds like a supertanker engine. When you see the cloud of bugs.”

“The [caribou] bulls they graze by themselves once they are done with rutting.”

“The caribou calving area has moved because the humans have been checking out the roads... doing all the studies on the roads.”

“When caribou are feeding they chew up the land and poop everywhere and re-seed the land. Now they have fed the area out, and they will move to another good grazing area until they chew it out and re-seed it. They’ll keep moving to new grazing areas“Caribou will go into culverts to cool off. You go in there and you see tracks everywhere.”

“We’ve not had any animals with diseases in the area. Just west of Coppermine...lungworm.”

“There is a muskox migration from Victoria Island. They island hop. They don’t like swimming in the water.”

“They move from one feeding area to another. They will stay there for a while, maybe for a few years and then they’ll move to another area.”

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"We don't see caribou and muskox together very often. I saw a grizzly bear attacking a full grown muskox at Lupin. He was hanging on for 45 minutes."

"We see them [muskox and caribou] together."

"Caribou don't like the smell of muskox and they mistake them for bears."

"Caribou have very sensitive smell. They can smell before they see anything they can smell for many miles. Muskox give off a very strong odour. And the caribou stay away from that."

3.7.7 Birds

New information was gathered regarding the abundance, distribution, behaviors and changes to birds.

"King eiders and common eiders are equally common. Ahangik nest later than other ducks. They make a noise just like the name."

"Snow buntings come first, then the Lapland longspurs. They are a sign of spring."

"The birds with the black face [Lapland longspurs] we hardly see or hear those anymore."

"Snow geese...we've never seen so many snow geese coming up there, but now every spring, we see lots... taking over the nesting areas of the smaller birds. [This is] probably why we are not seeing some of those smaller endangered birds."

"The Canada geese are starting to come up and mixing with the snow geese. We see some geese with mixed features."

"The birds come to the shallow lakes and ponds first – the ones that are open. They rest and feed there. There is still snow on the ground everywhere else. They follow the rivers, low areas."

"Birds, a lot of birds all right but why, some areas have more birds than other parts of the area. All the animals, their environment is changing very fast. If they don't like the food in the area they are moving through, they move away, that's what they are doing. All animals, that's what they are doing."

"Ravens are important. They have helped our family find food for many years. The raven is like a vulture. The raven finds caribou, wolf, fox for us. You look anywhere, you see several birds going somewhere, there must be something there. They want to eat. They are a very special pointer to our food... for many many years."

"Ravens nest early, in March. They are the very first bird."

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“When the ravens first come out of the eggs, the songbirds are just coming up, they time their eggs just when the birds are coming so that they can feed their young. I have come across eggs that are frozen solid in March.”

“Ravens are drones. They are our remote sensors.”

“The ravens’ habits have changed. They are right into the garbage now. Before that, we had lots of caribou nearby. Now that there isn’t much vegetation/food for the ravens they are in our garbage now. They stay here all year. They are very smart and hard to study.”

Knowledge holders also noted that the HTO is now reporting data on wildlife kills, and that this also includes information on how many animals are in the area. This information is used for adaptive harvest management. For example, if there are fewer caribou, the HTO provides more muskox tags.

3.8 Other Information – Project Design and Project Mitigations

Throughout the workshop, knowledge holders also had comments about the design of the project and what could be done to mitigate effects from project interactions, including:

- The spot where the sewage lagoon might be is a good one. As long as there is a wetland for it to go through.
- There should be platforms for tents. Anywhere that is quiet is good.
- The place where the small craft harbor is planned is probably deep enough. It is a good sheltered spot.
- Community members want access to rivers and eskers for hunting with all terrain vehicles. Make a ramp for access, and these ramps should be in separate areas from the caribou crossings so that the crossings don’t get contaminated from fuel.
- Crossings for caribou should not be made of rocks that are too big or the sides too steep
- Mine rock (from Jericho for example) should not be used for the construction of the road.
- Roads to quarry sites should be built along rock so as to not damage vegetation.
- When trying to reclaim an area, let nature do it. Put a big rock there and the seeds will collect around the rock.
- Crossings should minimize the distance to cross and the amount of alteration.
- You might be able to take rock for rip rap right from the river rather from somewhere else.
- In the marshy areas there is permafrost, and it is the ice that is holding up all of the ground.
- KIA has good mitigations for wildlife. They are very strict.
- HTO doesn’t want the calving area [for Bathurst] fully protected. Suggest a mobile calving and post-calving area.
- Community members should be involved in sharing knowledge about land stewardship
- Family assistance ‘northern-style’ for families of workers that are on rotation.

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4 WORKSHOP WRAP-UP

At the conclusion of the workshop, the facilitator reviewed the main findings of the workshop namely (1) valued components; (2) indicators; (3) new baseline environmental information; and, (3) issues of concern. It was indicated that the environmental baseline information would be compiled into a report that would be brought back to the knowledge holders for verification.

There was some discussion regarding the purpose and timing of the next workshop. The next workshop (#2) is intended to start looking at the environmental interactions and identify those that are of most concern. This focus was confirmed through discussion with workshop participants. These will be prioritized based on risk, to start developing the mitigations that will be necessary to minimize those risks. Knowledge holders recommended that the proponent invite someone familiar with project design and construction as that they could contribute to the understanding of what the risks are and how they may be addressed.

Participants indicated that good timing for a workshop would be in early June.

April 16, 2018

5 REFERENCES

Freeman, M.M.R. (ed.). 1976. *Inuit Land Use and Occupancy Project: Volume 1: Land Use and Occupancy*. Prepared for Department of Indian and Northern Affairs Canada. 263 pp.

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Grays Bay Engineering & Environmental Consultants

TK Workshop #1

April 16, 2018

APPENDIX 1

PARTICIPANT CONSENT FORM

Naonaiyaotit Traditional Knowledge Project (NTKP) Consent Form Naonaiyaotit Inuit Elitkohitnik Anggiktot Titigait

Sub-Project Title: **Grays Bay Road and Port Project**

NAME OF CONSULTANT

DATE AND LOCATION

Background

THE NAONAIYAOTIT TRADITIONAL KNOWLEDGE PROJECT

The Naonaiyaotit Traditional Knowledge Project (NTKP) is the foundation for Kitikmeot Inuit Traditional Knowledge. It is contained within a GIS database (a computer program which links map data to interview data) and physically held at the Kitikmeot Inuit Association (KIA) office in Kugluktuk, Nunavut. As well as map and interview data, the NTKP contains photos, audio and video recordings. The NTKP database is the property of Kitikmiut and is preserved and managed by the KIA.

The NTKP contains Traditional Knowledge regarding Inuit land use, environment, vegetation, fish and wildlife within the Kitikmeot region. The core data was collected during 1995 and 1996 from interviews with elders and land-users and focused on the Slave Geological Province. That study area has been expanded to include the entire Kitikmeot Region as the KIA incorporates data from older studies and from current studies. It now contains data collected from the 1970s through to present time.

As well as being a repository of Kitikmeot Inuit Traditional Knowledge, the NTKP is a land-use planning tool which helps KIA to decide and plan how and when development will occur on Inuit lands.

COMPENSATION

The participants in the NTKP are called “consultants”. Consultants are fairly compensated for their contributions and participation (KIA standard rates).

PROJECT DESCRIPTION

The Government of Nunavut (GN) and the KIA are jointly proposing to construct, manage and operate the Grays Bay Road and Port Project (the “GBRP Project”), a transportation infrastructure project to be located on a combination of Crown and Inuit-owned land in the Kitikmeot region of western Nunavut. The GBRP Project would also result in the establishment of the first and only deep-water port in the Canadian central arctic at Grays Bay.

Grays Bay Engineering and Environmental Consultants (GBEEC) has been contracted to conduct Traditional Knowledge workshops related to the proposed GBRP Project. GBEEC is requesting Inuit Traditional Knowledge for use in the environmental assessment and in project planning. Inuit Traditional Knowledge information will be solicited regarding baseline environmental and socio-economic conditions, as well as for the purposes of identifying potential effects of the Project.

Use of Information

Map information, interview recordings, audio, video or photographic, and the resulting translations, and/or transcriptions and/or images will be used for the following purposes:

1. Incorporation into the NTKP for the benefit of all Kitikmeot Inuit.
2. Integration of Traditional Knowledge data within the GBRP Project environmental assessment and management plans according to the terms specified by the KIA.

CONFIDENTIALITY

The following consultant details will be kept confidential and will not be released to GBEEC or other parties without the explicit permission of the consultant:

1. Personal identifying information including name and biographical details.
2. Photographs and video recordings

Consultant names will be listed in report(s) to acknowledge the authors of the Traditional Knowledge data but will not be tied to specific information. Any consultant has the right to remain anonymous and not have their names listed.

OWNERSHIP

The NTKP database is the property of Kitikmiut. Although data is shared, the database itself is never given to or accessed by non Kitikmiut. Consultants retain ownership of their individual Traditional Knowledge Information even when it is contained within the larger NTKP database.

Consultant Agreement

I agree to the use of the information I have provided according to the conditions stated above.

Signature of Consultant

KIA Representative



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APPENDIX 2

ENVIRONMENTAL ASSESSMENT OVERVIEW PRESENTATION



Environmental Assessment Overview

GBRP TK Workshop #1 Kugluktuk

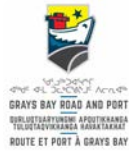
March 2018



Environmental Assessment

- What is an environmental assessment?
- What information do we need?
- How is traditional knowledge used?
- What are the objectives of this TK workshop?





Environmental Assessment

- The Nunavut Agreement requires environmental screening of all new projects in Nunavut; and an environmental review of larger ones
- An *environmental review* is a detailed assessment of the *changes* to the land, water, animals and people that the project will cause
- Some changes are good (benefits); and some are not (negative impacts)
- Some changes are more important than others (they are significant or cause concern)
- An environmental review is led by the Nunavut Impact Review Board. It is a public process – anyone can contribute information

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Environmental Assessment

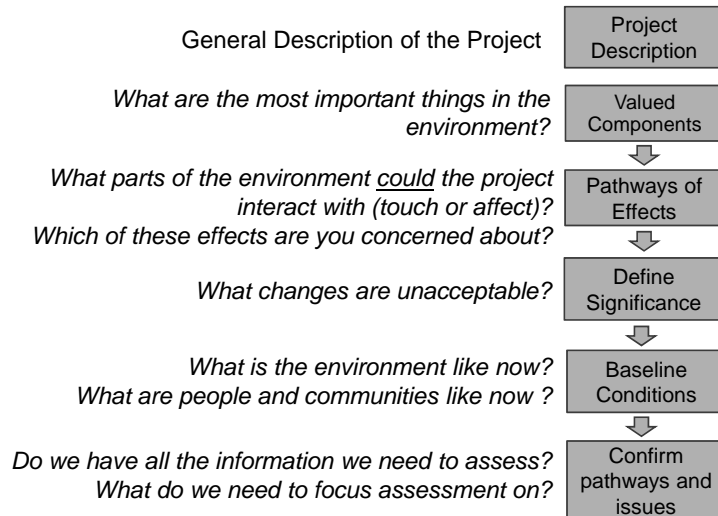
- The KIA and GN are *proponents* of the Grays Bay Road and Port Project (they are proposing to build it)
- The proponents have to submit information to the NIRB that describes the changes (benefits and negative impacts) of the project on the *environment and people*
- This is a large document called an *Environmental Impact Statement* (EIS)
- To write the EIS, the proponents need information about the environment and people in the project area to help assess how the project will change these things
- Both science and traditional knowledge are used
- *Inuit Quajimajatuqangit will be very important* in the environmental assessment of the GBRP Project

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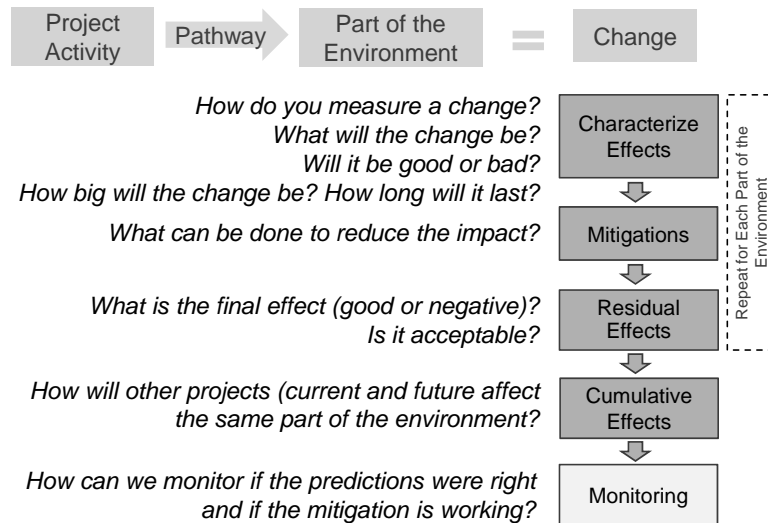
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What Information Do We Need?



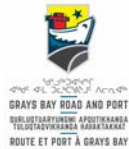
Propose Project





The Role of Traditional Knowledge

- Both science and traditional knowledge are used in environmental assessment. They don't always agree, and they do not have to.
- *Inuit Quajimajatuqangit will be very important* in the environmental assessment of the GBRP Project – Inuit will have long-term ownership of the project
- May require that Inuit present their knowledge of the environment and changes before NIRB (technical sessions and public hearing)
- Inuit knowledge will be used for project design and construction and operations
- We have a lot of Inuit knowledge from the Naonaiyaotit Traditional Knowledge Project



GRAYS BAY ROAD AND PORT
QULUJISARTUNING APOTIKKANGA
TULUJISAVIKKANGA KAGATAKKAT
ROUTE ET PORT À GRAYS BAY

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The Objectives of Workshop #1

- Provide overview of the Project
- Understand what parts of the environment are most important to Inuit
- Confirm knowledge of the environment in the project area (from NTKP database)
- Collect new information about the environment in the project area and confirm where there are gaps in knowledge
- Identify which interactions between the project and the environment or people are of most concern

We plan to have another workshop with you in May-June to talk about effects and mitigations.



GRAYS BAY ROAD AND PORT
QULUJISARTUNING APOTIKKANGA
TULUJISAVIKKANGA KAGATAKKAT
ROUTE ET PORT À GRAYS BAY

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Workshop Format

- Permissions to use information
- Permission to record audio & video
- The scientists will introduce topics and ask questions
 - Erica Bonhomme – land scientist
 - Mike Settington – wildlife scientist
 - Jennifer Tischer – archaeologist
 - Doug Chiperzak – fish and ocean scientist
 - Vivian Banci – NTKP data collector
- We will confirm with you the new information collected before it is entered in the NTKP database

Each day: 9 am – 5 pm
lunch to be provided (here)





Grays Bay Engineering & Environmental Consultants

TK Workshop #1

April 16, 2018

APPENDIX 3

PROPONENT PROJECT INTRODUCTION PRESENTATION



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GRAYS BAY ROAD AND PORT
QURLUQTUARYUNGMI
APQUTIKHANGA TULUQTAQVIKHANGA
HAVAKTAKHAT
ROUTE ET PORT À GRAYS BAY

Grays Bay Road and Port Project

Presentation to

Traditional Knowledge Workshop

Kugluktuk March 13, 2018

GBRP.CA

Presentation Outline

- The Grays Bay Road and Port Project – the Vision
- Project Description
- Environmental Review Process



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GRAYS BAY
ROAD AND
PORT

QURLUQTUARYUNGMI
APQUTIKHANGA
TULUQTAQVIKHANGA HAVAKTAKHAT

ROUTE ET
PORT À
GRAYS BAY



Project Introduction

Project Vision

- The KIA and the GN propose to jointly build a port at Grays Bay and an all-weather road from the port to the Jericho mine site
 - Upon completion, KIA will own and operate the facilities
- Fulfills the vision of the Nunavut Agreement by creating access to mineral-rich Inuit Owned Land in the Slave Geological Province
 - IOL's with sub-surface rights selected by Inuit negotiators for their mineral development potential
 - Development of these IOLs can provide significant economic and social benefits to Inuit
- Without this infrastructure, major economic opportunities for Kitikmeot region will never be realized



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GRAYS BAY
ROAD AND
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Project Vision

- Facilitates immediate development of MMG’s Izok/High Lake Zinc properties
- Connects to existing, permitted winter road to Yellowknife
- Lowers our cost of living and the cost of access to the interior
- Port site strategically located on the Northwest Passage



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Project Context

- Other objectives:
 - regional economic development and diversification, and
 - enhanced protection of our waters and shipping lanes
- KIA has supported development of ‘regionally-significant’ infrastructure since early 2000’s starting with BIPAR Project
- The KIA and GN have jointly applied to the federal government for \$416 million of the \$554 million required for this project



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The Proponents – KIA and GN

- KIA Mandate
 - “To manage Kitikmeot Inuit lands and resources, to protect and promote the social, cultural, political, environmental and economic well-being of Kitikmeot Inuit”
 - Also responsible for balancing economic development and conservation for Inuit Beneficiaries and managing IOL in Kitikmeot
- GN is the public government of the territory
 - lead responsibility to foster sustainable economic and community development
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The Proponents – KIA and GN

- Five announced themes of the current GN government:
 - Working towards community and social well-being through “Inuusivut.”
 - Developing the territory’s economy and infrastructure base through “Pivaallirutivut.”
 - Strengthening education and training through “Sivummuaqpalliajjutivut.”
 - Recognizing Nunavut as a distinct territory in Canada and the world through “Inuunivut.”
 - Building closer partnerships with the Government of Canada and Inuit organizations through “Katujjiqatigiinnivut.”



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The KIA-GN Partnership

- GN and KIA take their respective roles as stewards of the environment very seriously
- Under Nunavut Agreement, both GN and KIA have substantial powers to regulate land use and manage wildlife management during all stages of the GBRP Project
- Accountability to Nunavummiut and ability to act is greater than that of industrial (mining) proponents



Signing of the MOU between KIA and GN to advance the GBRP Project July 2016



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Other Key Parties

- Nunavut Resources Corporation
 - Established in 2010 by KIA to advance Inuit participation in Nunavut's resource economy
 - Tasked by KIA with day-to-day execution of GBRP Project
- MMG Canada
 - Owners of Izok Lake and High Lake deposits (Zinc)
 - Contributor of ~\$35 million of studies and reports towards execution of GBRP Project
 - Designed its mining projects to address concerns about caribou
- Federal Government
 - Federal infrastructure monies will be critical for making the GBRP Project business case work



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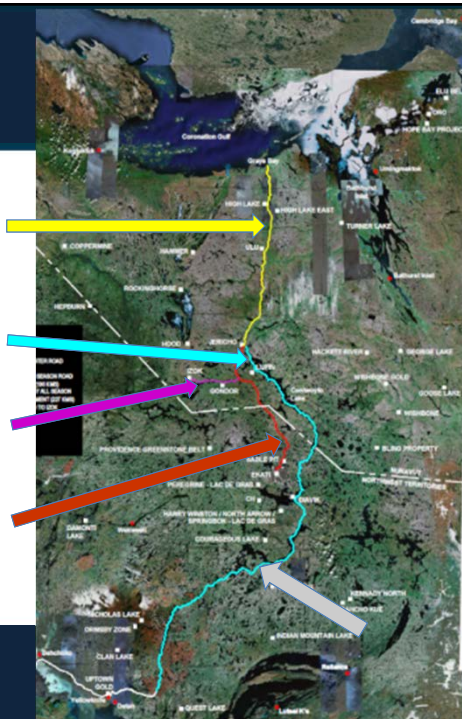


Project Description



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- 233 km all-weather main road from Grays Bay port to Jericho Mine site
- Connects to Tibbit-Contwoyto Winter Road to Yellowknife
- Any mine or other developments will be responsible for developing their own spur roads
- All-weather connection to NWT is a future project





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A Deep Water Port

- Two berths for 75,000 tonne ships
- Barge landing
- small craft harbour
- Power and wastewater facilities
- Accommodations & offices
- emergency spill response, base for search and rescue
- laydown areas and/or warehouses
- Tent sites and parking area
- Fuel tank farm



Additional Project Components

- Airstrip near Grays Bay
- Watercourse crossing structures (bridges and culverts)
- Temporary and permanent quarries
- Materials storage, staging and handling facilities
- Jericho Station truck stop and access gate
- Maintenance camps
- Temporary construction camps



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Key Design Elements

- Project design based on:
 - Needs of commercial and Inuit users
 - Safety
 - Road standards and regulatory requirements
 - Traditional and local knowledge
 - Environmental considerations
- Road can accommodate two-way B-train type truck traffic
- Maximum speed 60 km/h
- Shallow embankment slopes in key identified caribou areas
- Port can accommodate up to two 75,000 DWT Ore-Bulk-Oil ice class 1A vessels
- Harbor can accommodate up to 50 small craft



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Work Completed to Date

- Grays Bay to Jericho corridor alignment
- Baseline environmental studies along the project corridor
- Traditional knowledge studies for the project area
- Design basis (embankment, crossings, port)
- Port conceptual design
- Constructability evaluation
- Submission of project description to Nunavut Planning Commission and Nunavut Impact Review Board
- Engagement with Kitikmeot communities (1st round) and other key stakeholders



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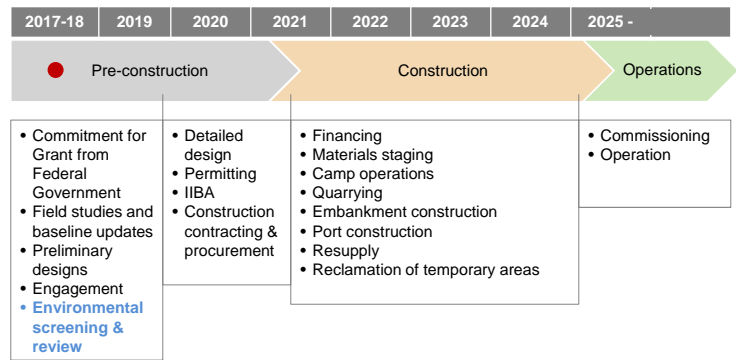
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Project Phases & Schedule

Proposed Project Timeline



- Project has begun Environmental Impact Review by NIRB - Currently in Scoping Stage



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Environmental Assessment Approach

- **Make Full Use of Environmental Protection Tools**
 - Incorporate principles of Inuit values and sustainable development
 - Utilize unique authorities available to KIA and GN
 - Mitigation built into design
- **Minimize Negative Effects on People and Optimize Benefits**
 - Implement new ways of benefiting impacted communities
 - Prioritize community well-being and economic viability
 - Work closely with impacted communities inside and outside Kitikmeot
- **Include Inuit Quajimajatuqangit (IQ) and other forms of TK**
 - KIA is the owner and manager of most significant amount of Kitikmeot Inuit IQ



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Construction Approach

- Equipment, fuel and materials will be staged at Grays Bay during open water season and at Jericho via winter road
- Construction will advance from two headings (northward from Jericho and southward from the port)
- Road Construction will take place year-round subject to closures
- Many river crossing and port components will be pre-fabricated
- Temporary work sites will be reclaimed
- An Environmental Protection Plan and Health & Safety Plan will apply to all aspects of construction
- A KIA/GN-driven Inuit hiring and procurement policy will apply



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Authorizing Agencies

The project currently anticipates requiring authorizations from:

- Nunavut Impact Review Board
- Nunavut Water Board
- Indigenous and Northern Affairs Canada
- Kitikmeot Inuit Association – Department of Lands
- Fisheries and Oceans Canada
- Environment Canada
- Transport Canada
- Natural Resources Canada
- Government of Nunavut – Department of Culture and Heritage
- Nunavut Research Institute



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Immediate Next Steps

- Complete Environmental Baseline Studies (IQ and Science)
- Begin Developing first draft of Environmental Impact Statement
 - Project effects and mitigations
- Continue working with Inuit consultants to develop mitigations for project effects
- Ongoing engagement with communities and other organizations



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Grays Bay Engineering & Environmental Consultants

TK Workshop #1

April 16, 2018

APPENDIX 4

WILDLIFE AND BIRDS EXISTING BASELINE INFORMATION PRESENTATION



Kopanoat/Hogajat Birds and Wildlife Baseline Information

M. Settingington, EDI Environmental Dynamics Inc.

Kugluktuk Workshop

March 2018



Section Objectives

- Overview of information available on all wildlife ... caribou at the end
- Determine if we have “enough” information to move forward with impact assessment and management planning





Kopanoak / Birds

- Birds on land and water
- Some traditional knowledge available to us
- Some studies have been conducted
- What's important to Kitikmeot Inuit?
- Here's what we know...



[Photo removed]

*Niglinek
Brant goose*

[Photo removed]

*Kanguk
Snow goose*

6

[Photo removed]

*Amaolik
Hogluktuk
Common Eider*

7

[Photo removed]

*Kingalik
Mittik
King Eider*

8

[Photo removed]

*Ahangik
Long-tailed Duck*

9

[Photo removed]

*Killigavik
Peregrine Falcon*

10

[Photo removed]

*Red Knot
endangered*

11

[Photo removed]

*Buff-breasted Sandpiper
Special concern*

12

[Photo removed]

*Red-necked Phalarope
Special concern*

13

[Photo removed]

*Havhak
Red Phalarope*

14

[Photo removed]

*Nipaingaktak
Short-eared Owl
Special concern*

15

[Photo removed]

*Tologanat
Bank Swallow
Special concern*

16


[Photo removed]

*Nahaolik
Nahaoliit
Lapland Longspur*

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English name	Inuit name	English name	Inuit name
American Robin (pl.)	Nagajiit	Brant goose	Niglinek
American Robin (sl.)	Nagakilik	Canada goose	Oloagolik
Bank swallow	Tologanait	Eider (common) female	Hogluktuk
Common raven	Tulugakyoak	Eider (common) male	Amaolik
Common redpoll	Haghagiak	Eider (King) male	Kingalik
Horned lark	Kopanoakpagyuk	Eider (King) female	Mittik
Lapland longspur (pl.)	Nahaolik	Common mallard	Paenahic
Lapland longspur (sl.)	Nahaoliit	Greater white-fronted goose	Niglinak
Snow bunting	Amaolilik	Long-tail (oldsquaw) duck	Ahangik
Arctic tern (female)	Ikilagiak	Loon (Arctic)	Malikgik
Arctic tern (male)	Imitkotailak	Loon (common)	Kaglulik
Baird's sandpiper	Mihakpakyuk	Loon (red-throated)	Kakhaulik
Common merganser	Nuyagalik	Loon (yellow-billed)	Tuullik
Common ringed plover	Kiligyook	Northern pintail	Kekak
Common snipe	Tungaviat	Ross' goose	Kikat
Eskimo curlew	Kaluit	Sandhill crane	Tatilgak
Killdeer	Kulikulik	Snow goose	Kanguk
Lesser golden plover	Tulik	Tundra swan	Kugyuk
Red phalarope	Havhak	Duck (general)	Tingmiak
Ruddy turnstone	Killikvak	Bald eagle	Kunakpik
Semi-palmated sandpiper	Hikkeniktakyuk	Golden eagle	Kopanuakpak
Stilt sandpiper	Komaolikapayuk	Peregrine falcon	Kiligavik
White-rumped sandpiper	Higyagiak	Cyrfalcon	Kiligavikpak
		Snowy owl	Okpik
		Short-eared owl	Nipaingaktak
		Rough-legged hawk	Kalaak
		Herring gull (pl.)	Nauyak
		Glaucous gull	Nauyavik
		Long-tailed jaeger	Ihungak
		Parasitic jaeger	Ihungahut
		Sabine's gull	Igkilagoiak
		White-tailed ptarmigan	Akilgik
		Rock ptarmigan	Nikhaktok
		Willow ptarmigan	Akilgavik
		Common nighthawk	Nippainngaktak

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Baseline Data Purpose

Seasons — When?

Distribution — Where?

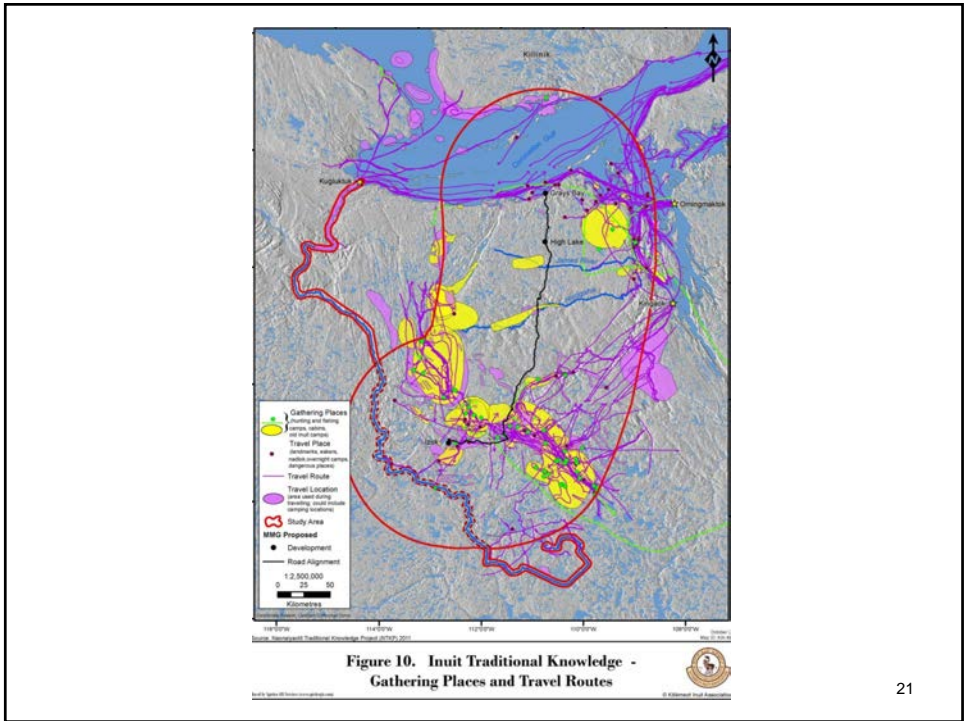
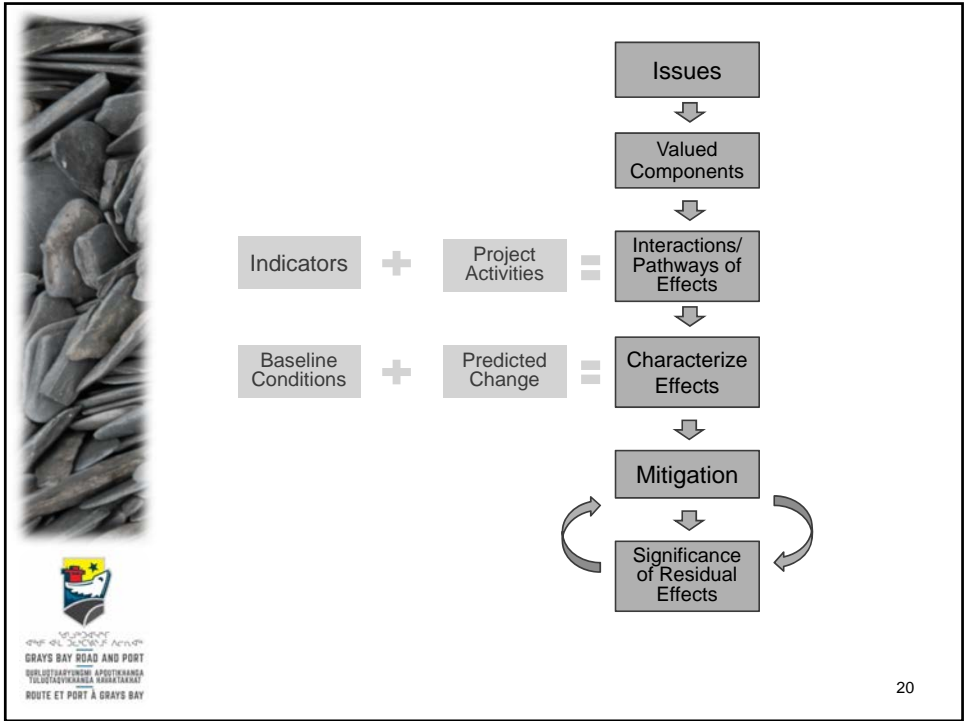
Habitat — Why?

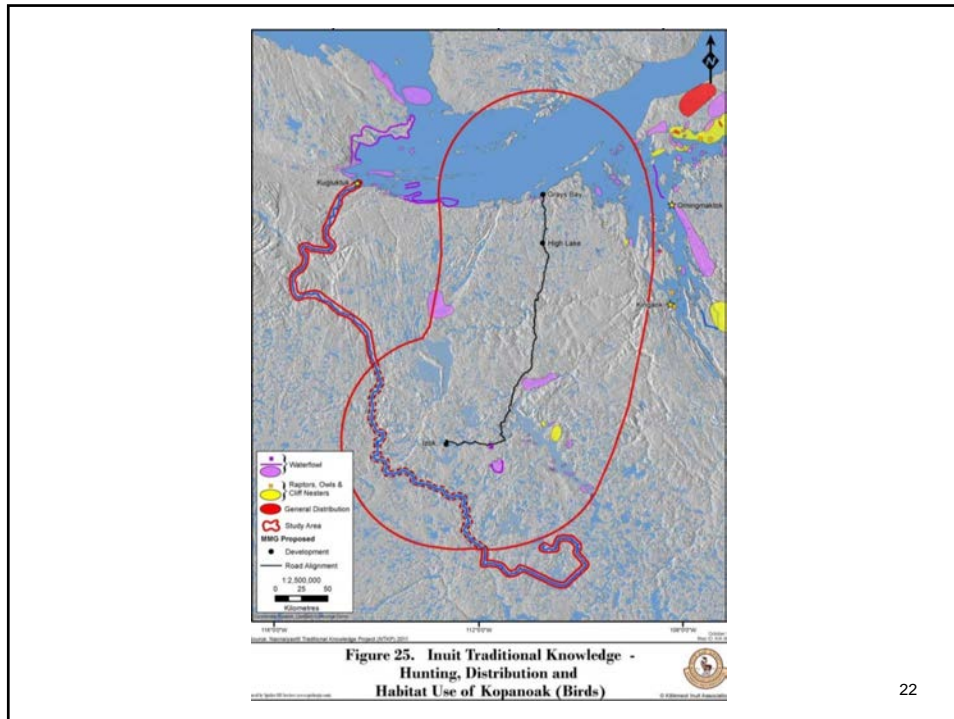
Movement — How?


Abundance — How many are there?

Sensitive Areas — Important Areas of Wildlife? Hunting?

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Water Birds — TK

- Detailed knowledge:
 - Order of arrival in spring, when they depart in fall.
 - Where they nest in the summer
- Important food source for ocean and coastal Inuit, and inland when tuktut are scarce
- Areas or early ice melt where waterfowl found in abundance in spring
- Have (still do?) hunt birds in open leads in spring
- *“...These ducks pretty well all nest together where it's wet and grassy”*



GRAYS BAY ROAD AND PORT
 QULUUSTARFUTUNUQ APOTIKKANGA
 YULUUSTAVIKKANGA KAKTAKKAKAT
 ROUTE ET PORT À GRAYS BAY

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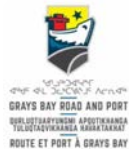
Water Birds — TK

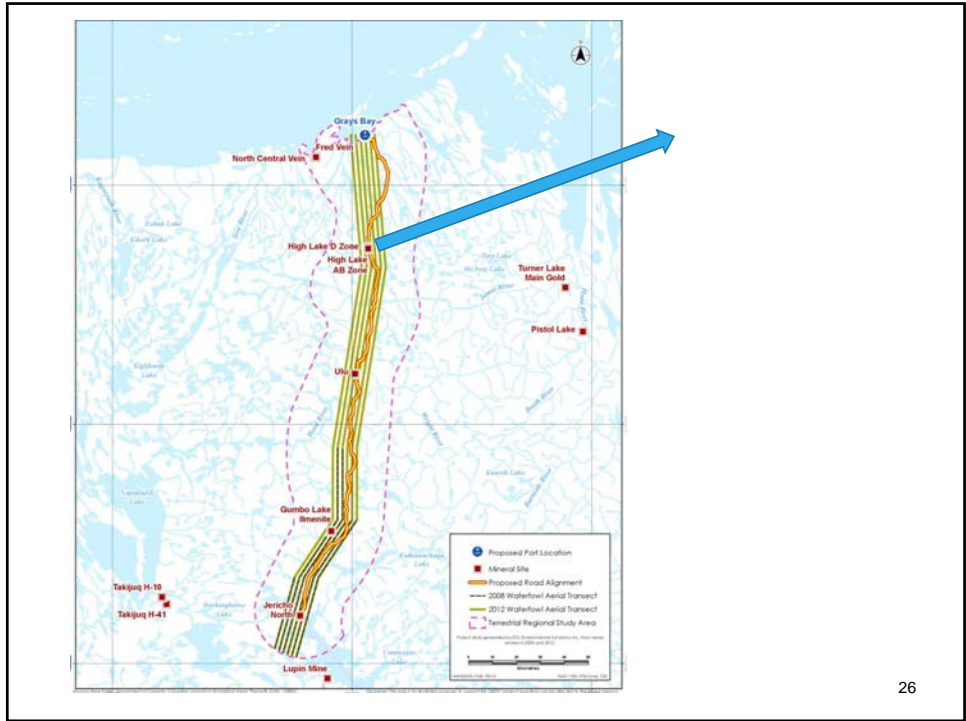
- **C21** "... In the land where I used to live inland, by those large lakes, there aren't many places where the ducks nest. There are **more nesting sites at the rivers**. There are no Eider ducks at these places further inland. Snow, Canada and White-Fronted Geese **nest at these sites by the rivers, on small islands**, so they are hard to find... I don't know of any nesting sites on the lakes, only on the rivers at the small islands (north of Beechey Lake and small islands northeast of Koagyok)."



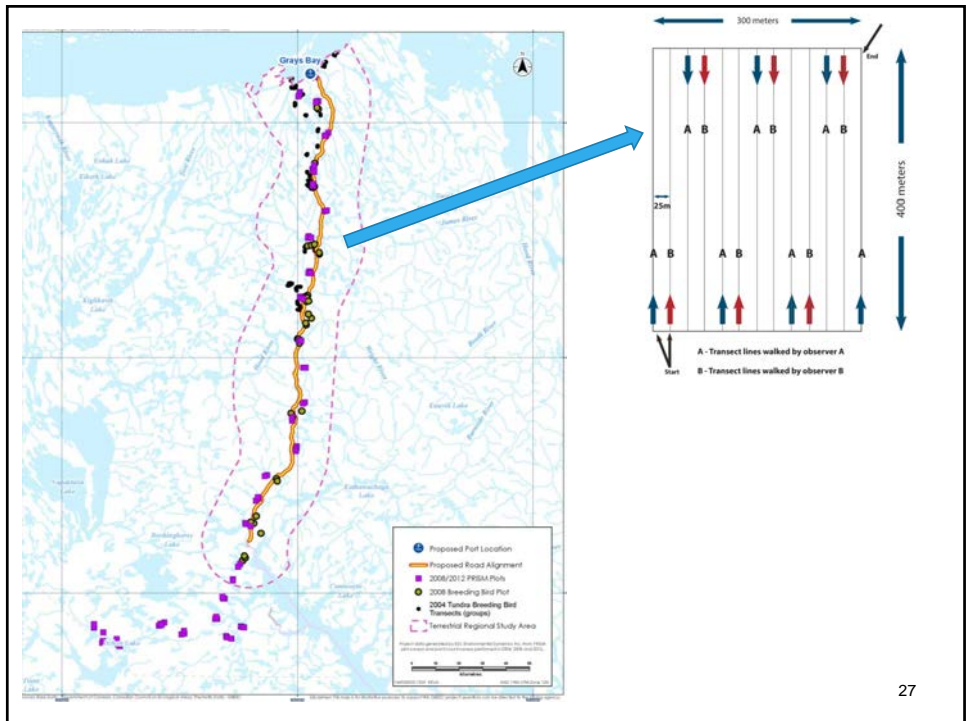
Cliff Nesting Birds — TK

- Cliffs are important nesting habitat for a variety of raptors (Rough-legged Hawk, Gyrfalcon and Peregrine Falcon) and other colonial nesting birds such as gulls and *Cliff Swallows*.
- Cliff nesters also included species such as Ravens, geese and some ducks.

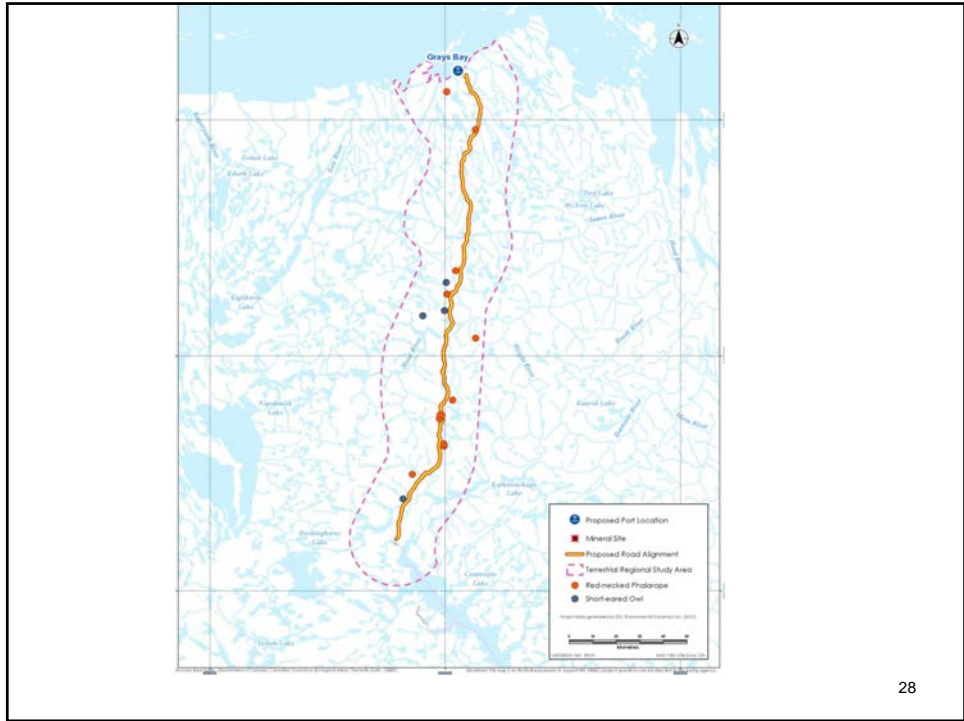




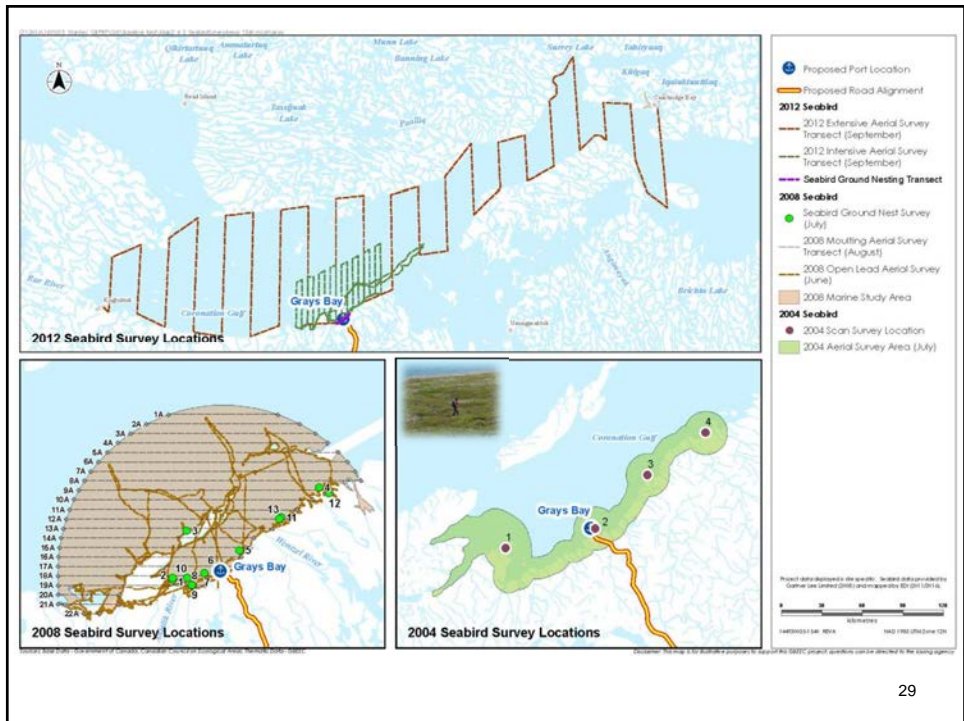
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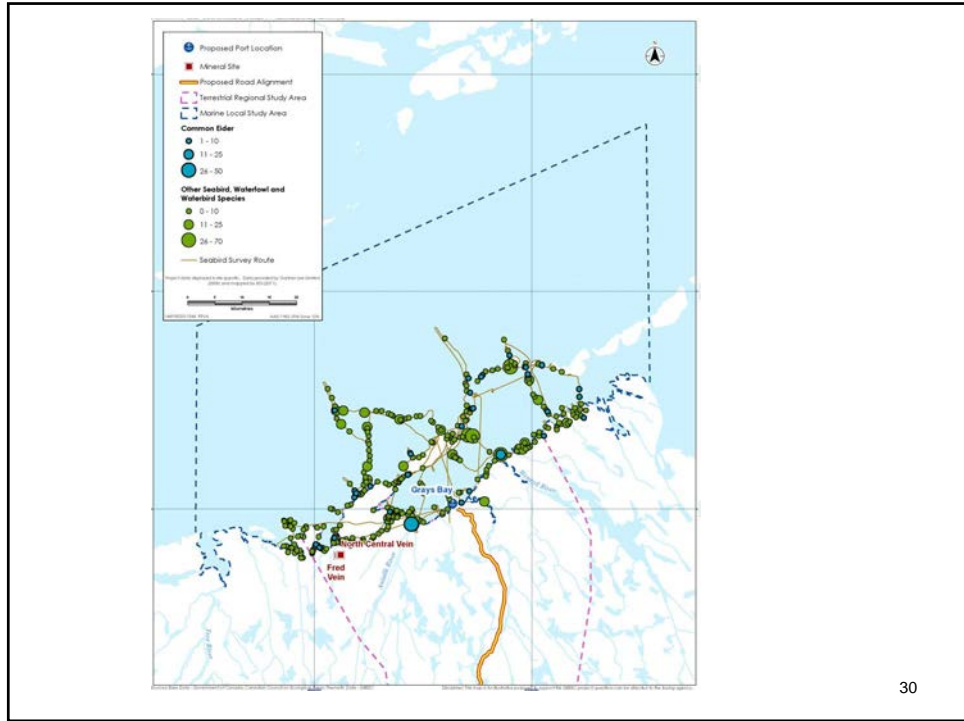
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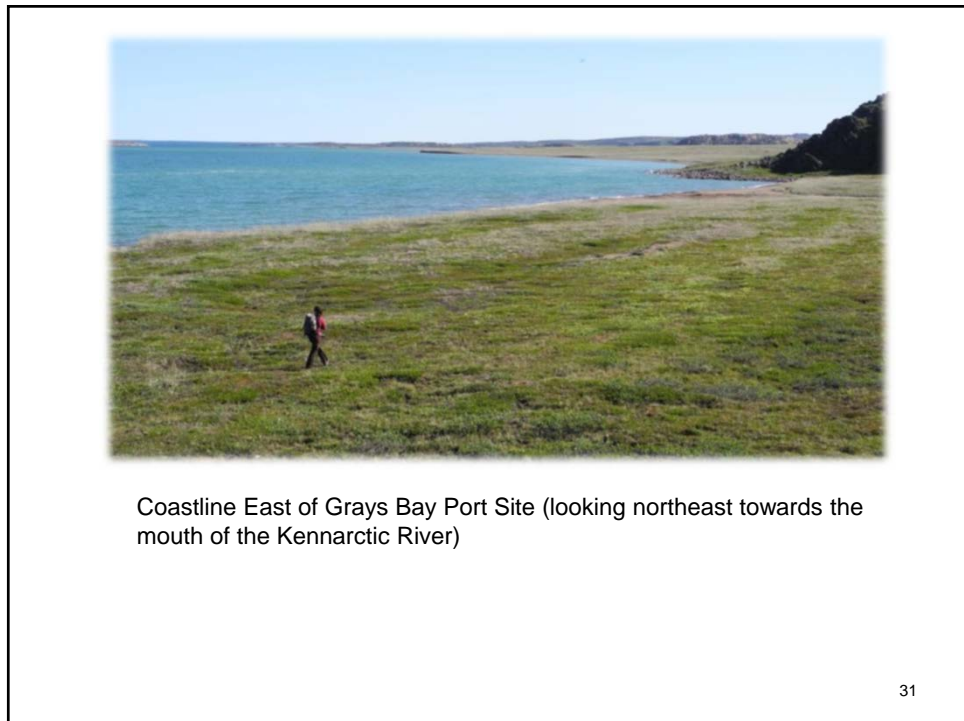
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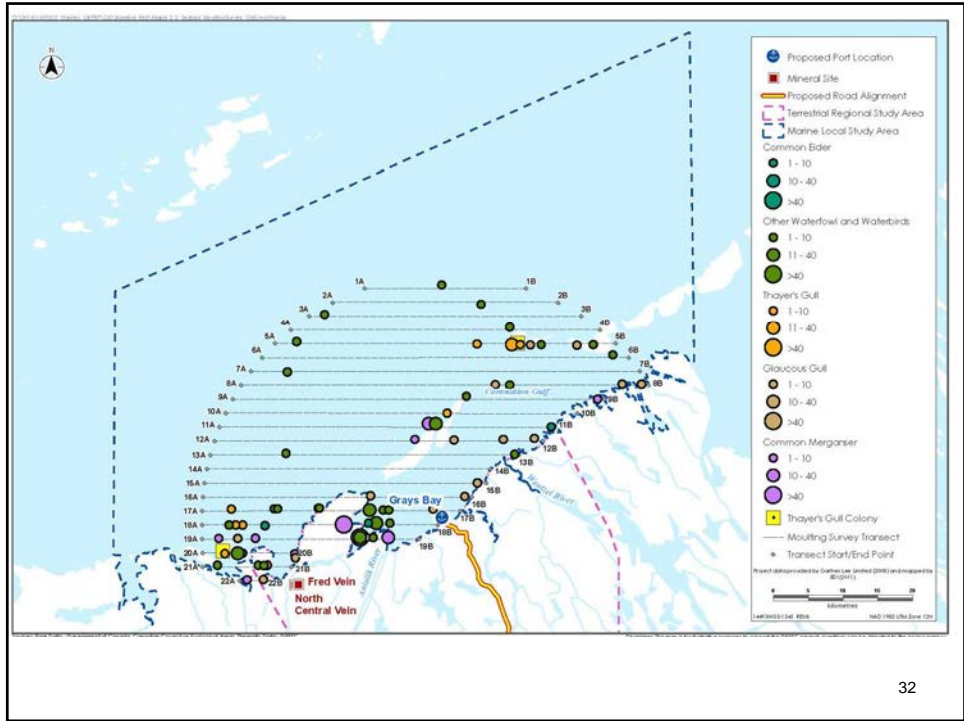


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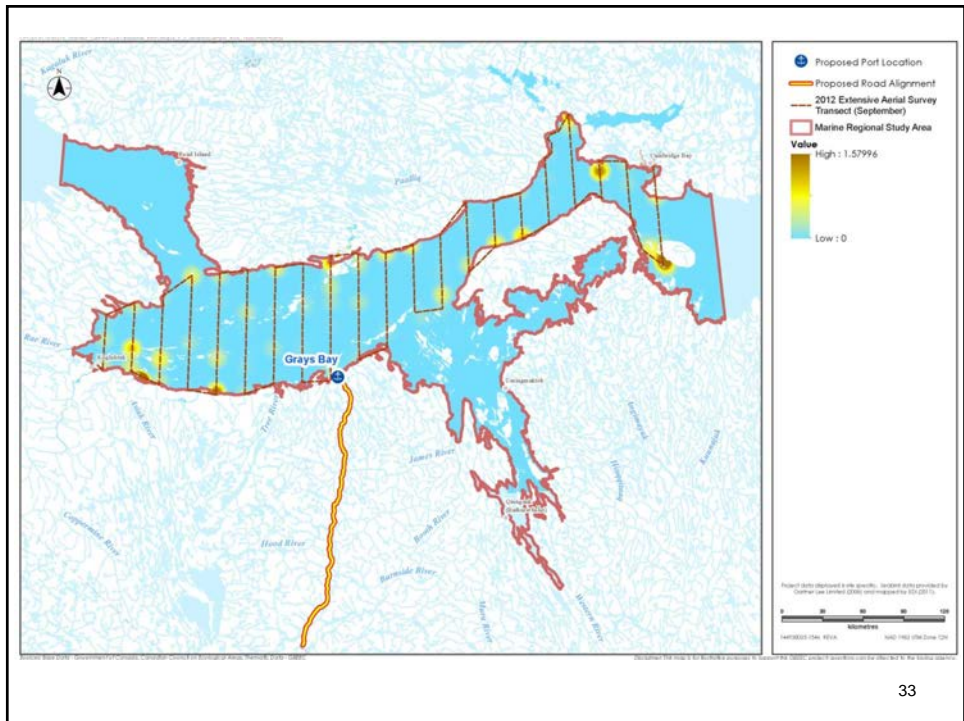


Coastline East of Grays Bay Port Site (looking northeast towards the mouth of the Kennarctic River)

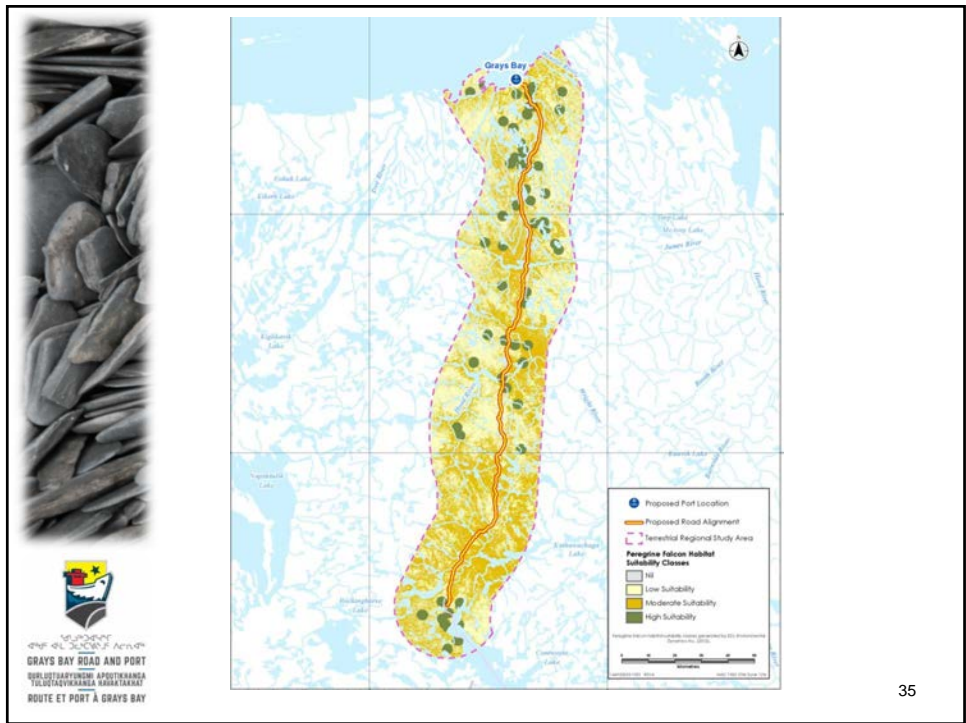
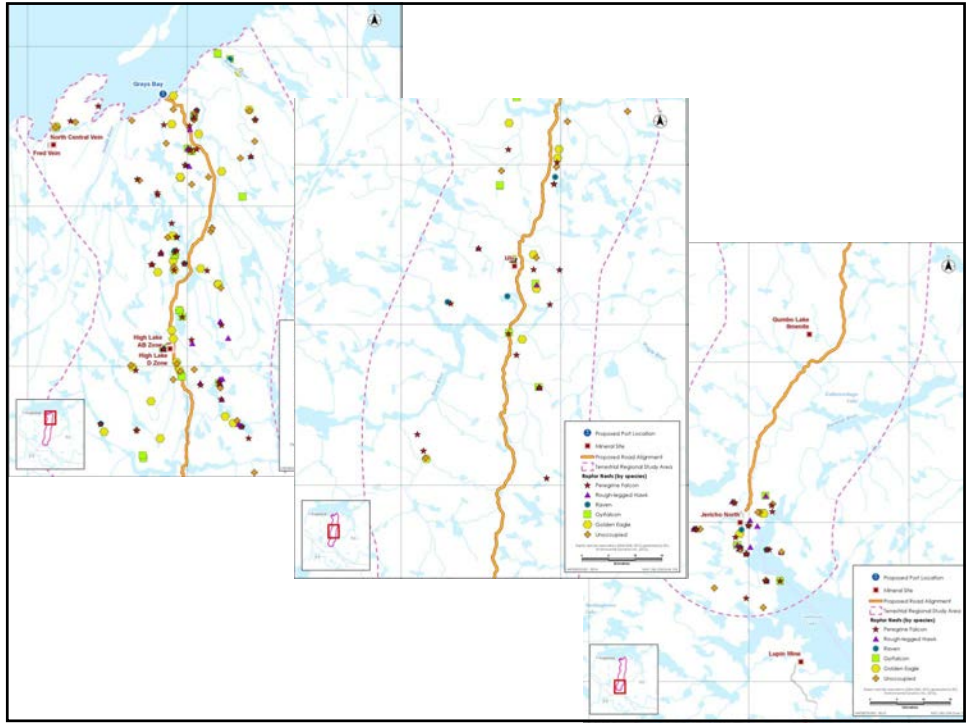
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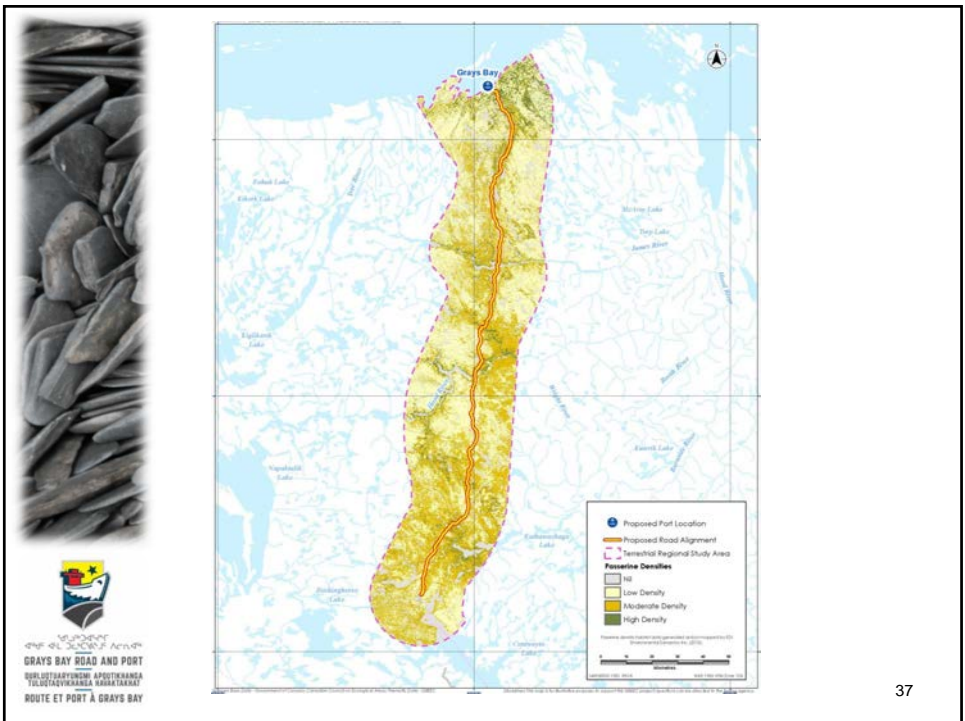
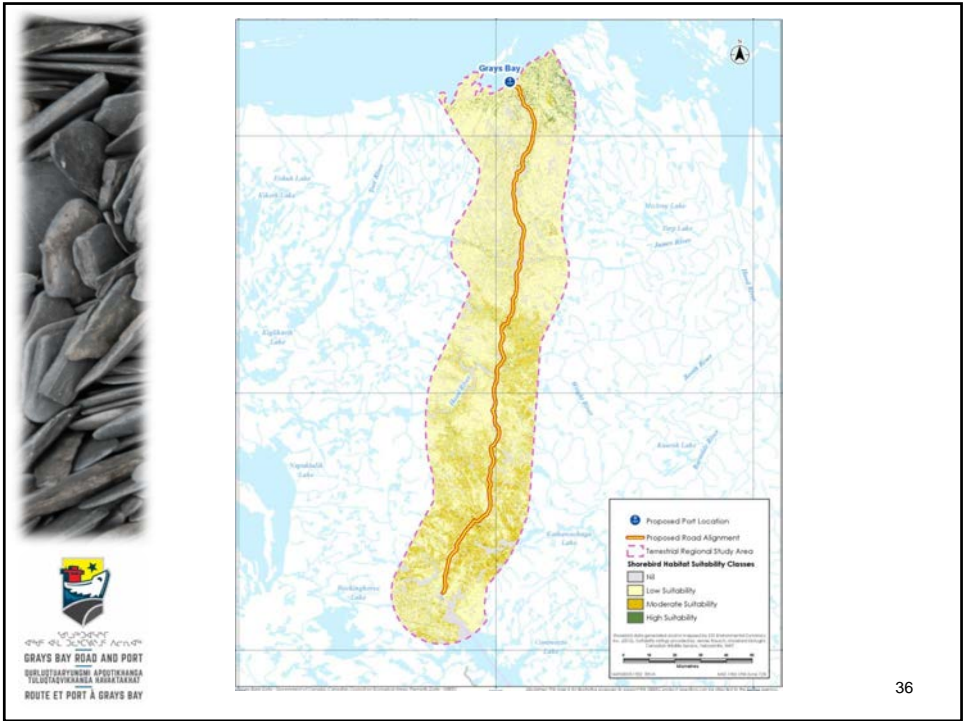


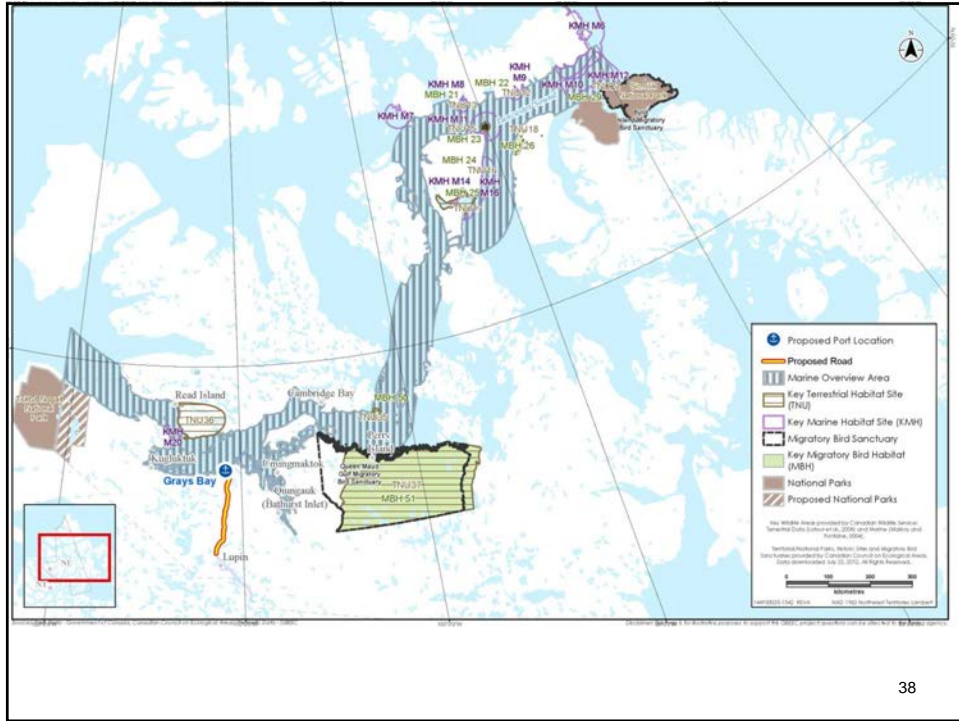
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Important Bird Habitat Features

- Polynyas
- Wetlands
- Cliffs
- ?

GRAYS BAY ROAD AND PORT
 QUILISTARTYUNGHU APOTIKKANGA
 YULIUTAVIKKANGA KAKTAKKAK
 ROUTE ET PORT À GRAYS BAY

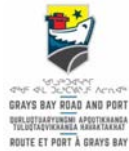
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Key Issues for Kopanoak (so far)

- Species at Risk
 - Habitat
 - Avoidance
- Nesting birds?
- Waterfowl
 - Port disturbance to “rafting” birds
- Cliff-nesting birds – long history at sites
- Support further research



GRAYS BAY ROAD AND PORT
KOHUWHAKANGA APOTEKANGA
YHUEVAVAKANGA KAHAKAKAKI
ROUTE ET PORT À GRAYS BAY

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Kopanoak — Discussion

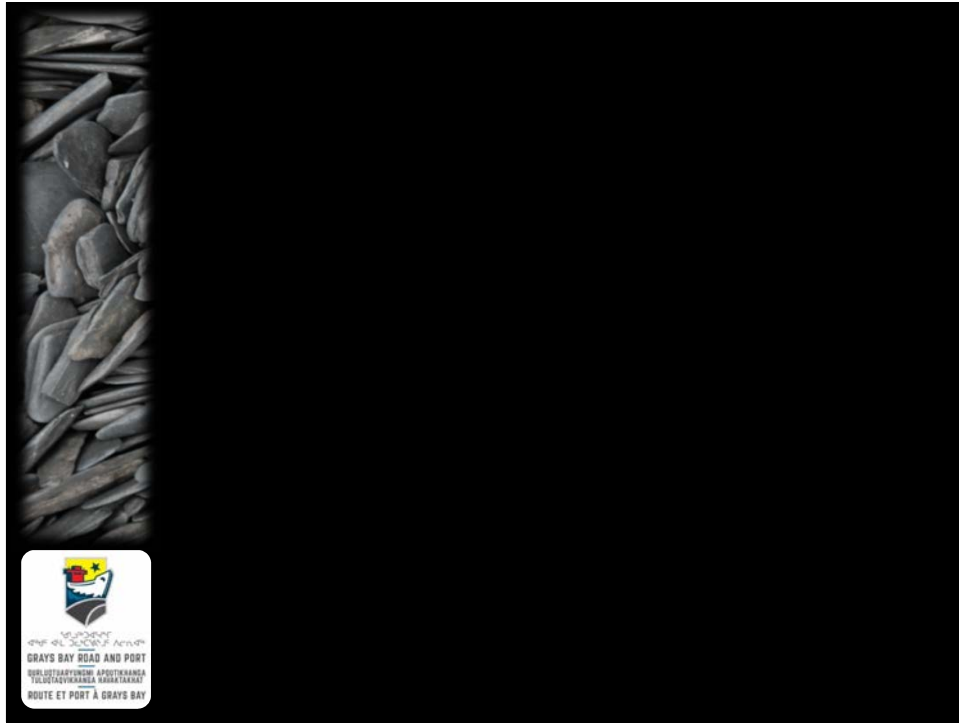
- Concerns? Key Issues?
- Have there been more or fewer birds?
- Different birds?
- Cliff-nesting raptors?



GRAYS BAY ROAD AND PORT
KOHUWHAKANGA APOTEKANGA
YHUEVAVAKANGA KAHAKAKAKI
ROUTE ET PORT À GRAYS BAY

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Wildlife (Not Caribou)

- Some traditional knowledge available to us
- Some studies have been conducted
- What's important to Kitikmeot Inuit?
- Here's what we know...



*Akhak
Grizzly Bear*

[Photos removed]

*Kalvik
Wolverine*

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*Amagok
Wolf*

[Photos removed]

*Tigiganiak
Arctic Fox*

45

[Photo removed]

*Omingmak
Muskox*

46

[Photo removed]

*Tuktuvak
Moose*

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[Photo removed] **Okalik**
Arctic Hare

[Photo removed] **Hikhik**
Arctic Ground Squirrel

[Photo removed] **Avingak**
Small Mammals

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Inuit Term	Species	Inuit Term	Species
Kinagiktok Aghak	Black bear	Kimikpniik	Muskox, large bulls which protect the herd by forming a defensive
Aghaat kingnagiktuk	Black bears (plural)	Nudloatatunik	Muskoxen eating grasses in wetland
Aghakpuknik	Grizzly (Kodiak bears), "the big ones"	Tuktukvak	Moose
Akhak (sl.) / Akhaat (pl.)	Grizzly bear	Noggak	Moose Calf
Akhaan	Grizzly bear cubs (pl.)	Nogatokkak	Moose Yearling
Aghaulik	Grizzly bear mother in a family group	Omingmak	Muskox
Aghalikmik	Grizzly female with young	Pihoyotonik	Muskox - Places where they spend the summer in one area
Hiti (sl.) / Hijaiak (pl.)	Wolf and fox dens. Hiti is an individual or one den hole; hijaiak	Pungnik	Muskox Bull
Tigganiak	Arctic Fox	Kihimak	Muskox bull that no longer stays with the herd; prefers to be alone
Kiglak	Beaver	Pangnigafaluk	Muskox bull, big bull
Tiglak	Ermine	Kiniktianik	Muskox bull, which face wolves at the rear end of fleeing muskox
Tiglayaak	Ermine Young	Omikmaknoanik	Muskox calves (pl.)
Piktohiagak	Lynx	Omingmalgamik	Muskox yearling
Kalvisiak	Marten	Avingak	All encompassing term for small mammals
Tiglakpak	Mink	Hikhik	Arctic Ground Squirrel
Kivgaluk	Muskrat	Hikhaak	Arctic Ground Squirrel Young
Kayuktok	Red fox	Okalik	Arctic Hare
Kiangatuk	Red fox (blue colour phase)	Okalaak	Arctic Hare Young
Kiahigotilik	Red fox (Cross Fox)	Kilakmuitan	Arctic lemming or collared lemming: Stars that have fallen from
Maggak	Red fox (Silver colour phase)	Ulamikak	Brown lemming
Pamiok	River otter	Olimaktaaknik	Mice with small tails
Kattiyain	Albino animal	Avingakpak	Same species as brown lemming but larger
Omingmakyuk	Bison	Ugyoknak	Tundra vole
Pangnik	Bull (moose, muskox, caribou), all are pangnik	Kalvik	Wolverine
Kulavak	Cow (moose, muskox, caribou), all are kulavak	Kalviak	Wolverine kit
Kinnipak	Horse	Amagok	Wolf Arctic (white wolf) (also grey wolves)
Kehimgak	Muskox, large bull loner	Akluk (sl.) / Aakluit (pl.)	Wolf, Black



Baseline Data Purpose

Seasons — When?

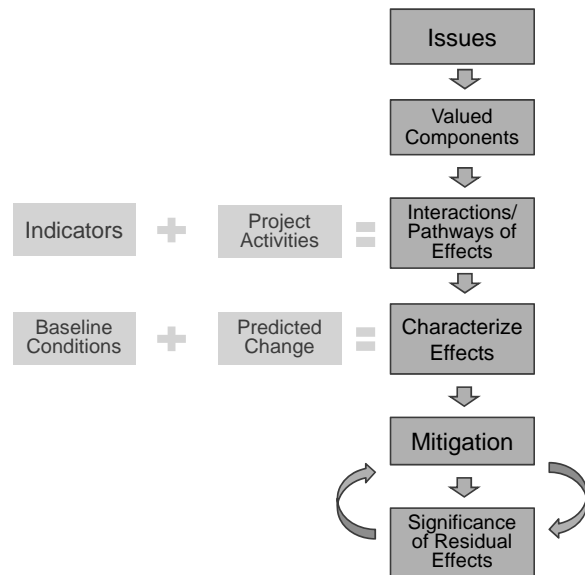
Distribution — Where?

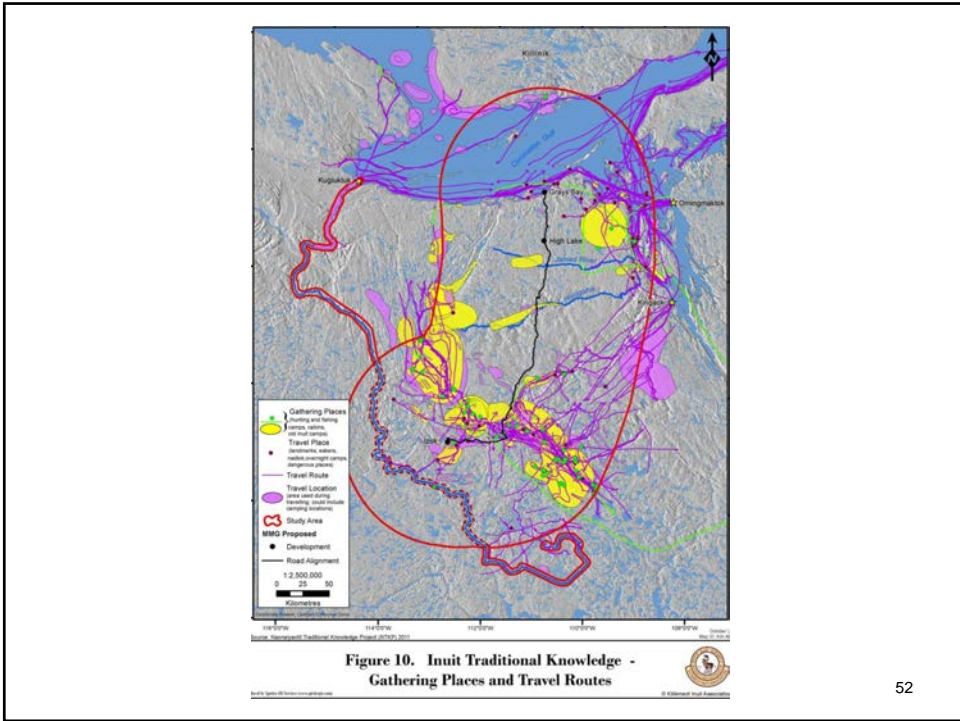
Habitat — Why?


Movement — How?

Abundance — How many are there?

Sensitive Areas — Important Areas of Wildlife? Hunting?








Predators and Scavengers

- Akhak (Grizzly Bear)
- Amagok (Wolf)
- Kalvik (Wolverine)
- Tigiganiak (Arctic Fox)

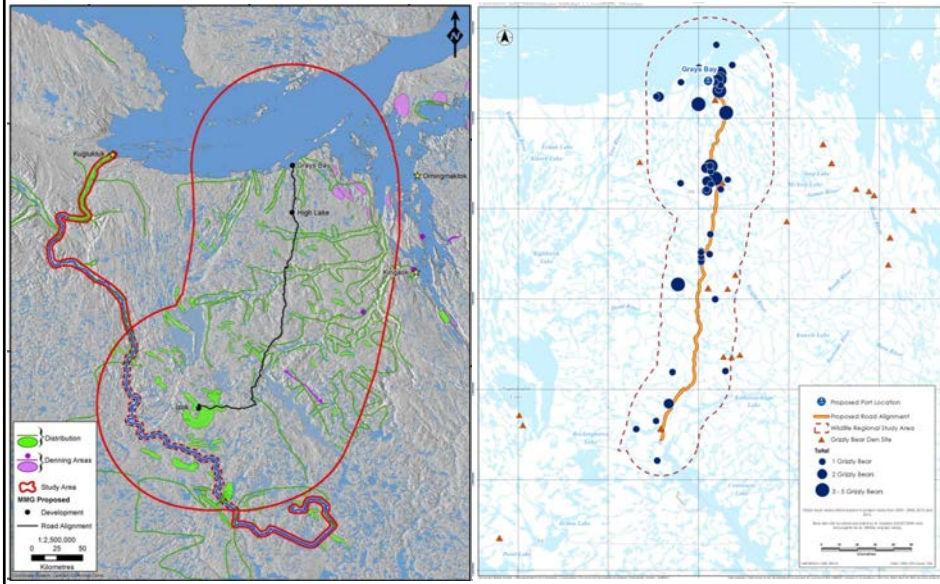


GRAYS BAY ROAD AND PORT
 QULUUSIYAVIKUNIA APOTIKKANGA
 YULUUSIYAVIKUNIA KAKATAKKAT
 ROUTE ET PORT À GRAYS BAY

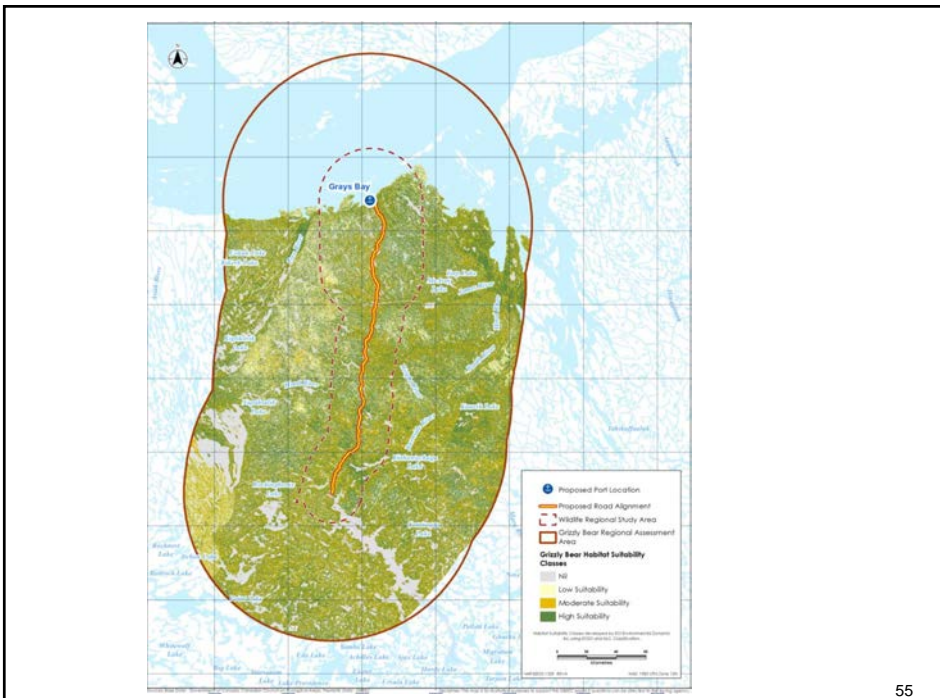
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Integrate Science with TK – Akhak Dens



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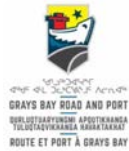


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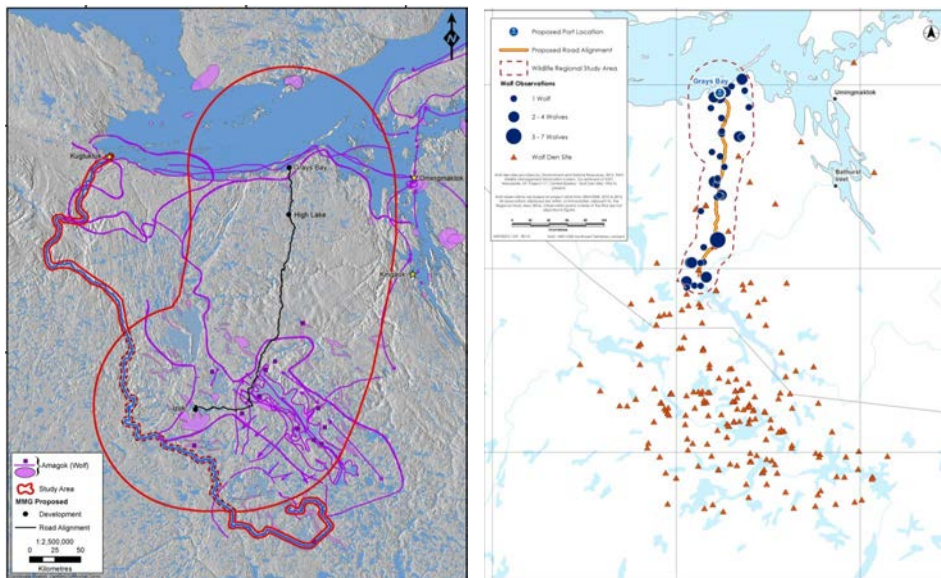


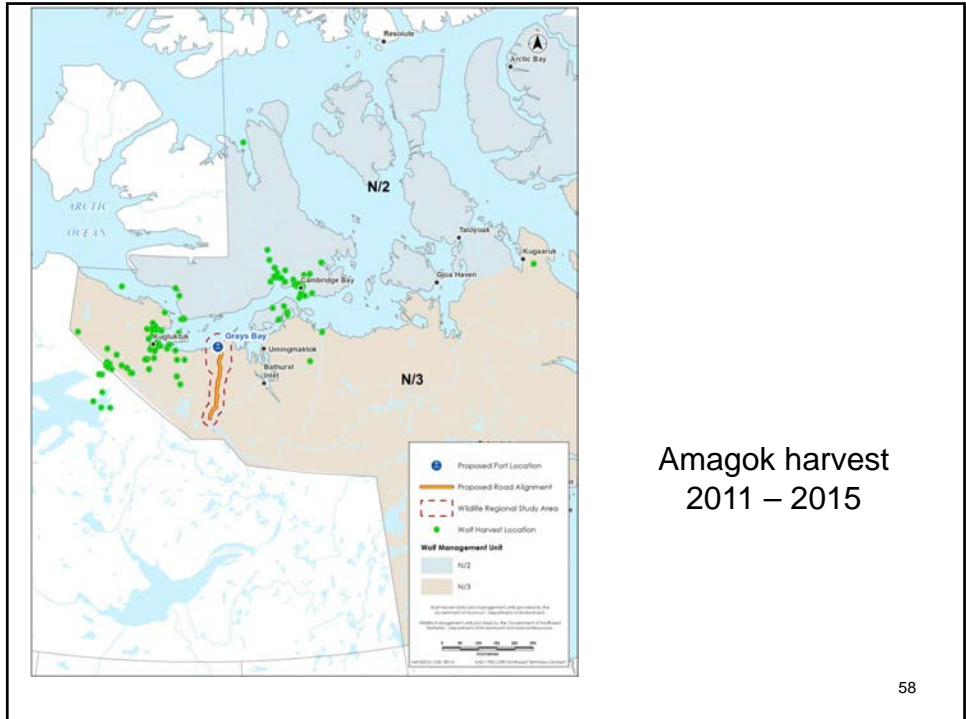
Integrate Science with TK — Akhak


- **C4** “Bears make their dens on the **river slopes** and around the coast. Long ago Inuit used bows to hunt them.”
- **C11** “The bears’ dens are found where the land is high, on a **sandy ground or in rock caves.**”
- **C36** “There must be bear dens anywhere on the land... Last year just northwest of Bloody Falls I found a den on a high esker that was just freshly made, **on the slope of the esker ...**”



Integrate Science with TK — Amagok Dens









Integrate Science with TK — Amagok

- Amagok were found wherever there were caribou.
- C25 “... *There are lots of wolves inland because there are always lots of caribou up there... The wolves are always killing caribou from their dens. They haul back food for their young at the dens...*”
- C26 “*Wolves go along with the caribou herds looking for food. From Cambridge Bay across to the mainland, you can see wolves anywhere. I've seen wolves all over the place...*”
- C25 “... *The wolves and foxes den at these eskers so the caribou make a wide circle around these dens. Wolves and foxes have dens around creeks or rivers too...*”



GRAYS BAY ROAD AND PORT
QULIUSTAVIYUNIAQ APOTIKKANGA
YULIUSTAVIYUNIAQ KAKATAKKAT
ROUTE ET PORT À GRAYS BAY

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Tigiganiak – Arctic Fox

- If there was a lot of prey on the land, there would be many foxes.
- The fox populations crashed when the numbers of lemmings and voles crashed. If many mice, lemmings and Snowy Owls were seen, it meant that there would be many foxes to trap in the winter.
- The population cycle ranged from three to six years.

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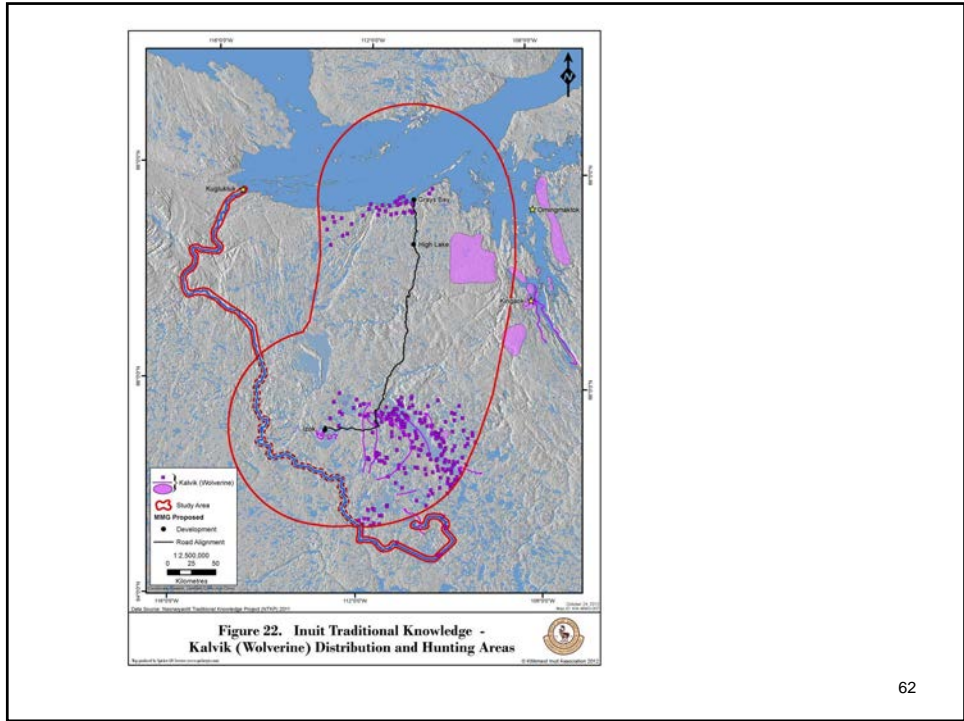


Kalvik — Wolverine

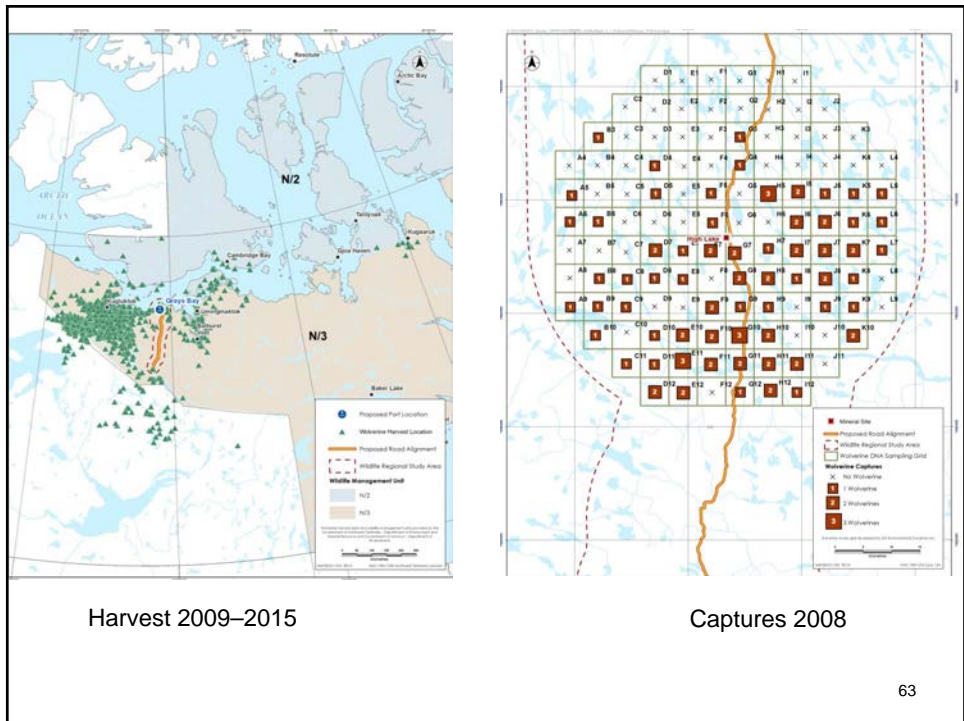
- Before the fur trade kalvik had little importance to Inuit because they were not common and hard to trap.
- Mostly were regarded as pests – damaged caches, destroying property and stealing food.
- Well distributed on the mainland in low densities, but in general numbers were stable and had not changed over time.
- “...*The rocky areas would sometimes have lots of wolverine. They could be seen... around the rock crevices.*”
- Other habitat use of wolverine was determined by the distribution of their primary prey -- caribou.

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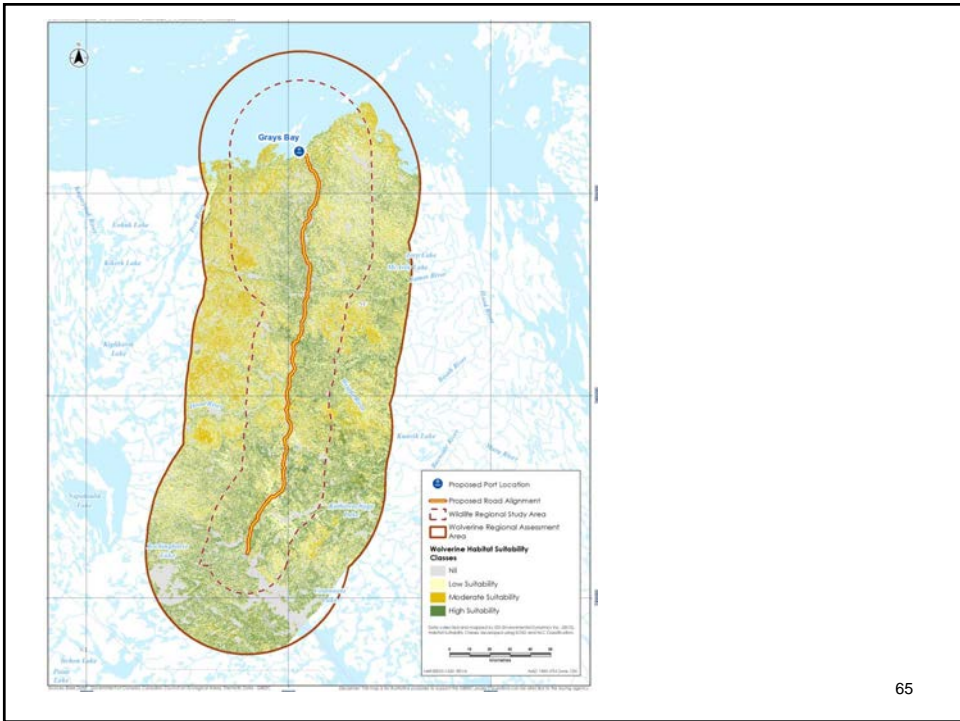
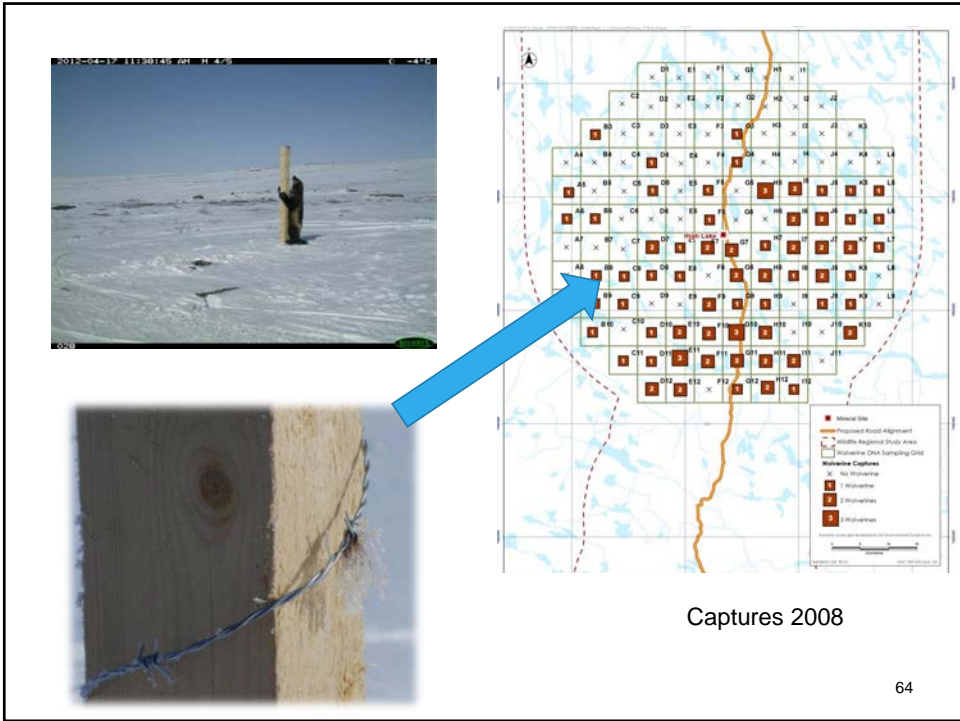
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Discussion

- Akhak (Grizzly Bear)
- Amagok (Wolf)
- Tigiganiak (Arctic Fox)
- Kalvik (Wolverine)

- Concerns?
- Key Information?
- More surveys?

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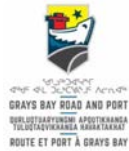
*Omingmak
Muskox*

67



Omingmak — Muskox

- Used when caribou and seals were not available
- Hunted during all seasons except summer.
- Nunamiut hunted during the winter, as they were a source of fresh meat when tuktuik were wintering in the boreal forest and not accessible.
- Provided a wealth of materials, including hides
- In recent times, populations have recovered and have re-colonized areas that have been vacant for many years
- C562 [They] “move slowly and they do not like to be by the ocean. They like rougher areas than the caribou when they can give birth to their young. Each year you will see them in a different place – they move slowly. ... They have their young away from rivers and wolves”



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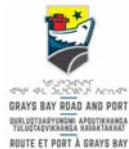
*Tuktuvak
Moose*

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Tuktuvak — Moose

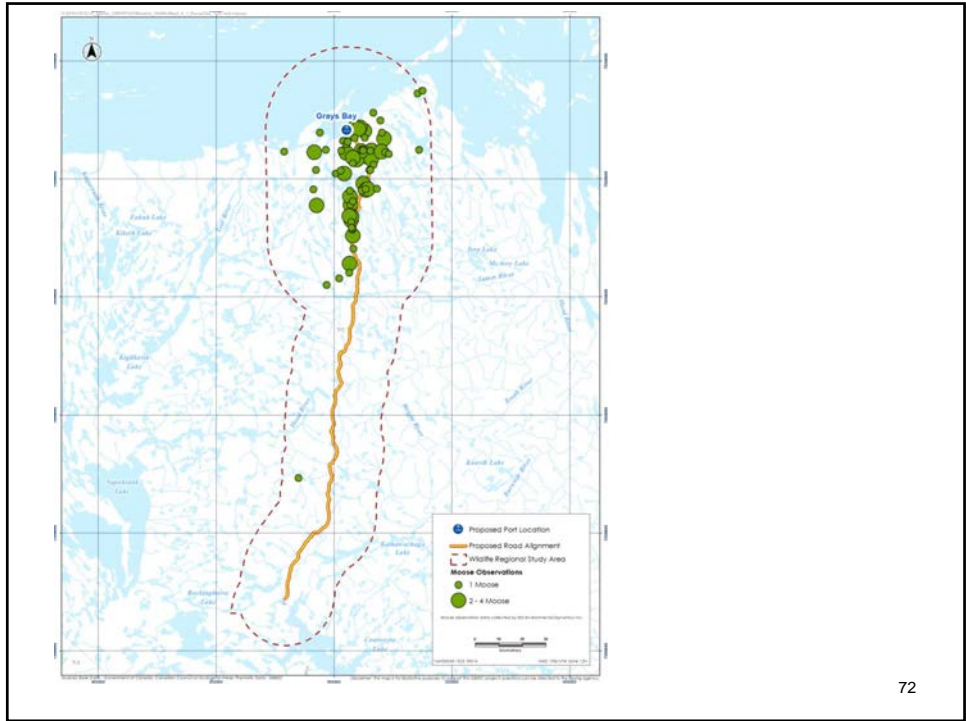


- C36 “... *There may be fewer now then long ago. When we first arrived to the coast from being inland there were lots at Kognahik (Richardson River). Now no one is seeing them over there. Sometimes they reached Napaktoktok...*”
- 20–35 Moose/1,000 km²
(8.7 Grizzly Bears/1,000 km²)




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Okalik, Hikhik and Avingak — Hare, Ground Squirrel, Small Mammals

- C11 “You can see hares **all over the land**, on the islands and under cliff areas.”
- Hikhik were tasty and sought after, especially in the fall when they were fat.
- Hikhik populations were **cyclic** -- some years more abundant than in others.
- Compared to the wildlife species used for food, less is known about avingak such as lemmings, voles and shrews.



GRAYS BAY ROAD AND PORT
QULUUSTAVVUNUQ APOTIKKANGA
YULUUSTAVVUNUQ KAKTAKKAK
ROUTE ET PORT À GRAYS BAY

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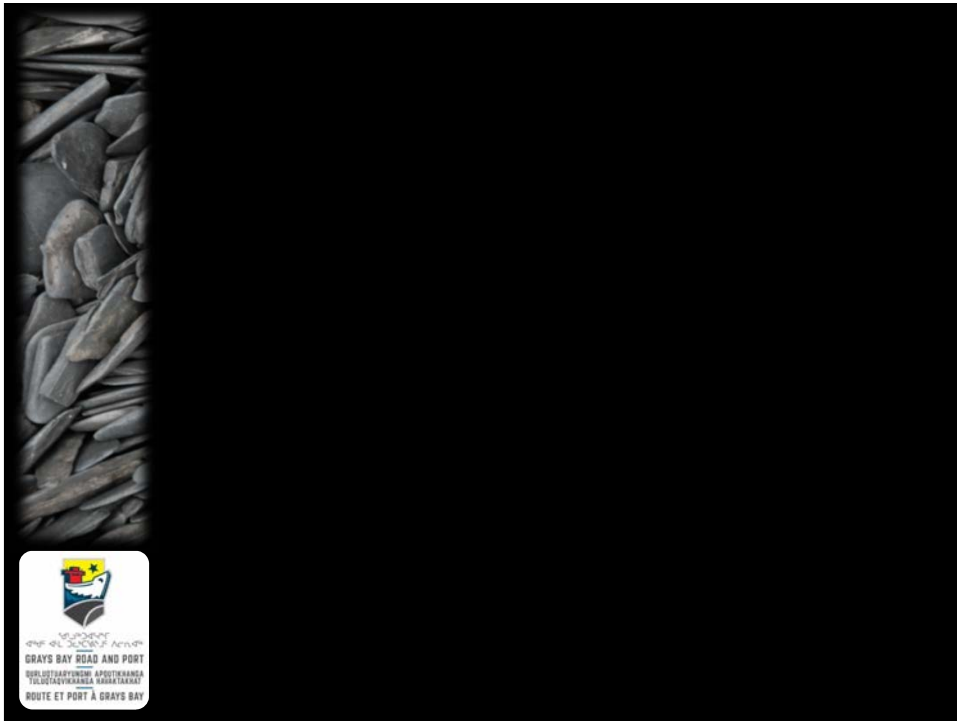
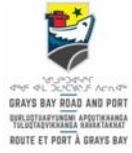
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Discussion

- Omingmak (Muskox)
- Tuktukvak (Moose)
- Okalik, Hikhik and Avingak

- Concerns?
- Key Information?
- More surveys?





Tuktu — Caribou

- Traditional knowledge
- Many years of government and academic study
- What's important to Kitikmeot Inuit?
- Here's what we know...



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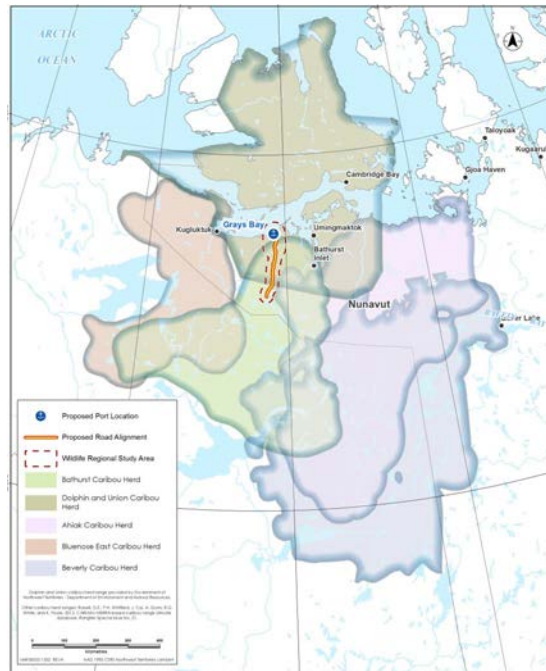
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Tuktu — Kiilliniq
Island Caribou
Endangered

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[Photo removed]

*Tuktu
Mainland Caribou
Threatened*



Inuit Term	Translation
Algaak	Amniotic sacs
higgolikmik	caribou cows without antlers
Ihingotait	Caribou antlers (bez)
Kingaktotait	Caribou antlers (shovel)
kivvolik	caribou antlers in spring
kivvolik	caribou antlers in spring
Kivvolik	Caribou cows with antlers
Kugnianit	Caribou that are used to people
Kulavak / Angnalok	Caribou Cow/Female
Nigokak	Caribou stomach contents
Nogalikyoak	Caribou cows with large calves.
Noggak / Nogait	Caribou calf / calves
Nukatokak	Caribou Yearling
okalit	white caribou
poogik	white belly of caribou
Pungnik / Anguhalok	Caribou bull / anguhalok not quite an adult bull, but a male
Tigogaak	Bull caribou with small antlers
Tuktu nogait	Caribou calves
Tuktu, tuktu	Caribou (1), Caribou (many)
Tuktuit	Caribou (general)
Aatogoayak	Plants eaten by caribou
	Mushrooms eaten by caribou (small mushrooms also known as nignamik)
Aatogoayak / Nignamik	
Igloohoutinnik	Caribou eating mushrooms
Natingnak	Wetlands where caribou graze.
Nignamik	Plant eaten by caribou
Ukhugannik	Good grazing area in the fall
Aatikaniik	Caribou moving east towards the ocean in the spring; Spring migration;
Aatikaniik / aatiktaak / aatiktonik	Spring migration; caribou traveling north or north-east
	Spring migration, "caribou coming one right after the other over the hills, day after day, not in large numbers but a steady flow"; caribou heading to the ocean
Aatiktonik	
Atiktonik	Caribou arriving in the spring
Atiktugin	Caribou crossing the ice during spring migration
Atilliktun	Caribou all heading one direction during the spring migration
Atintanik	Caribou heading south in June or July (post-calving movement)
Kablonakton	Migrating in small groups
Kilomokkamik / kilomoktok / kilomoktun	Fall migration, traveling south / One caribou heading south / group of
Algaktoktok	Jaegers eating amniotic sacs of caribou
Amakingoyak	Caribou wolf kill where only part of caribou has been eaten

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Baseline Data Purpose

Seasons — When?


Distribution — Where?

Habitat — Why?

Movement — How?


Abundance — How many are there?

Sensitive Areas — Important Areas of Wildlife? Hunting?

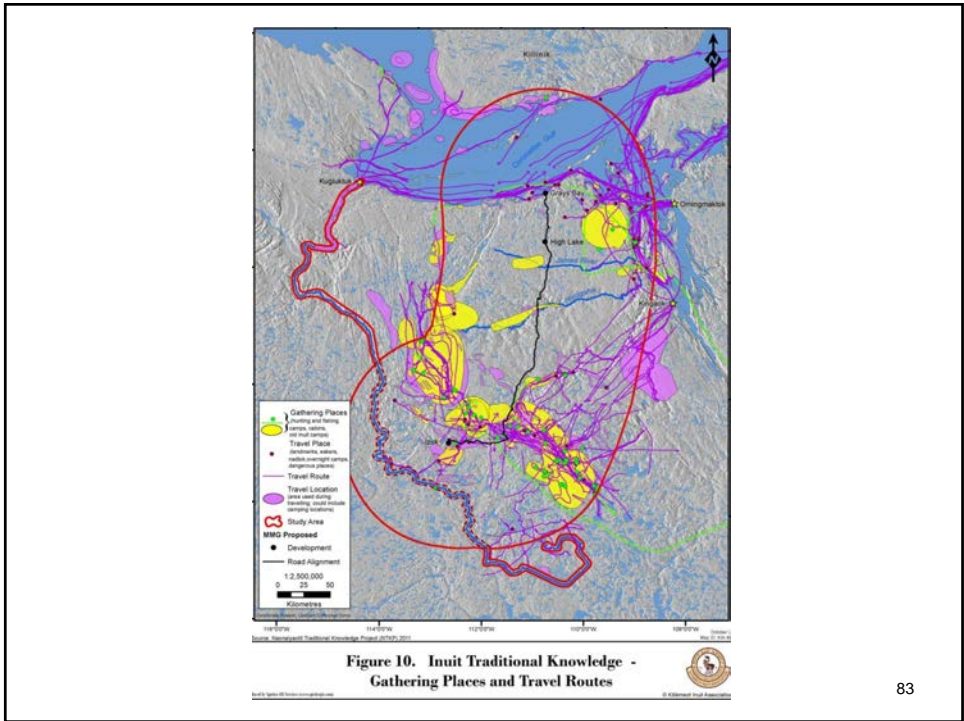
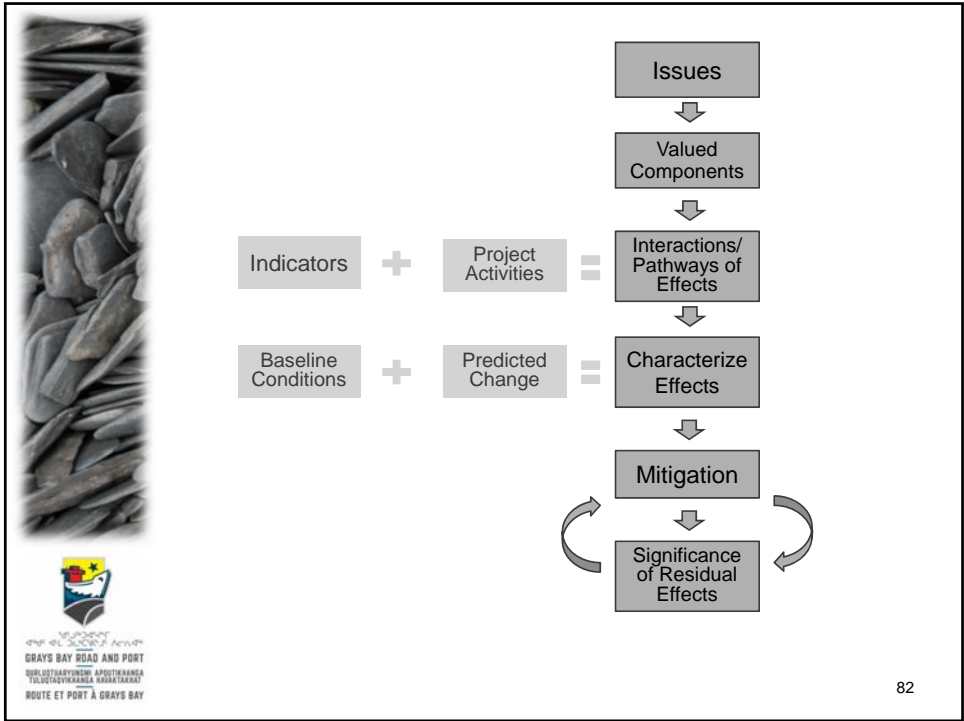


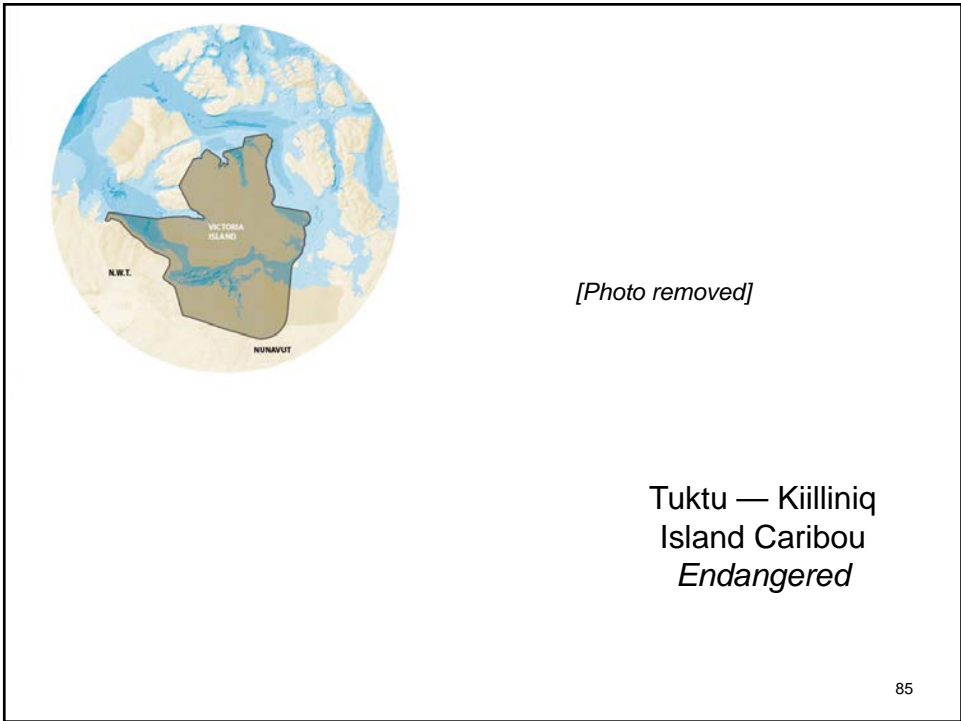
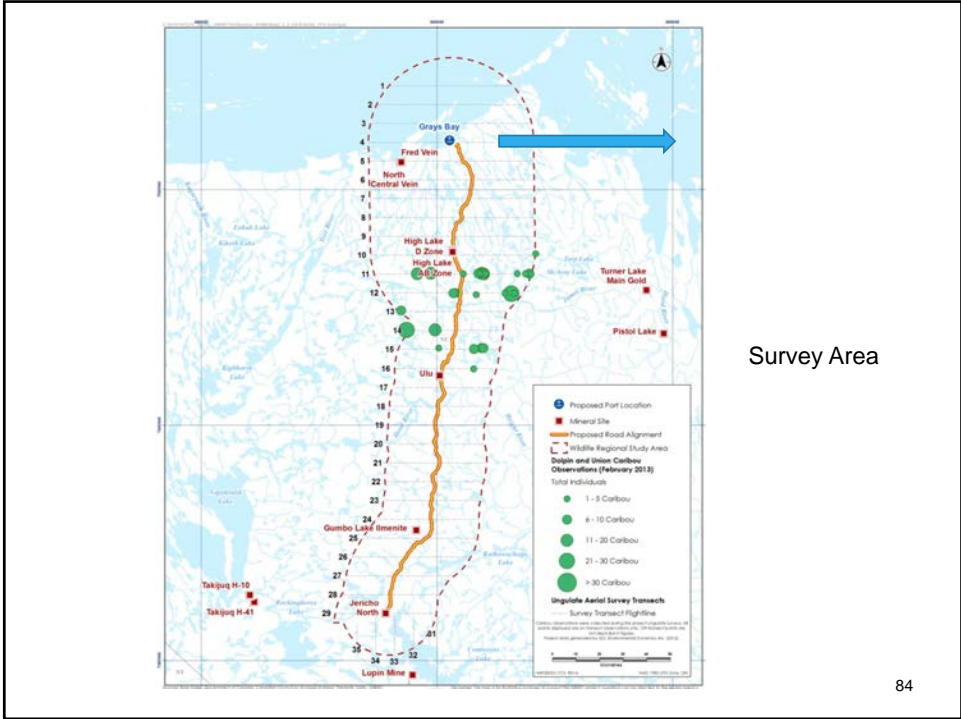
GRAYS BAY ROAD AND PORT
QULUQTAQVUNUQ APOTIKKANQA
YULUQTAQVUNUQAA KAKATAKAK
ROUTE ET PORT À GRAYS BAY

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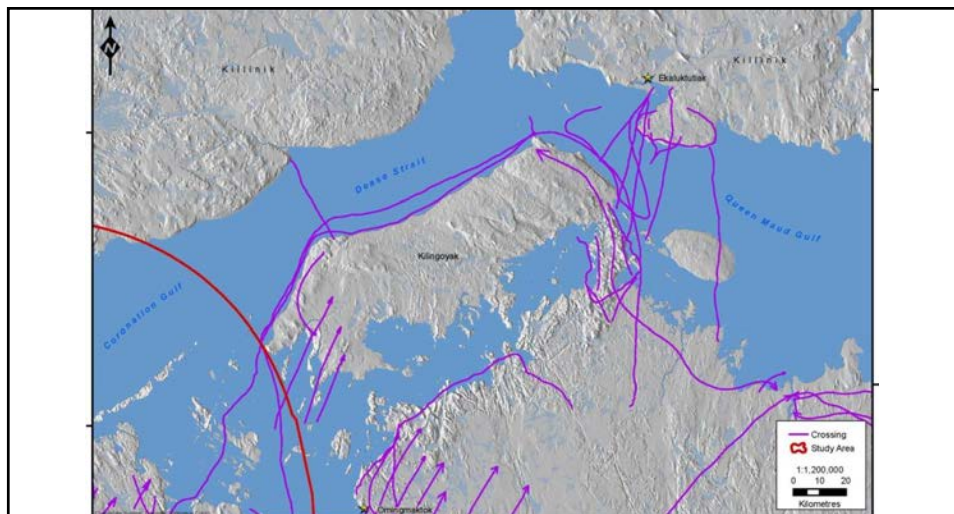




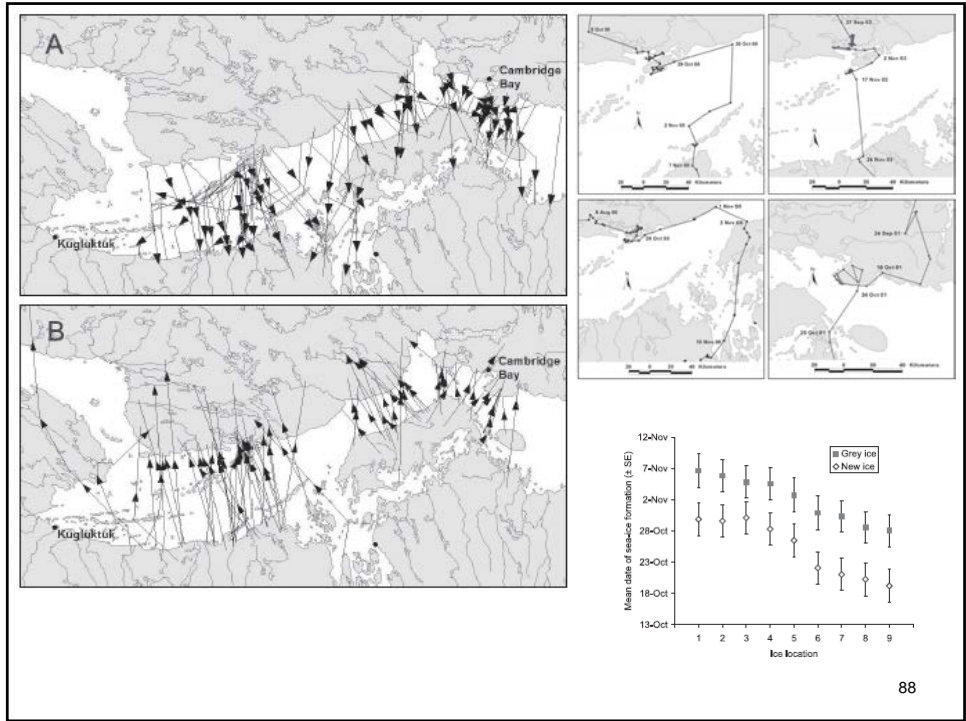


Kiilliniq – Island Caribou

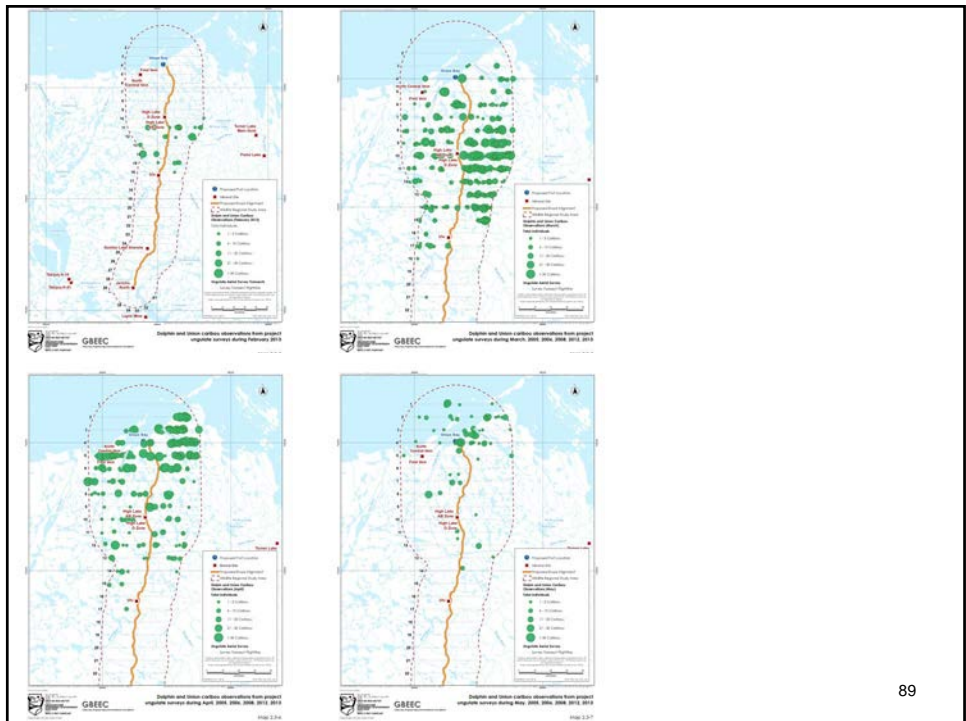
- “A long time ago, it seemed like the [Kiilliniq] caribou had vanished. There was no caribou at all. **They were in abundance before they completely disappeared.** For how many years, I am not sure. They started catching the odd caribou. Now they are plentiful again. I remember when caribou started coming around again. Today, they even come close to town (Cambridge Bay).”
- “A long time ago, people would travel to the island and there was no caribou. **The caribou would not come across...** I’m getting old now and the caribou are showing again. My father in-law used to tell me, there used to be a lot of caribou on the island and they would hunt with bow and arrow...”



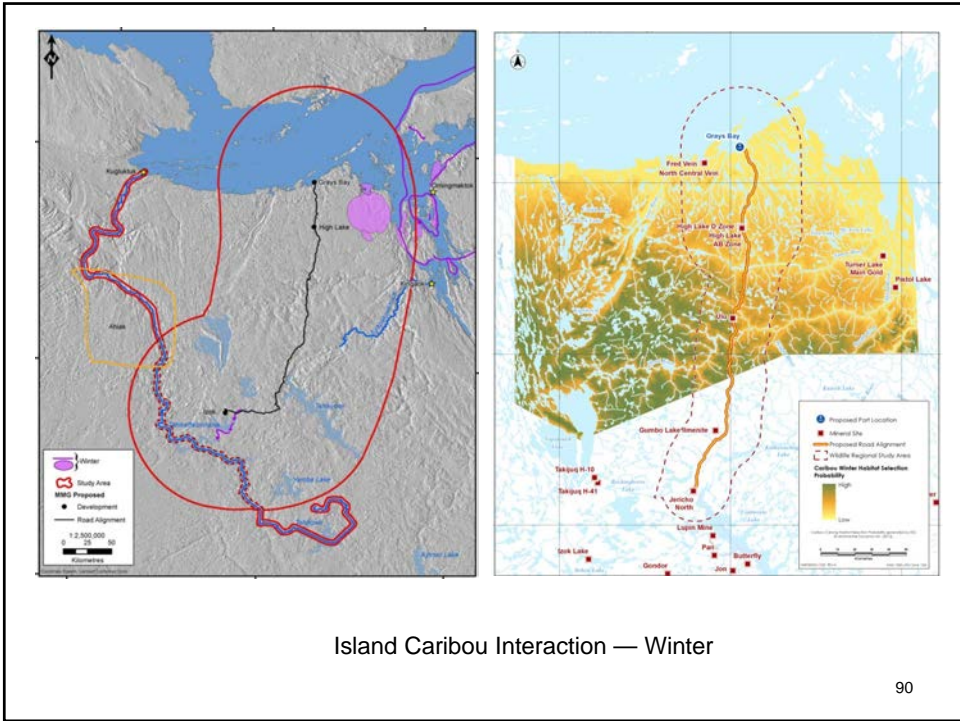
“...It is hard to mark down exactly where the caribou go because they do not always walk to one area. They would go to Bay Chimo, down here to Kalgilik, and to Tahikafalok. They would scatter around that area. They would go in the Kalgilik area...”



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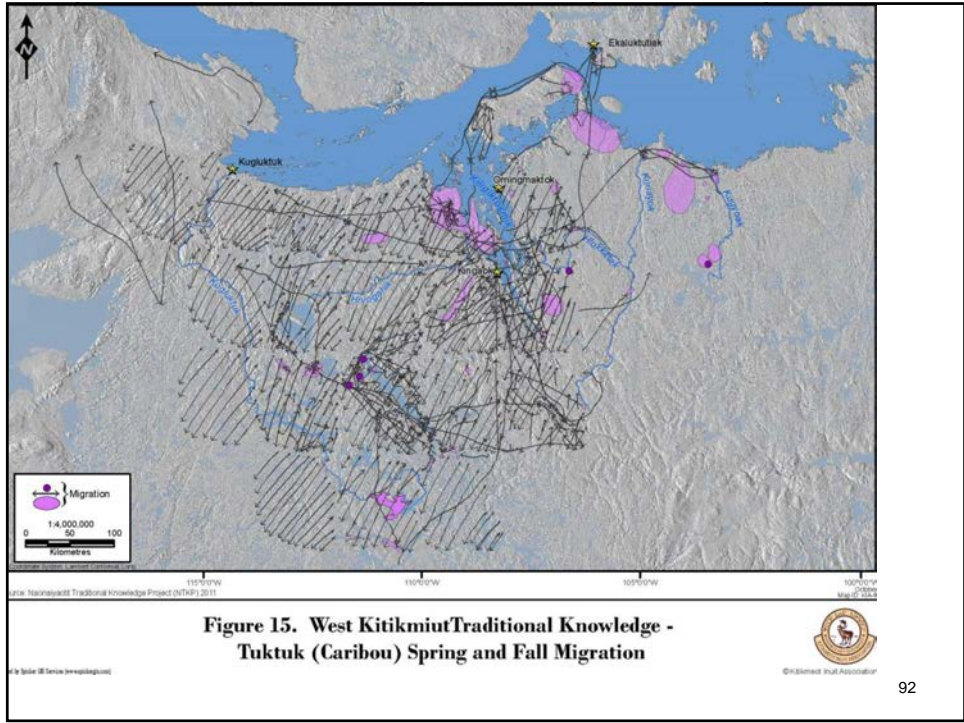
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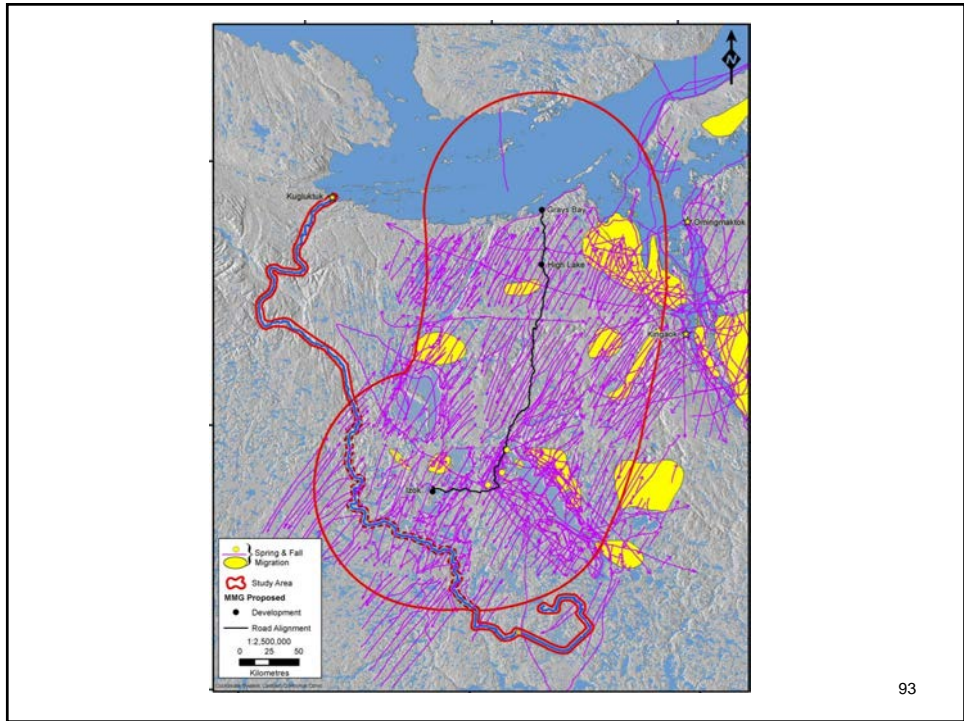
Island Caribou Interaction — Winter

[Photo removed]

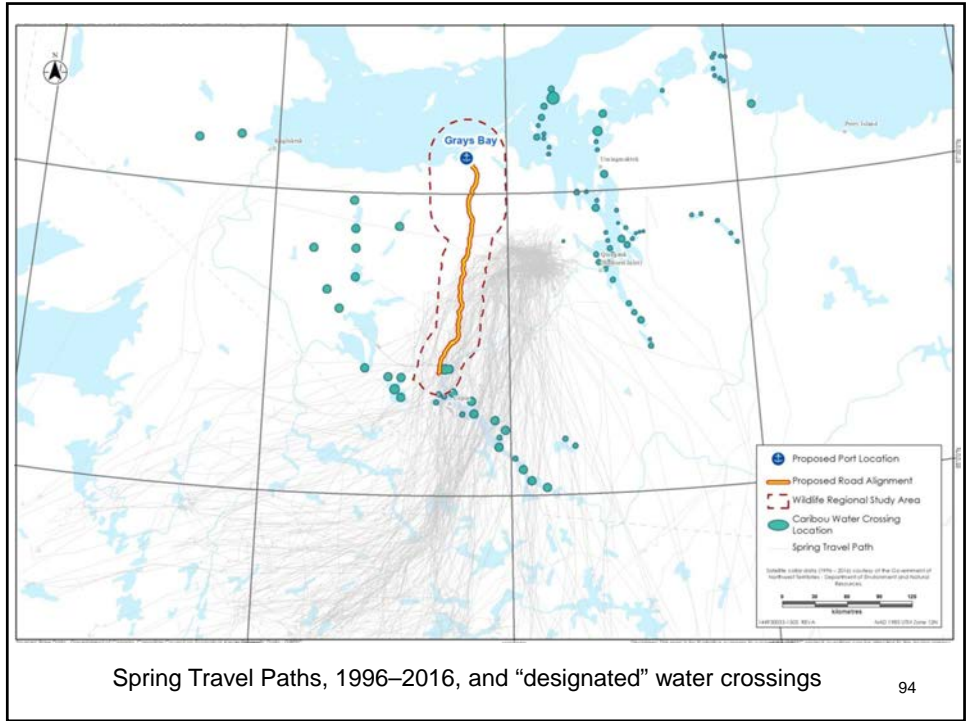

*Tuktu
Mainland Caribou
Threatened*




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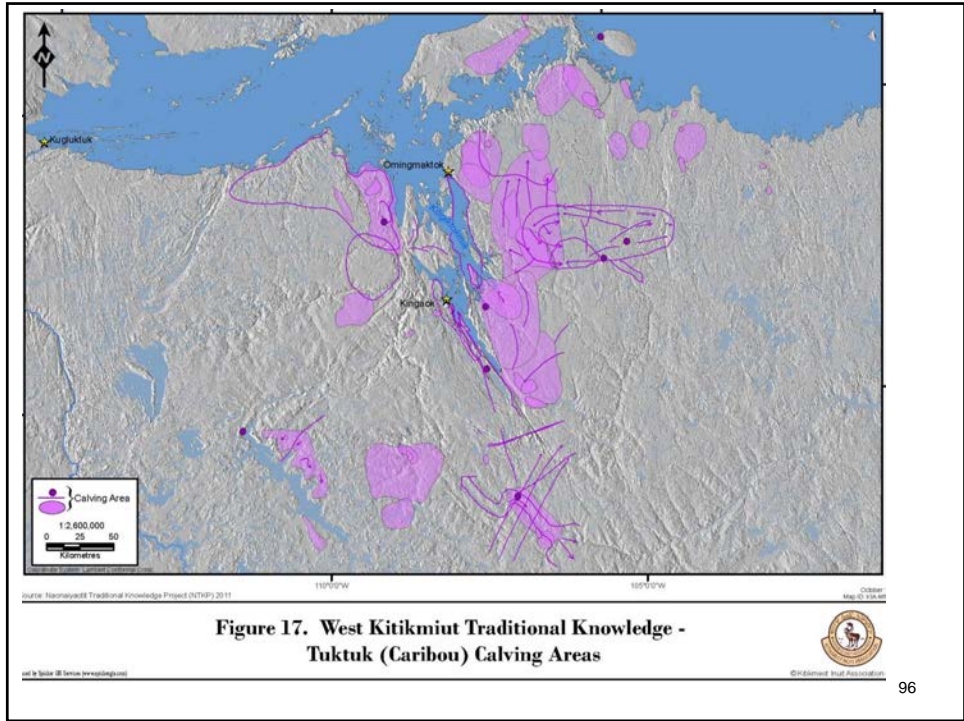



Season ¹	Approximate dates ¹
Pre-calving/spring migration	15 April–2 June
Calving	3–16 June
Post-calving	17 June–5 July
Summer	6 July–22 August
Fall migration and rut	23 August–5 December
Winter	6 December–14 April

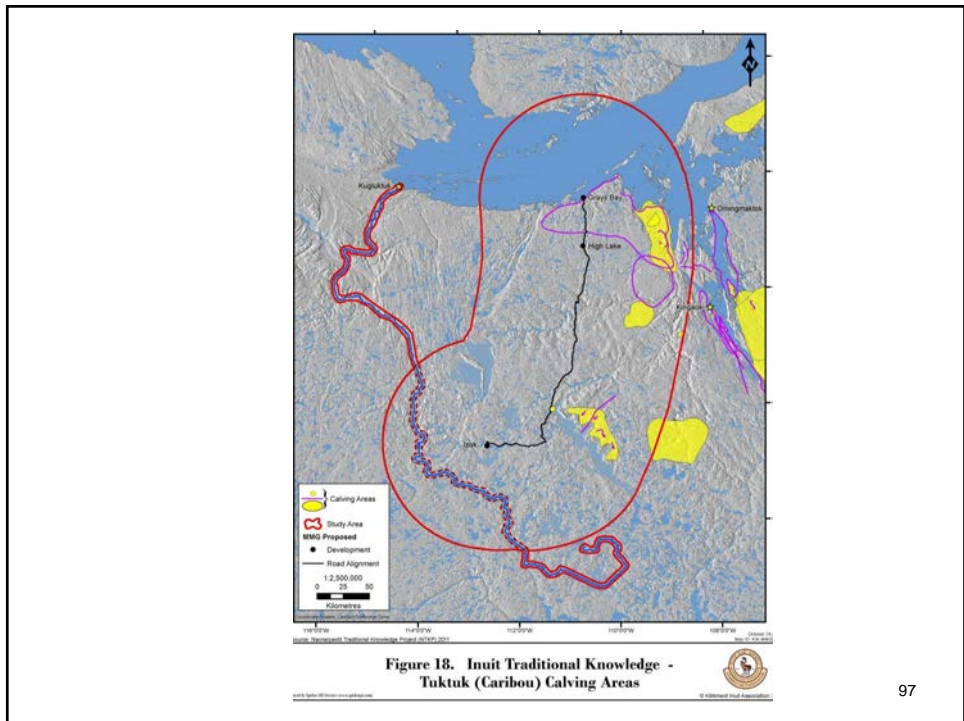


GRAY'S BAY ROAD AND PORT
 QULUQUTAPYUNUQ APOTIKKANGA
 YULUQUTAPYUNUQ KAKATAKKAT
 ROUTE ET PORT À GRAYS BAY

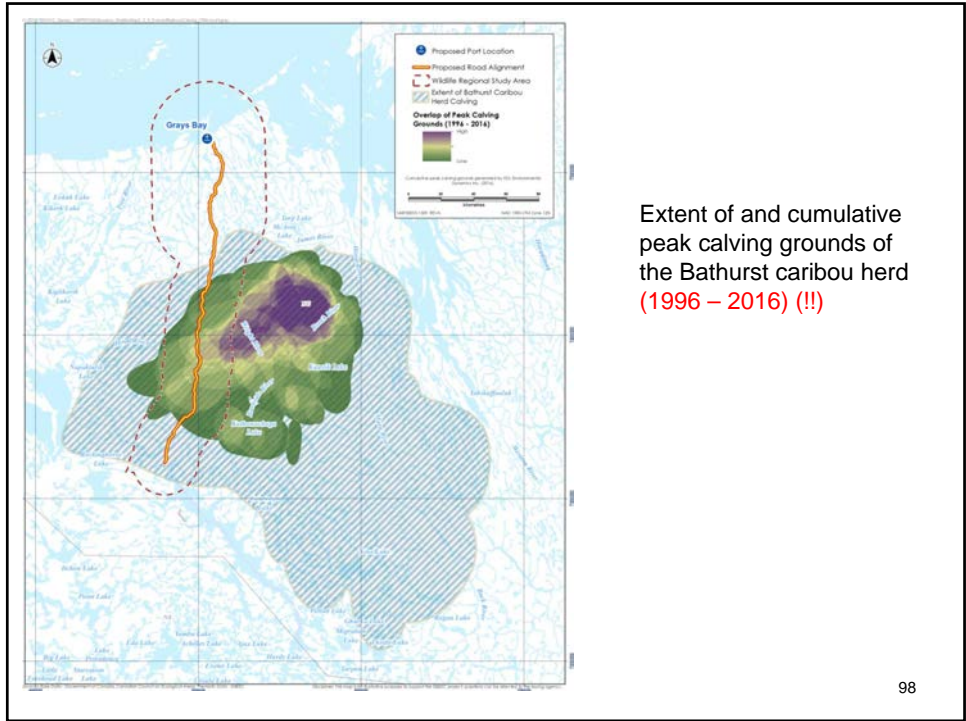
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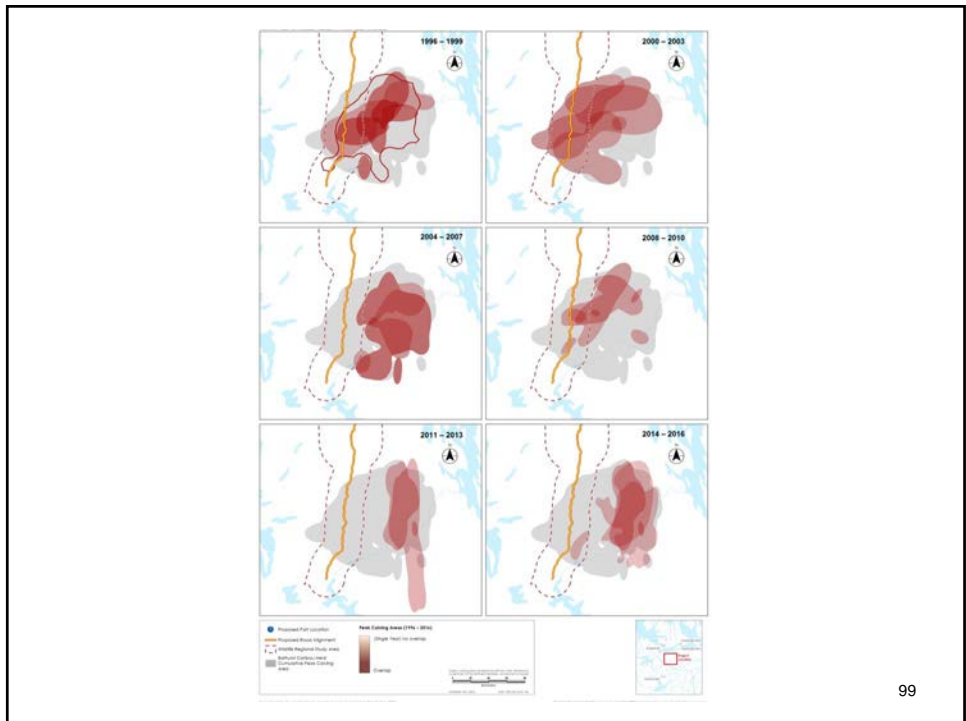
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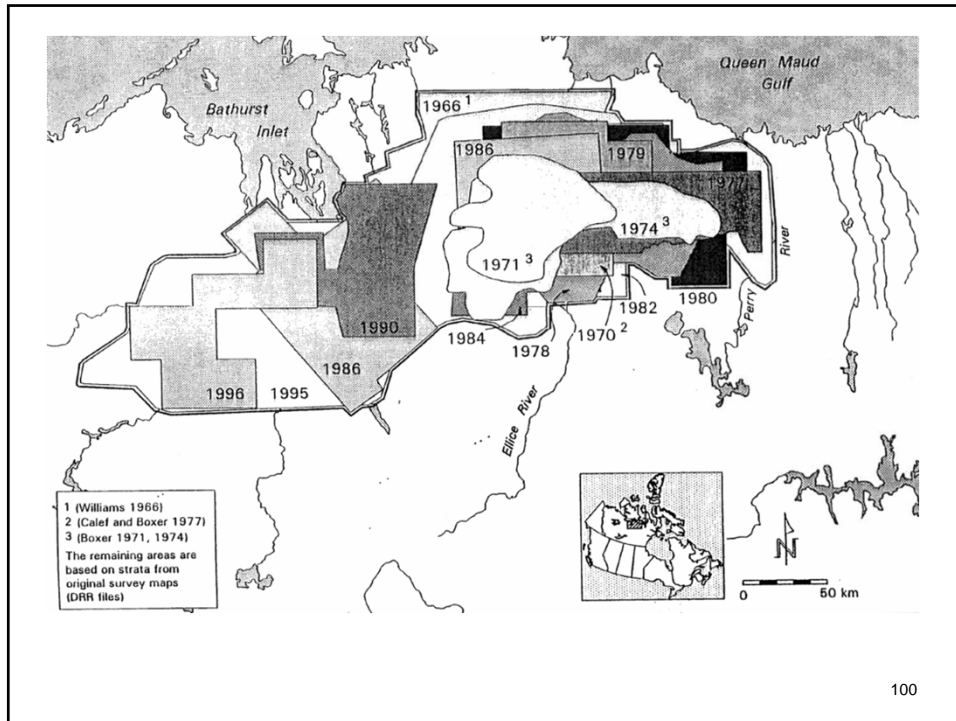


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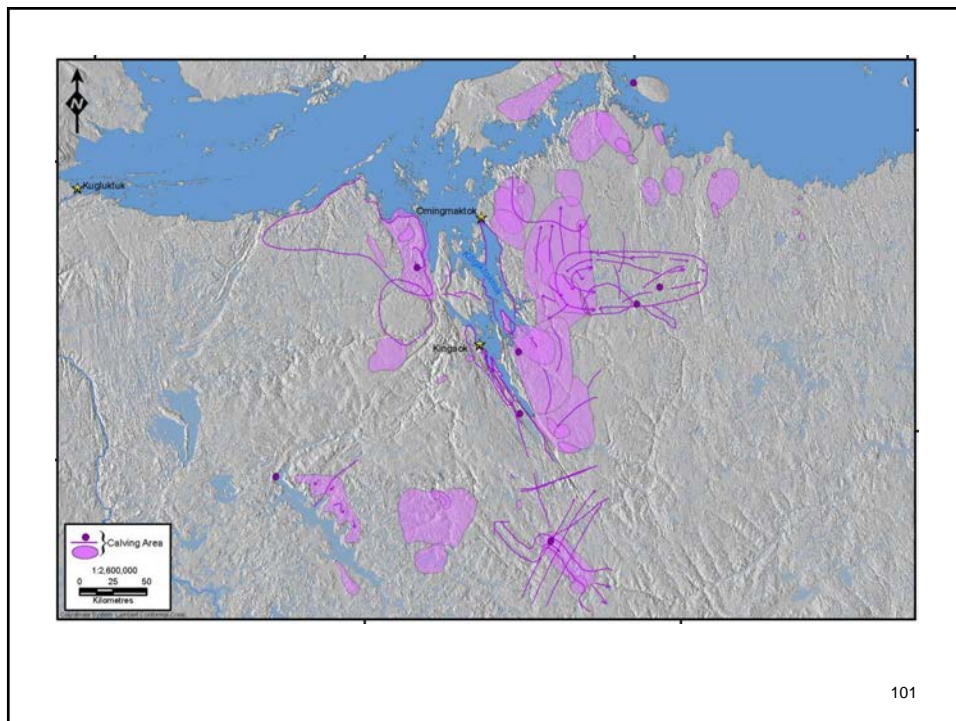


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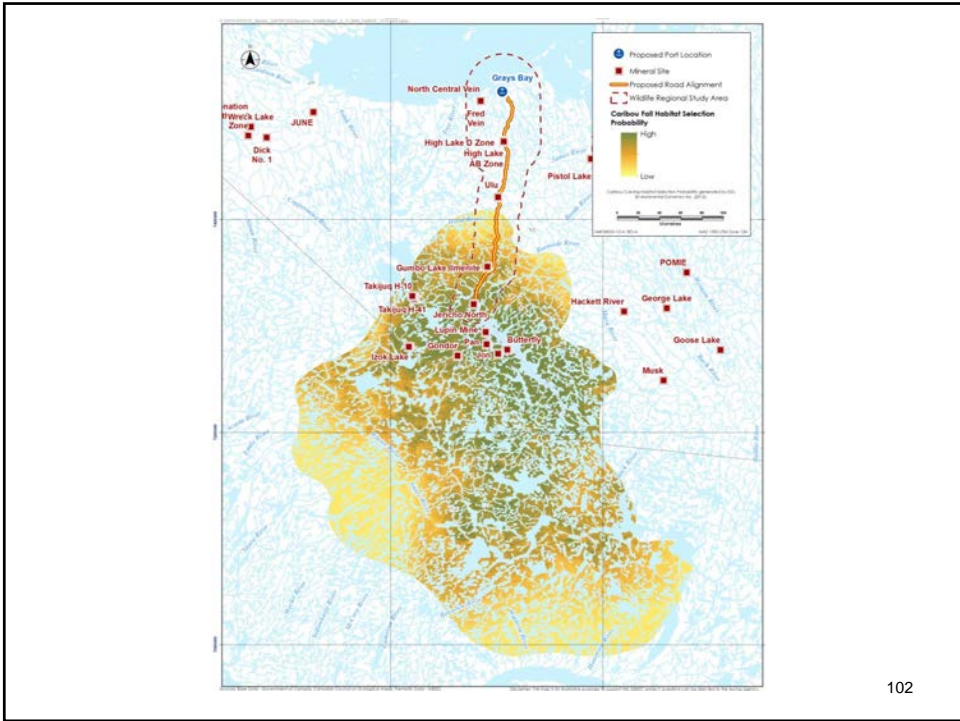




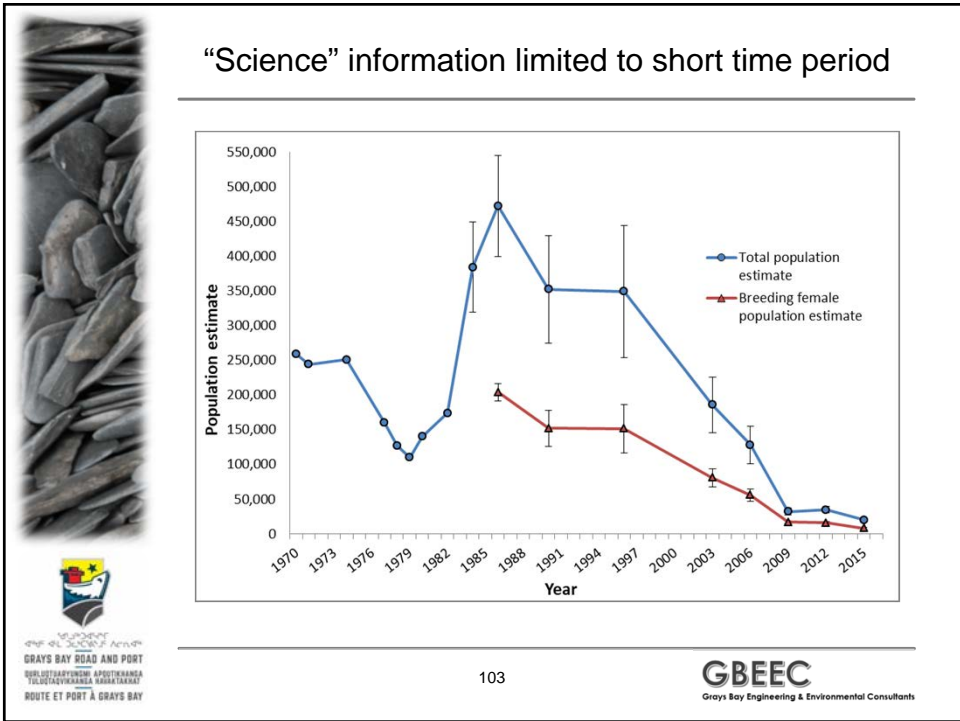
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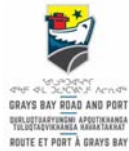
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Caribou Population Cycles

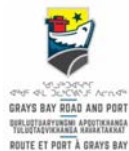
Times of great abundance of mainland caribou in their lifetimes, and also of caribou declines.

Elder consultants lived through times of **at least three population lows, around the 1920s, the 1950s and in the 2000s**. Mining and exploration, and predation by wolves were blamed for the declines.

C19 “A long time ago, it seemed like the caribou had vanished (He was born in 1916). **There was no caribou at all**. They were in abundance before they completely disappeared, for how many years, I'm not sure. They started catching the odd caribou, **now they are plentiful again**. I remember when caribou started coming around again. Today (1998), they even come close to town (Kingaok).”

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Discussion

- Tuktu
 - Movement
 - Habitat
 - Calving Ground
 - Population Cycles

- Concerns?
- Key Information?
- More surveys?

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Grays Bay Road and Port Project Inuit Advisory Group Workshop #2: October 2018

November 17, 2018

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1 INTRODUCTION

The Grays Bay Road and Port Project (GBRP Project; the Project) is a transportation infrastructure project in the Kitikmeot Region, being proposed by the Kitikmeot Inuit Association (KIA) (the “Proponent”)¹. The Project principally includes a deep water port at Grays Bay on the Coronation Gulf, and a 232 km all-season road from Grays Bay to Jericho Station near the terminus of the Tibbitt to Contwoyto Winter Road. The Project is being proposed to advance the economic well being of Inuit and Nunavummiut as intended by the Nunavut Agreement. In doing so, the Project also provides a key opportunity to implement Inuit decision-making in the use, management and conservation of social, cultural and environmental resources.

The Project is currently undergoing a review (environmental assessment) process by the Nunavut Impact Review Board (NIRB). The consideration of Inuit Quajimajatuqangit, Inuit Quajimaningit (collectively referred to as “Inuit knowledge”) and other traditional knowledge by the Proponent in all aspects of the environmental assessment is a requirement of NIRB.

Notwithstanding the NIRB’s requirements, the KIA have made clear that Inuit knowledge is to have a central and prominent role in the way the Project is presented for consideration by the NIRB. In recognition of the importance of Inuit knowledge, and where appropriate, knowledge from other Indigenous groups, KIA has committed to fully integrating Inuit knowledge into the GBRP Project design and assessment through a process to be developed and endorsed by the KIA.

Since January 2018, project environmental technical consultants (from Nunami Stantec Limited and EDI Environmental Dynamics Inc.) have been working with KIA’s Naonaiyaotit Traditional Knowledge Project (NTKP) Database Manager to compile available Inuit knowledge for the project area. A framework for presenting existing knowledge of the project area was developed to organize the existing information for presentation, and as a basis to collect additional information from Inuit knowledge holders. In March 2018, a committee of Inuit knowledge holders nominated by KIA was assembled for a workshop to:

1. Provide an overview of the GBRP Project
2. Understand what aspects of the environment are most important to Inuit
3. Confirm the existing Inuit knowledge of the environment in the Project area
4. Collect new Inuit knowledge about the environment in the Project area
5. Identify which Project-environment interactions are of most concern to Inuit

¹ Previously, Government of Nunavut (GN) and KIA were joint proponents. As of April 2018, GN has withdrawn as proponent of the Project.

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The methods, discussions and outcomes of this workshop are summarized in the Inuit Knowledge Workshop #1 Report (GBEEC 2018), and Inuit knowledge has been transferred to the NTKP as appropriate and in accordance with its protocols.

1.1 Purpose of Inuit Knowledge Workshop #2

Following on the outcomes of the first Inuit knowledge workshop described above, the purpose of the second workshop was to:

1. Verify new Inuit knowledge gathered during Workshop #1
2. Provide more detail about Project works and activities
3. Seek Inuit perspective on potential changes to the environment from the Project that are of concern
4. Seek Inuit perspective on the perceived environmental risks (the anticipated likelihood and severity of harm to the environment)
5. Identify potential mitigation measures to avoid or reduce the risks
6. Seek Inuit perspective on the acceptability of these environmental risks

The objectives do not include seeking perspectives on risks to the human environment (people and communities). It was conveyed that this would be the subject of discussion at a separate forum to be determined.

1.2 Use of this Workshop Report

This report provides details of the purpose, approach and outcomes of the Inuit Workshop #2 held October 2–4, 2018. It is provided to the Proponent as record of activities undertaken and as a resource that can be used to help with planning Workshop #3 to continue with development of environmental assessment submissions. It may be made available to the general public.

1.3 Workshop Participants

Workshop #2 (the workshop) included presentations by the Proponent and by environmental technical consultants to facilitate discussions and input from Inuit knowledge holders (here referred to as Inuit advisors). The following individuals participated in the workshop:

Larry Adjun	Inuit advisor, Kugluktuk
Bobby Algona	Inuit advisor, Kugluktuk
Jorgen Bolt	Inuit advisor, Kugluktuk
John Franklin Kaodloak	Inuit advisor, Contwoyto Lake
Mercie Kaodloak	Inuit advisor, Contwoyto Lake
Jayko Palongayak	Inuit advisor, Kugluktuk

The following Inuit advisors were not able to participate: John Himiak, Bobby Algona

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Technical consultants included:

Erica Bonhomme	Land scientist, workshop lead
Mike Settingington	Wildlife scientist
Doug Chiperzak	Fish and ocean scientist
Jordan Toth	Traditional knowledge facilitator
Vivian Banci	NTKP Database Manager
Charlie Evalik	Proponent, Nunavut Resources Corporation

1.4 Workshop Format and Agenda

The purpose of the workshop and the general format of discussions were presented by the workshop lead at the beginning of the meeting. Inuit advisors were asked permission to record audio and video. Newly participating Inuit advisors were provided consent forms to review. If signed, the consent forms permit inclusion of their data within the NTKP database and use of this data within the environmental assessment. Consent forms will be signed after the Inuit advisors have had the opportunity to review any new data that they provided and ensure that it has been documented correctly.

In response to comments from participants of Workshop #1, a detailed agenda was provided at the beginning of the meeting, and a traditional knowledge facilitator, independent of the technical scope of the Project, was brought in to manage workshop discussions.

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2 WORKSHOP PART I: INUIT KNOWLEDGE VERIFICATION

On October 1, 2018, prior to the structured workshop beginning, the NTKP Database Manager and workshop lead met with workshop participants to verify the Inuit knowledge collected during the first workshop in April 2018. Each Inuit consultant was provided a package consisting of knowledge attributed to them, along with a reference map of place names. Inuit advisors were asked to verify, correct or modify knowledge to be entered into the NTKP database. For two new advisors that were not in attendance at Workshop #1, the workshop lead provided brief context to the study, and then worked with them using maps to collect their knowledge of the environment in the project area, as was done during Workshop #1. New Inuit knowledge will be compiled for verification with these advisors at a future date.

All available, spatially referenced Inuit knowledge of the project area has now been made available to technical and Inuit advisors by the NTKP for use in the project environmental assessment.



Grays Bay Engineering & Environmental Consultants

TK Workshop #2

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3 WORKSHOP PART II: SETTING THE CONTEXT

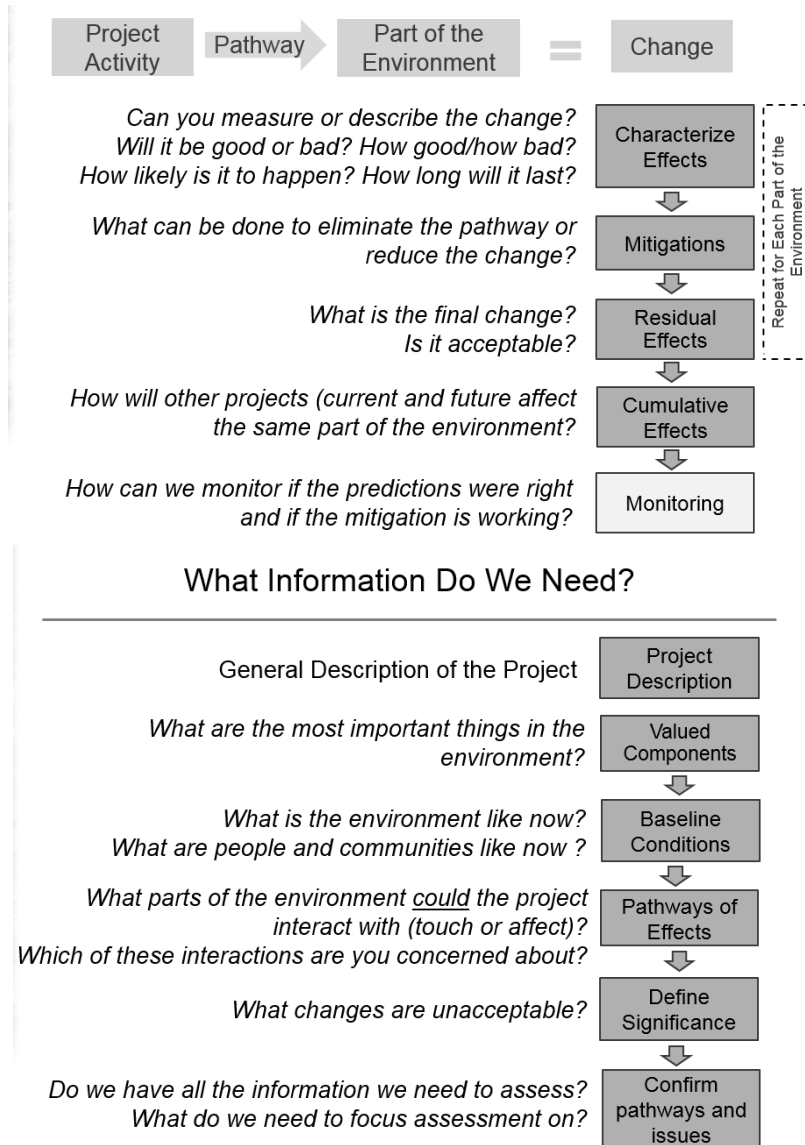
3.1 Workshop Context

The workshop began with a presentation recapping the NIRB review process and the role of scientific and traditional knowledge in assessing the effects on the environment from the GBRP Project, which was previously introduced in Workshop #1. The presentation included a chart outlining the steps in conducting an environmental assessment, and the types of questions that can be asked and answered during such assessment, using scientific and traditional knowledge (see Figure 3-1). The presentation highlighted the KIA's intention to have traditional knowledge figure prominently in the assessment, and that Inuit advisors may be asked to present their knowledge of the environment and changes before the NIRB. Figure 3-1 was posted on the wall for the duration of the meeting to guide discussions.

A second presentation provided a review of the outcomes of the first workshop, namely some preliminary answers to questions as indicated in Figure 2-1. A summary of these outcomes can also be found in the Report of Inuit Knowledge Workshop #1 (GBEEC 2018).

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Figure 3-1: Information needed during environmental assessment



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3.2 Proponent Presentation on the Project

Charlie Evalik, Chairman of Nunavut Resources Corporation (NRC), joined the workshop by phone from Cambridge Bay. He presented the vision of the GBRP Project to create economic opportunities as a part of fulfilling its mandate to manage KIA lands and resources to protect and promote the social, cultural, political, environmental and economic well-being of Kitikmeot Inuit. The presentation described how revenues were expected to be generated through access to lands and resources — specifically those located on Inuit Owned Lands, and how there is substantial interest from mining and exploration companies to access these lands. MMG was cited as an example of investment in the GBRP Project — having committed approximately \$35M in studies and designs to help advance the project.

Charlie described the costs of the project and the various sources of funding being pursued to cover the capital construction cost of \$550 million. Seventy-five percent of the cost is being sought from the National Trade Corridors Fund, with the remaining twenty-five percent to be found from other sources.

The presentation described the anticipated benefits to Inuit: jobs during construction and operations; jobs generated from other developments; reducing the cost of living through more efficient community resupply; and, business opportunities. Royalty payments would contribute to a pool of wealth used by the KIA to fund cultural, educational or traditional programs, for example.

The presentation concluded with an update on the project’s status and the involvement of the Government of Nunavut (GN), which is a matter of discussions between KIA and GN.

The NRC’s presentation on the GBRP Project is provided in Appendix I.

The Inuit advisors had questions following the presentation (Table 3-1).

Table 3-1: Inuit advisors' questions and proponent responses

Question	Response
If MMG isn't committed, is KIA still committed to the project?	We have a commitment from MMG to restart their regulatory process for the Izok project once there is a funding commitment for the GBRP project by the Government of Canada.
What does “shovel ready” mean?	It means all of the environmental assessment is complete; and all the permits are in place.
Is KIA working with the NWT to get funding?	The NWT is working on their own road. KIA is working with the Government of the NWT to ensure their thinking is aligned.
The federal government would consider it cheaper to build a road from the south. It is cheaper to truck material than ship it out.	The federal government is interested in the port connection. This was identified as a national trade and transportation corridor.
You say this project will create 880 jobs. How much of those will go to Kitikmiut – what percent?	We hope to have as many jobs as possible go to Kitikmeot community members.

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Question	Response
It seems costs are going up all of the time – whether or not we get resupply by ship. Where are the savings going to come from? Will the supplies just be for Grays Bay?	No, the supplies can be for the community as well.
Will KIA build the road from Izok to Jericho?	It will be the responsibility of each proponent to build their own “spur roads” to connect their interests to the main Grays Bay road.
We want to try to minimize our footprint – but are we going to end up with roads to every little exploration camp?	There will be some rules — certainly on Inuit Owned Lands – and KIA can make those rules
The IIBA payments – where do they go?	They go to KIA. It is up to KIA to manage those and decide how they are used.
Does the KIA inform the communities where the funds go?	Yes, that information is shared
In regards to job creation, we say 99% of jobs will go to Nunavummiut, but then when the project happens, it's 99% southern. Is the employment monitored?	The vision is the same — we intend to have Inuit employment.
Where does the money flow” it should be distributed. Not just jobs. Where can I find information on the distribution of money? We don't see anything distributed. We don't see the benefits	That information is available from KIA

Following the discussion and Charlie’s departure from the call, the group asked whether there was anything available to review regarding the project’s economics. Erica indicated that there have been several economic feasibility studies completed, and that these should be able to be made available by KIA or NRC.

Action: Erica to notify NRC that Inuit advisors wish to have the economic studies available for review.

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3.3 Detailed Project Description

Erica re-introduced Figure 3-1 to illustrate the questions that are asked and information that is needed as part of an environmental assessment to identify how the environment might change as a result of the GBRP Project. Essentially, this step is used to identify where there may be interactions between the project's activities and structures, and parts of the environment that have been identified as important to Inuit.

To begin this discussion, Erica indicated that there has previously been considerable study by MMG and its predecessors, of location options for both road and port, in the context of the Izok and High Lake (mine) projects. Routes have been compared against suitability for port operations, technical feasibility, environmental considerations and connectivity of Inuit Owned Lands (IOLs). A western route connecting Kugluktuk to Contwoyto Lake has numerous large water crossings and does not connect IOLs. The current proposed route is within a corridor that has been chosen by KIA because it connects the most IOLs (approximately half of the route crosses IOLs). So, while it is possible to move road routing within this 2 km wide corridor, we shouldn't expect major shifts of this corridor to the east or west. Environmental studies have since been focused within this 2 km corridor. The GBRP Project benefits from all these previous studies that have been done.

Erica presented a detailed description of the project's proposed facilities, and how they may be constructed and operated. She highlighted that the project includes infrastructure to support community resupply and future activities such as mining, but that it *does not include*: a mine; hauling of ore; transportation of fuel from the port; or the operation of the Tibbitt to Contwoyto Winter Road. The three-hour presentation was divided into four parts, with photos and illustrations used to show examples of locations or activities occurring as part of:

- Port Construction (including staging, site development, wharf construction, airstrip and small craft harbor construction and seasonal schedule)
- Road Construction (including materials staging from north and south, quarry development, crossings construction, embankment construction)
- Port Operations (including community and port resupply, community and other use)
- Road Operations (including operations and maintenance and use by others)

The description of the project was based on reports and studies completed for the GBRP and Izok Corridor Projects, and knowledge of construction methods and operations for similar projects in similar environments, such as the Inuvik Tuktoyaktuk Highway, Mary River Mine, EKATI Mine, Dempster Highway and Snap Lake Mine. Design details and construction methods will continue to be influenced by the input of Inuit (such as this advisory group), as well as other stakeholders, project engineers and a contractor familiar with arctic construction.

The presentation is not included with this report owing to its file size and use of proprietary images.

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3.4 Discussion

There was considerable discussion generated throughout the presentation. This discussion is captured in Table 3-2.

Table 3-2: Discussion of project components and activities

Question	Response
The port area is rough and rugged. Will there be blasting?	Yes, quite a lot to get the ground level where needed.
How much dredging will there be?	We don't know this exactly yet, but this is proposed just along the shoreline where the dock will be installed (as show in diagram) – maybe as much as a boat width. This material will be re-used as backfill (as opposed to disposed of offshore)
What are the waste management options (during construction)? I would prefer to see materials incinerated rather than back-hauling. Material can pile up if its being back-hauled.	Noted.
What about sewage?	The construction camp would have temporary sewage treatment. In the long term, for permanent operation, there would be a sewage lagoon. A lagoon works better for fluctuating operations – for example when there are active operations in the summer and fewer personnel in winter.
I would like to see waste sorting — so don't burn the microplastics. Sort the plastics, food, tin cans. Different incinerators for different waste. I'd like to see material like compost sent out (referenced composter at EKATI).	Noted.
Other than indoor facilities (such as a gym), would there be a baseball diamond, or other opportunities to get outdoors? Like go for a walk? Site-specific rules	This is a good consideration but this is intended for community use so the rules might not be the same as at a mine camp in terms of what you can and can't do, but there would be some separation from the industrial area where there are ships and equipment, and the community area — for safety reasons. So, you'd probably have some rules for people working at the camp, and rules for using the other areas of the port.
Make the area accessible to harvesters — such as reporting in at security, checking in guns, etc. Also rules about harvesting within a certain area of the port, to manage wildlife attraction.	This would need to be covered by the Port Authority — they will make rules for people, but also for ships and other vessels that may be anchored offshore, before they can come to port. Most of this is around managing safety. There would likely be a harbor master that would direct the traffic around. The management of people will need to be addressed.
Why is the open-cell construction method preferred?	This is understood to be able to withstand ice forces, both from freezing within and sea ice.
There are some pretty big waves that come in from the northeast, especially this year. The breakwater will be needed. The small craft harbor will be well protected from other winds, but not this year.	This is excellent information. Because of some of the changes we've noted in storms this will need to be considered.
Are there any identified quarries for when they start working there?	The first material will come out of the areas that need to be leveled for construction. there will be lots of material available from there. This can all be used for construction before moving to quarry areas further down the road.

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Question	Response
In regards to pipeline connections within the harbor – are they going to be bermed off?	Usually the pipes themselves aren't a problem. Joints and valves might be areas where there can be leaks. There could be some containment at these locations.
What about the connections from the ships to the tanks?	Yes, it is standard to have a floating boom around the refueling area. With fuel tankers, this is highly regulated by Transport Canada and Environment and Climate Change Canada. All the fuel facilities in fact must be registered and spill plans must be in place and approved. Public facilities, such as a refueling area might be harder to control.
Small spills – they are not reportable, but they contribute more	Spills are reportable only greater than 100L and these can have more impact than the larger spills. So, within the small craft area there would likely be a bermed area, and some equipment that would be available to help with response if needed.
Can you use the road and airstrip that is already at Jericho? What about the camp and tanks? Can these be used?	Currently the new road alignment goes parallel to the road connecting the camp to the airstrip at Jericho – we will need to look at that. We want to use as much of the existing disturbed area as possible. If the tanks are in good condition and not a liability, they can be used – will need to test them. For construction this may be suitable.
After installing piles in the river in winter, then during spring runoff when it starts to melt, there will be lots of sediment.	There are a lot of mitigations that can apply to this and that's part of looking at the impacts. Generally though, piles are better than piers in terms of the amount of fish habitat lost.
Listening to how culverts and bridges are built – this is something we need to see in person, to see it for ourselves in person. Once you see for yourself and feel for yourself, you will be able to have a complete say. I'd like to have a visit before construction and then 6 months and a year after construction, and once a year. The crossings are big concern for me. And I need to see all the land – the whole area during construction. Sometimes what I say in a meeting might be different from what I say once I am out on the land.	We would like to plan to go see the project area during summer next year. Not sure if we could find a project that is currently in construction to go visit. Also keep in mind that your experience might be with mine roads. These are temporary roads and crossings and the materials are not selected to last. The GBRP Project is designed to be permanent (75 years minimum). The river might have something else in mind in the meantime
Site visit: we need to look at the proper way to build caribou crossings and where. We have the traditional knowledge groups that indicate where they should be and how wide. This will be important that we have visits before, during and after. To confirm what we talk about here.	Yes, this will be planned.
Would there be any offsetting options in regards to crossings?	We will touch on this during our later discussion.
The bridge crossings, will they be single, double or triple lane? And how wide will the road be?	Two B-train trucks (3.3 m wide) would be able to pass each other. The road will be 9 m wide, or 27 feet.
In the winter, when there is a blizzard, and there is very poor visibility, will trucks just drive off the side when the slopes are smooth? (this was in reference to smoothing out the side slopes). When you're driving, you might just hit a wall of low visibility. Maybe you need a berm along the side so that the trucks don't go off the road.	This is something we need to think about. We probably want a very gentle slope for caribou, so maybe adding a barrier isn't what you want. There could be other ways to improve safety, such as building snow fences. This will require more discussion.

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Question	Response
I am no longer worried about caribou not being able to cross the road now that I see the difference between a mine road and a permanent road. Especially the way the shoulders are constructed and the lack of windrows, it will make it a lot easier for the caribou to cross	Noted
Will the whole road be “dressed”?	It could be, but you can do this using different size of material depending on where you are. Some will be smaller rock and in some areas it can be bigger. The reason for not having big blast rock on the side of the road is that you need to clear the snow off the side of the road (the shoulder) to not create a tunnel.
Minimizing the slope on the sides will help clear snow off the top too. The wind will blow it off	Noted
You probably don’t want to culvert up all of the little creeks – the water will seep through the base of the road won’t it? We want to keep the natural drainage as much as possible.	The water might flow through or it might not. One of the considerations is that the road keeps the cold better. So that even though you have coarse rock, it might stay frozen longer and act as a barrier. Its probably better to build a drainage culvert than to rely on the rock, and over time, the finer material on the top will filter through and fill the gaps. We also don’t want to have pooling on the sides of the embankment. So, drainage culverts are important so that water doesn’t back up and overtop or erode the road.
I’ve seen sediment build up in the culverts and in the springtime the culverts freeze up and they get blocked.	Sometimes the culverts need to be thawed. And sometimes its beavers that plug up the culverts. They need to be inspected and maintained every year.
You could build a road from the port to Kugluktuk.	Noted, but not part of this project.
Are the ships going to be escorted when they come to the port?	Not sure, but probably. The Port Authority would have to establish these rules. So there might be a pilot that is used. Also they will probably need tugs to dock the boat — there won’t be that much room to move around.
When the ships come in, will there be icebreaker assistance?	Possibly - there might be ice pans or ice that gets blown in. the ships themselves will need to be ice-strengthened – they can take a small amount of ice. The reason that the port is not open is because KIA didn’t want to be using the port when the Dolphin Union caribou are crossing. Outside of this time, the port may be used. The port will have to provide some notice of when it is open and when it will be closing.
Who will be at the port in the winter?	There will be staff maintaining the port, but also those that will be working on maintaining the road — such as snowplowing and fixing equipment. These will be some of the full-time jobs.
There will be only 20 jobs?	There will be direct and indirect jobs. Besides full-time jobs at the port, there will be indirect jobs: trucking, air support, etc.
When the road is open, it will attract exploration and mining	Yes, and that’s part of the intent. Having a road there makes exploration easier – whether it is building a winter road, or staging materials so that they can be flown in.
When we go to caribou talks in Yellowknife, we hear about how this road will really impact caribou when we get to the Nunavut side, but they must realize that that road is not accessible to Inuit, because it doesn’t tie into any community. We don’t have trucks there, we’re not tied into that road.	That’s correct. Also, since this road is on KIA lands, you can make rules about who uses the road and how. Jericho will be a checkpoint.

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Question	Response
I'm going to fight hard to have no hunting on that road. It's not going to become Yellowknife to Tibbitt road where it is used for hunting.	Noted

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4 PART III: INTRODUCTION TO RISK IDENTIFICATION

Mike introduced the concept of risk in environmental assessment. This session was separated into two parts: (1) recapping the information we know about the terrestrial environment; and (2) identifying risks.

4.1 Review of information collected about the environment

Mike reviewed how it is important to collect information about how animals are using different habitats during different seasons, and how regulators pay most attention to animals that have been identified as species at risk. He reviewed briefly the various surveys that were complete for birds and terrestrial mammals in the project study area. He noted that the scientific information might go back 20 years, whereas traditional knowledge may go back 200 years. Inuit advisors had some questions and noted comments during this presentation:

- Talks have started about co-management of D-U caribou. There will be requirement to report sightings and harvest.
- Once you put a road through that calving area, then we won't see any more caribou in that area. They will move everywhere else. I used to see the 250 thousand caribou herd coming steady. After the mines, the caribou come further and further east. And then in July and August they weren't there anymore. The leaders know the routes over thousands of years. They will go another way and they may come back in a few years. They won't die off, they just will go somewhere else.
- When I started at the mines, there were lots of caribou, then the counts were getting smaller and smaller.
- With the WMAB, we made the calving and post-calving area a mobile protection area, knowing that this area does move around.
- When caribou are collared, that group will all stick together. Yet there are other groups in other areas, such as on the other side of the lake – there are other groups but the government seems to only target one group, not where the caribou are dispersed. The caribou disperse all over and so one collar might represent a dozen or 5,000 caribou
- When caribou have collars, the other animals will tend to stay away from that animal, so they might stay in a small group.
- The way the road is constructed, it looks to me like it won't affect the caribou — there are no big rocks like on a mine road. But I never see that kind of road upon the land here, so I don't know how they will react.
- The caribou, they always walk where it is flat. I have walked with caribou through the area from James River to Contwoyto Lake where it is flat. The road is nice and flat – the caribou like flat areas. That is my experience walking with the caribou with my parents and grandparents. I can see that the caribou are going to like it.

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- The caribou move their calving grounds when they deplete an area. They move where there is good food to eat. That's what my grandparents told me. Every 5-6 years they come back – they wait for the vegetation to grow back. They can't stay in one area – they will starve.
- In the Queen Maud Gulf area, the geese – they chase the caribou away. Caribou have to move away because the geese chase them away.

Mike thanked the participants and noted that it is important that all of the assumptions associated with scientific data are noted. There are limitations with scientific information, as there are limitations with traditional knowledge.

4.2 Example of a Risk Assessment

Mike used various examples of how different land-use activities have variable risks, and that we manage those risks on a daily basis. He used an example of going out on the land and hunting. The group identified the things that could go wrong when going hunting, and then were asked to rank the impact of something going wrong and its likelihood of occurring. They then identified different things that could be done to reduce the risk by either making it less likely to happen, or making the outcome less severe if it did (for example performing maintenance on a snowmachine and bringing extra parts reduces the risk of getting stranded on the land when the machine breaks down). He explained that environmental assessment requires us to identify risks to the environment or people from doing different project activities, and then to characterize these risks as being acceptable or unacceptable based on their likelihood of occurring and the severity of their impact. In all cases, some type of mitigation may be put in place to reduce either the likelihood or impact so that the overall risk is reduced.

Mike presented a matrix to be used as a basis for categorizing risks – before mitigation, as show in Table 4-1. Risks that are identified within the green area should be considered acceptable; risks within yellow areas are those where mitigation should be applied to reduce the risk; and, those in the orange area should be prioritized such that their likelihood or severity of impact is reduced by either modifying the activity or applying mitigation.

The matrix was simplified to three categories of probability and impact (9 cells) and produced on a wall-sized paper. Inuit consultants were asked to review a list of project activities summarized from the detailed project description presentation (Appendix II), and to think about the risks they identify from the GBRP Project. Inuit consultants were encouraged to base their risks on their knowledge, and to identify where there may be unknowns, or where they are speculating about risks.

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Table 4-1: Preliminary Characterization of Risks

Risk Rating = Impact x Probability

		Probability				
		Rare	Unlikely	Moderate	Likely	Very likely
Impact	None					
	Minor					
	Moderate					
	Major					
	Extreme					

Risk Rating Action

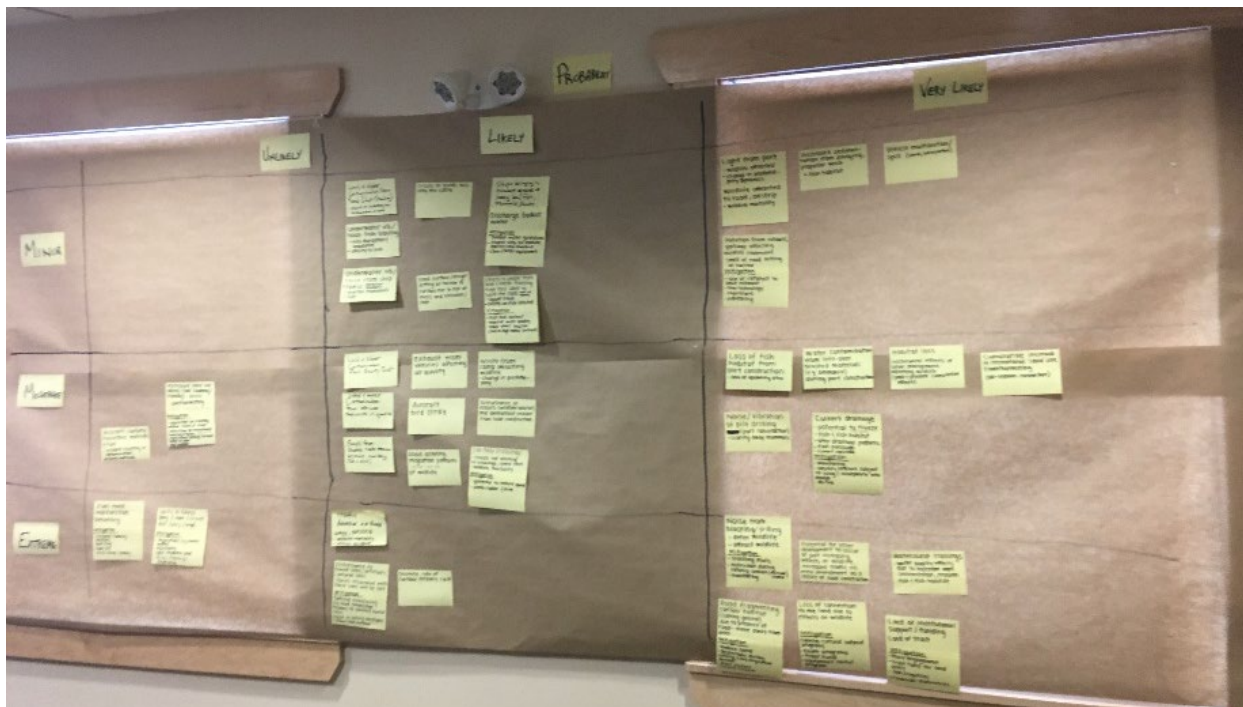
Minimal		No Action
Acceptable		Monitoring
Increasing		Mitigations/Best Practices
High		Conditions/Restrictions
Extreme		Consider Alternatives

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5 SUMMARY OF RISK ASSESSMENT ACTIVITY

As introduced in section 4, Inuit advisors were asked to identify risks to the environment from the GBRP Project. Risks were identified by individuals, and the group contributed to the discussion of characterization of each of the risks based on its likelihood and severity of impact. Based on this information, the risk was placed in one of the nine quadrants of the risk matrix on the wall, along with notes summarizing the input from the Inuit advisors (Figure 5-1).

Figure 5-1: Working risk assessment matrix



During the discussion of some of the risks, Inuit advisors identified mitigations that could be applied to reduce the risk. Where provided, this information was captured as well. The transcription of the notes posted to the wall is provided in Table 5-1, and a summary of the risks identified is provided in Table 5-2. These tables should be considered incomplete in that the Inuit advisors indicated that their completion of the identification of risks would require that they conduct a field visit to see the areas where the project would be built to observe the land and animals in that area and to visualize how the project might impact these. Erica indicated that this would be an appropriate objective for a third workshop.

The following risks identified by Inuit advisors remain to be classified in the risk assessment matrix:

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- Caribou and other animals will change their movements because animals will use the road during migration
- Road acting as a barrier to caribou movement due to size of rock and slope; caribou change their migration
- All risks last longer due to construction at the port by others
- More cabins built along the road and at the port by Kitikmiut and others
- Creation of new nesting habitat (cliffs) in quarries
- Fish and spawning habitat affected by sedimentation from runoff water at quarries and construction sites

Additionally, the identification of mitigation and monitoring actions for high and extreme risks was not completed, and it was agreed by participants that this should be a priority for a future field-based workshop.

Extreme risks identified during the workshop include:

- Water quality, taste and fish habitat far downstream is affected by dust and sediment from bridges during construction and operations
- Noise from drilling and blasting and air traffic deters wildlife and disrupts their migration
- More spills, dust and effects on wildlife from increased traffic due to development of future roads and exploration once a connection to the South is built
- Loss of connection to the land and traditional ways because will be able to use the road to drive to places and will be relying on jobs and technology
- Loss of traditional ways due to changes in wildlife distribution
- Lack of trust by Kitikmiut that there are going to be benefits due to lack of institutional support and funding of programs

High risks identified during the workshop include:

- Death of bird(s) from bird strike during aircraft operations
- Change in predator/prey movement due to poor waste management during camp operations
- Changes to vegetation, water quality and fish and fish habitat from dust created by blasting and crushing
- Disturbance to denning sites and permafrost when using eskers for borrow material
- Road sinking into permafrost when building on to top of it
- Animal collisions resulting from drivers not following the rules of the road such as slowing down or stopping when there are animals on the road
- Loss of spawning areas due to in-water works at the port site
- Animals and food go extinct due to habitat loss, noise, contamination all along their migration route and due to this project and future projects
- More hunting and fishing by others once there is an all-season connection to the South
- Fish cannot move through culverts and water goes into other areas because culverts don't maintain natural flow and drainage (installation)
- Fish movements and upstream habitats are affected by culverts getting plugged with ice, overflow and icing

November, 2018

- Ammonia residue from rocks placed along the shoreline contaminates the ocean affecting fish
- Seals and marine mammals avoid the port area due to noise from pile driving
- Animals for a few years stay away from areas where fuel and ammonia residue from blasting stays on rocks
- Animals injured and killed on road and airstrips because caribou are attracted to them
- Loss of or disturbance to burial sites without documenting; stories associated with the sites will be lost due to disturbance to ground
- Decrease in the rate of the caribou recovery cycle due to changes in caribou migration and habitat loss from project and future activities

Aside from the discussion of risks, Inuit advisors provided the following comments:

- Because we don't have all the answers and there are unknowns, we have to monitor a lot so that we can see what is changing. This road is not in Alaska, it is not in the west, our environment is totally different
- Have you looked at the areas where there is ice in the rivers – glaciers/icings so that you design your bridges for that?
- The trend is for ponds and streams to dry out. The water from the melting permafrost just drains away.
- When burying someone, sometimes they put a token – like a tool or something special along with the person that is buried. People find these things and take them home without knowing what they are. Burial sites are everywhere, though most likely at a prominent feature – like a hunting ground or fishing area or campground or trail between them. Sometimes people are just laid down where they traveled when they were following the animals. We need to document the burial sites. This is important. The archaeologists always focus on stone chips and tools, they don't look at burial sites. And the markers that used to mark the burial site might be knocked down. We need to make sure the Elders pass on their knowledge of what to look for.
- The road will be in operation for many years. Fast forward 30 years – there will be many mines. Can you look at using the rivers as alternative energy sources to diesel – because diesel is the biggest polluter.
- We used to see thousands of caribou in the area of the mines. Then in the mid-90s, there were lots of aircraft and blasting and then we started to see less caribou. There were trails and tent rings everywhere. Now there are barely any. We never gave any thought to that. We said – sure, build a mine, why not. But we didn't know. This road will be the same. They're not dying off, they are just moving away. This project will affect everything
- There used to be a consistent recovery rate for caribou every so many years. If we are at the very bottom of the curve, are we affecting the recovery rate? With all these effects we have on them, will it take longer for this recovery to happen?
- Need KIA to speak to the funding programs that could be created out of the trust fund.

November, 2018

- We need to consider that a diamond is just where it is, you can't move it. And so if you have it in the middle of the caribou migration route, what are you going to do? You will have to consider the tradeoffs. Do you want the traditional way of life, or do you want to move on?
- New hunting grounds will make it easier to harvest, but we will need to create a buffer along the road – 10 km on either side. But, on the other hand, if I come all that way, I'm going to want to harvest, not go home empty-handed because the caribou happened to be where I can't hunt them.
- There are a lot of things that might come down the road, but we don't always know – all you can work with is what we know now.

In discussing future activities generally, Erica explained that the identification of an area of interest for minerals doesn't necessarily mean that there will be a mine. If there is something of interest, then they will want to do more drilling there to find out and the road will make it easier to do this, but there are a lot of steps to take before determining that a mine might be feasible.

Inuit advisors wanted to ask KIA how they would manage the different roads to future developments.



Grays Bay Engineering & Environmental Consultants

TK Workshop #2

November, 2018

Table 5-1: Pathways and Risk Screening – Derived from Workshop #2, October 2018



Grays Bay Engineering & Environmental Consultants

TK Workshop #2

November, 2018

Table 5-2: Summary of Risks October 2018

November, 2018

6 PLANNING FOR WORKSHOP #3

Inuit advisors identified the importance of observing the land in the project area to see how it might change due to the project. While they stated a preference for walking the entire project from one end to the other to see the land and animals that are there, the areas that were noted as being most important to visit included:

- Jericho area between Burnside crossing and Jericho Station: this is a key migration corridor for caribou
- All the crossings where piers will be built in water (D44 Koglokoakyok, 115 James River, Crossing #68 and 62 Burnside) during winter and runoff
- The area around the Frayed Knots River
- The southern half of the road during post-calving

They also noted that video of the route (understood to be available from MMG) would be helpful to identify other areas that may need to be looked at.

Action: Erica to obtain and distribute video of the GBRP route

The group (Inuit advisors and technical consultants) contributed to the discussion of the objectives and suggested a plan for a third workshop.

Suggested Objectives of Workshop #3:

- Observe areas of the project known to be important to animals and fish
- Discuss risks and identify mitigations for greatest risks

There were numerous suggestions as to how and when to conduct the workshop:

- Plan for 5-6 days to account for the large area to cover and weather days
- June is the best time (caribou moving, spring thaw)
- Should see the most important areas by foot, but need to fly the whole route
- Important for everyone to see the port area because not everyone has been there
- Can stay at Lupin and cover the road in four sections by fixed wing or helicopter
- Important to have a road engineer present

Erica committed to discussing planning of such a field-based workshop for summer of 2019 with NRC.

Action: Erica to discuss planning of a field-based workshop with NRC.



Grays Bay Engineering & Environmental Consultants

TK Workshop #2

November, 2018

November, 2018

7 REFERENCES

Grays Bay Engineering and Environmental Consultants (GBEEC) 2018. Grays Bay Road and Port Project: Report of Traditional Knowledge Workshop #1 – Interim Draft, March 2018, 105 pp.

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Grays Bay Engineering & Environmental Consultants

TK Workshop #2

November, 2018

APPENDIX I

PROPONENT PRESENTATION OF GBRP PROJECT



Grays Bay Engineering & Environmental Consultants

TK Workshop #2

November, 2018

APPENDIX II

GBRP PROJECT ACTIVITIES SUMMARY SHEET

Grays Bay Road and Port Project What We Heard Report

Inuit Advisory Group Workshop #1 Summary

Inuit Knowledge Integration Methods and Mitigation Strategies

March 20-21, 2025

Kugluktuk, NU

Prepared for:

West Kitikmeot Resources Corp

Prepared by:

Nunami Stantec Limited

July 2025

Project No.: 123514868



Executive Summary

West Kitikmeot Resources Corp. (WKR) hosted the first workshop for the re-initiation of the Inuit Advisory Group (IAG) in Kugluktuk, Nunavut, on March 20 and 21, 2025 for the Grays Bay Road and Port Project. The workshop brought together members that were part of the previous IAG (formed under the previous Project proponents), and new members identified by WKR.

The purpose of the workshop was to bring together Inuit Elders, Knowledge Holders, and land users with knowledge of wildlife, fisheries, land use, archeology, and/or water in the Grays Bay Road and Port area to discuss, listen to feedback, and to understand how Inuit Knowledge (IK) should be included in the Impact Statement (IS). The IAG members reviewed the draft Terms of Reference (ToR) for the IAG, received a Project update, and were introduced to the Naonaiyaotit Traditional Knowledge Project (NTKP) database and the subsequently compiled *Kitikmiut Knowledge of the Proposed Kogloktokyoak (Grays Bay) Port and Road Project Final Report*.

Discussions focused on key themes including:

- **Caribou and Wildlife Protection:** Emphasized the need to avoid calving grounds and migration routes, implement mobile protection zones, and design wildlife-sensitive infrastructure.
- **IK Integration:** Recommended full integration of IK into the environmental assessment, use of traditional place names, and combining IK with western science.
- **Environmental Monitoring and Adaptive Management:** Advocated for early baseline data collection, erosion/dust control, and adaptive strategies informed by ongoing IK input.
- **Socio-economic Opportunities:** Highlighted the importance of equitable hiring practices, youth involvement, community access to benefits, and local infrastructure needs.
- **Access Management:** Highlighted the need to determine who will have access to the road and port, hunting access, and future development access models.
- **Engineering and Design Considerations:** Suggested reuse of existing infrastructure, and culturally appropriate design principles, as well as future thoughts on the use of renewable energy.

WKR is committed to incorporating the feedback received from the IAG into the IS and future Project planning. The next IAG workshop is scheduled for Fall 2025 and will focus on caribou-related mitigation. This report summarizes the discussions and recommendations from IAG Workshop #1 and will be shared with IAG members for verification and further input.

Photo 1 IAG Photo at the end of the two-day workshop.



Inuit Advisory Group Workshop #1 Members (March 2025) Kugluktuk, Nunavut.

From left to right (back row): Ryan Nivingalok, Gavin Law; (front row): Talina Cyr-Steenkamp, Larry Adjun, Sarah Kemp de Gereda, Vivian Banci, John Roesch, George Hakongak, Skye Lacroix, Kassidy Koaha-Laube, Mercie Koadloak, John Koadloak, Katrina Hatogina, Martina Kapolak, Wynter Kuliktana; (seated): Alice Ayalik.

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Abbreviations

ECCC	Environment and Climate Change Canada
GIS	Geographic Information System
HTO	Hunters and Trappers Organization
IAG	Inuit Advisory Group
IK	Inuit Knowledge
IQ	Inuit Qaujimagatuqangit
IS	Impact Statement
IIBA	Inuit Impact and Benefit Agreement
IOL	Inuit Owned Lands
NLCA	Nunavut Land Claims Agreement
NTKP	Naonaiyaotit Traditional Knowledge Project
NRC	Nunavut Resources Corporation
NIRB	Nunavut Impact Review Board
the Project	Grays Bay Road and Port Project
ToR	Terms of Reference
WKR	West Kitikmeot Resources Corp.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Abbreviations

July 2025

1 Project Overview

West Kitikmeot Resources Corporation (WKR) is an Inuit-owned, Inuit-led company focused on the advancement of the Grays Bay Road and Port Project (the “Project”) in the Kitikmeot Region of Nunavut (see Figure 1.1). WKR’s largest shareholder is a wholly owned subsidiary of the Kitikmeot Inuit Association (KIA). The Project is proposed as multi-user, multi-use transportation infrastructure to be located on a combination of Inuit Owned Land and Crown land in the Kitikmeot Region of western Nunavut. Subject to approval, the Project would result in the establishment of the first deep-water port in the Canadian Central Arctic at Grays Bay, as well as a 230 kilometre (km) all-season access road between Grays Bay and Jericho Station near Contwoyto Lake. The Project will connect to the already approved Tibbitt to Contwoyto Winter Road (TCWR). The multi-user, multi-use Project would allow for the establishment of shared infrastructure with many potential users including the federal and territorial governments, communities, community members, resource companies, and defence agencies.

. The main components of the Project include:

- **Port Infrastructure at Grays Bay:** A deep-water port with two wharves, small craft harbour, barge landing, fuel storage, laydown areas, navigational aids, desalination systems, temporary and permanent accommodations, and utility infrastructure.
- **Aerodrome Infrastructure:** A 6,000-foot runway with taxiways, aprons, access roads, and parking to support air logistics and emergency response.
- **All-Season Roadway:** A 230 km all-season roadway with controlled access with approximately 151 water crossings (that will include bridges and culverts), 40 temporary quarry and storage sites, and two temporary/mobile construction camps.
- **Jericho Station:** Southern roadway terminus where it will connect to the northern terminus of the Tibbitt to Contwoyto Winter Road. It will include buildings for accommodation, laydown areas, fuel storage, and logistics support, along with upgrades to an existing airstrip.

The Grays Bay Road and Port Project (The Project) is a transformational nation-building transportation infrastructure Project with significant benefits to Indigenous peoples, Nunavummiut and all Canadians. This infrastructure will support economic development and provide various benefits, including food security, employment opportunities, a more resilient supply chain between Nunavut, the Northwest Territories, and southern Canada, enhanced sovereignty over the Northwest Passage, and support for critical minerals development. The Project has the potential to positively transform this remote area of Canada that is struggling with high levels of poverty, pervasive food insecurity, low-income levels, high unemployment, housing shortages and an expensive cost of living.

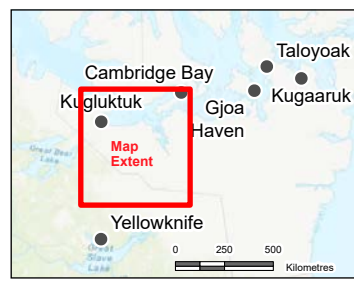
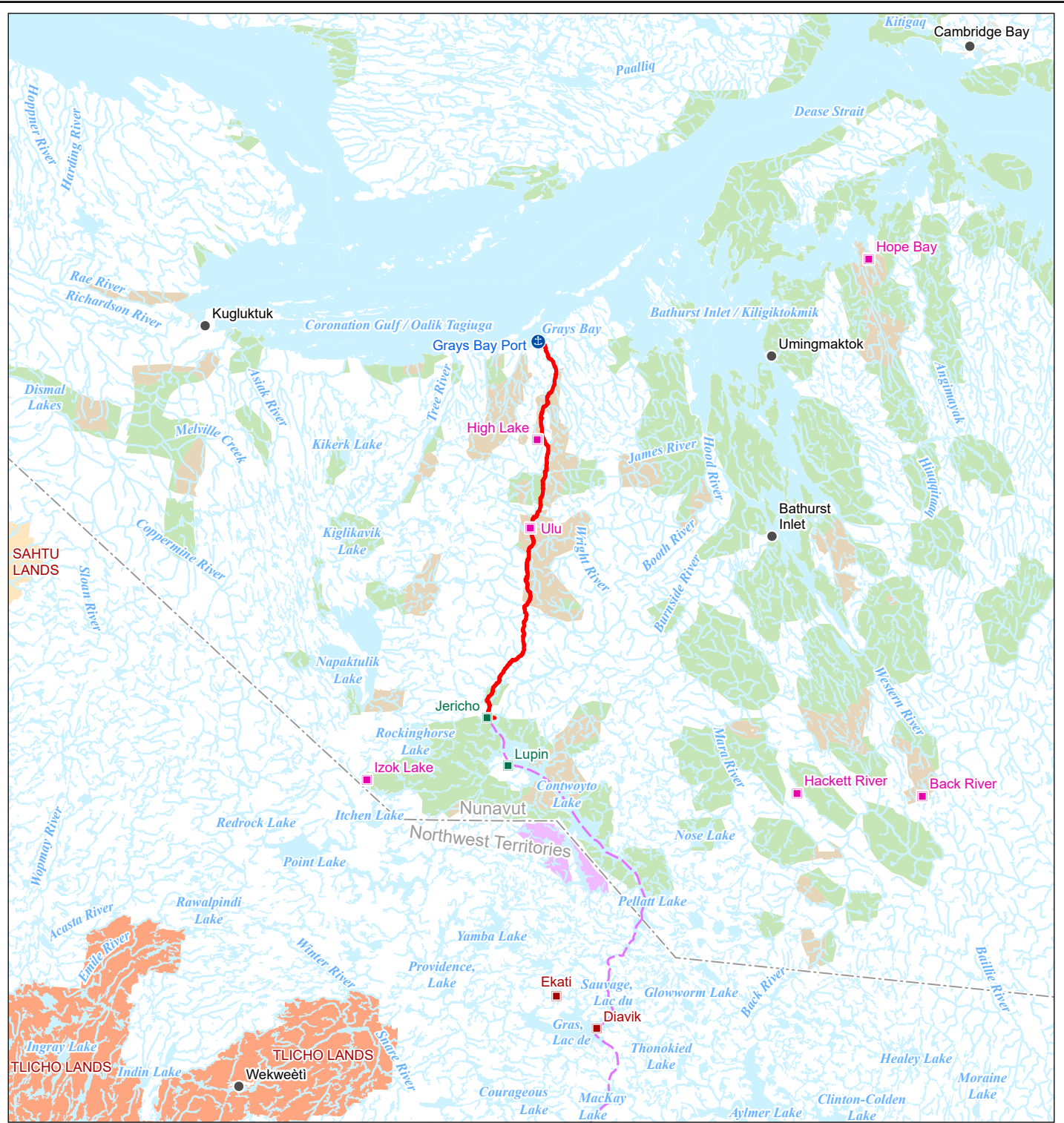
Photo 1.1 Grays Bay, facing north, is the proposed site for the marine port component of the Project, located in the Kitikmeot region of Nunavut.



In November 2023, WKR entered into a formal agreement with the Government of Canada and the Kitikmeot Inuit Association to become the official Project proponent and developer.

Currently, WKR is preparing an IS for evaluation of the Project's potential effects on the natural and human environment for recommended approval by the Nunavut Impact Review Board (NIRB). The IS will be based on the NIRB's Project-specific Guidelines (NIRB 2025) and will be submitted to NIRB as part of the environmental and socio-economic assessment process.

WKR is engaging with Inuit and Indigenous Governments, Indigenous Organizations, and other potentially affected transboundary communities outside of Nunavut to share Project information, and seek feedback on interests, concerns, and recommended strategies to address concerns if the Project is approved. The Inuit Advisory Group (IAG) was re-initiated in 2025 to continue meaningful dialogue with Elders, Knowledge Holders, and land users of the Kitikmeot Region. The goals and activities of the IAG are provided in Section 2.



- Port Location
- Grays Bay Road
- Advanced Mineral Exploration Site
- Operating Mine Site
- Closed Mine Site
- Community
- Territorial Boundary
- Tibbitt to Contwoyto Winter Road
- Watercourse
- Inuit Owned Land
- Article 41
- Municipal
- Subsurface
- Surface Only
- Sahtu Settlement Lands
- Tłı̄chǝ Lands
- Waterbody



Project Location: Kitikmeot Region, Nunavut
 Client/Project: West Kitikmeot Resources Corp, Grays Bay Road and Port
 Prepared by: DS/PRY on 2025-07-07
 TR by: SL on 2025-07-07
 123514868-093

Figure No. 1
Grays Bay Road and Port Project
Kapihiliktup Ilagani Apkotaoyok Tolaktakvikhako Havak
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What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 1: Project Overview

July 2025

2 Inuit Advisory Group

In March 2025, WKR re-initiated the IAG as the Project proponent and facilitated the first IAG workshop to document feedback and advice from Inuit land users, Elders, and Knowledge Holders about the Project. Membership was comprised of several past members of the previous IAG (formed under the previous Project proponents, the Kitikmeot Inuit Association and the Government of Nunavut (GN), with meetings held in 2018), as well as new members identified by WKR. The topic of IAG Workshop #1 centred on how IK should be incorporated into the IS with input from the IAG.

2.1 Integrating Knowledge Systems

The Project is proposed within the Kitikmeot Region of Nunavut. Inuit of the Kitikmeot Region (i.e., Kitikmiut) have inhabited the Kitikmeot Region for thousands of years, developing a deep connection to the environment and a knowledge of the lands, waters, and resources that have been passed down through generations. They travelled extensively year-round, migrating seasonally to their hunting, trapping and fishing grounds. In the eastern Arctic, Inuit call IK “Qaujimajatuqangit” (Banci and Spicker 2024). Their knowledge offers understanding of wildlife behaviour, seasonal migration patterns, land use, and environmental changes they have experienced through the generations.

Incorporating IK into environmental assessments is a requirement under the NIRB Proponent’s Guidelines (NIRB 2025) as well as the Nunavut Agreement (NA). When integrated into environmental impact assessments, IK strengthens and complements western science, contributing to more informed environmental assessments and supporting the decision-making processes for the Project. Integrating IK alongside western science offers more culturally relevant and ecological insights, particularly regarding wildlife behavior, migratory patterns, and land use, to strengthen the environmental assessment. IK inclusion also promotes relationship building and meaningful participation with communities and demonstrates Inuit perspectives are central to Project planning and decision making.

2.2 Inuit Advisory Group Workshop #1 Methods

The first meeting of the IAG was held on March 20 and 21, 2025, in Kugluktuk, Nunavut, in Hamlet Chambers. IAG members included Inuit Elders, Knowledge Holders, and land users with knowledge of wildlife, fisheries, land use, archeology, and/or water in the Grays Bay Road and Port area. WKR, the Kitikmeot Inuit Association, and consultants from Banci Consulting and Nunami Stantec Limited, also participated in the meeting. Some of the IAG members had also served on the IAG under the previous proponent, the Government of Nunavut and the Kitikmeot Inuit Association, bringing valuable continuity to the discussions. See Table 2.1 for a list of participants.

The meeting was audio recorded, and detailed notes were taken; verbal consent to document the workshop in this manner was received by attendees. The format was designed to promote the sharing of knowledge, collaboration, and creating a space for advising and sharing recommendations for Project planning, assessment, and design.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 2: Inuit Advisory Group
July 2025

To support the IAG members' ability to participate in the discussions, the following were provided:

- Workshop binders and printed *Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project* Final Reports
- Project maps and visual aids, which were used as reference throughout the workshop
- Interpretation in Inuinnaqtun to accommodate language preferences and support clear communication

The use of the *Kitikmiut Knowledge and the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project* Final Reports were compiled through a licensing agreement with the KIA to access the NTKP database for use by WKR for project purposes, including sharing printed copies of the report with the IAG members.

The workshop demonstrated the importance of integrating IK for a balanced approach to Project development. IAG members emphasized the need for early and ongoing engagement, the protection of culturally significant areas, and clear commitments to incorporating Inuit perspectives into all phases of the Project.

A second IAG workshop is planned for Fall 2025 and will focus on caribou.

Table 2.1 IAG Workshop #1 Participants

Representative Group	Name	Role
Inuit Advisory Group	Martina Kapolak George Hakongak Ryan Nivingalok Kevin Ongahak Alice Ayalik Larry Adjun Mercie Kaodloak John Kaodloak Tony Akoluk (absent) Bobby Klengenbery (absent)	Inuit Elders, Knowledge Holders, and land users
Kitikmeot Inuit Association	Wynter Kuliktana Katrina Hatogina Jennifer Amagoalik Skye Lacroix John Roesch	Director, Lands & Administration Project Officer Project Officer Inuit Impact Benefit Agreement Coordinator Senior Project Officer
West Kitikmeot Resources	Gavin Law Kassidy Koaha-Laube	Environment Manager Community Engagement Coordinator
Banci Consulting (on behalf of the Kitikmeot Inuit Association)	Vivian Banci	NTKP database and the <i>Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project</i> Final Report.
Nunami Stantec Limited	Sarah Kemp de Gereda Talina Cyr-Steenkamp	Facilitator Knowledge Integration Specialist

Photo 2.1 Gavin Law, WKR Environment Manager, presents an overview of the Project during Day 1 of the IAG Workshop.



2.3 Inuit Advisory Group Workshop #1 Objectives

The objectives of the IAG Workshop #1 were to:

- Provide an overview of the IAG’s anticipated purpose and objectives
- Discuss why the IAG members agreed to participate, what they expect their roles to be and how long they would like to participate in the IAG
- Provide a Project update and overview, including the new proponent, WKR, activities that have occurred to date, Project schedule, and the NIRB review process (see Appendix A Project Update Presentation)
- Table and discuss a draft IAG Terms of Reference (ToR), which outlines the roles and responsibilities of the IAG (see Appendix B for revised ToR)
- Present an overview of relevant IK that had been gathered, and verified, in the Kitikmeot Inuit Association’s NTKP database and subsequently compiled into the *Kitikmiut Knowledge of the Proposed Kogloktokayok (Grays Bay) Port and Road Project* Final Report (see Appendix C Inuit Knowledge and Western Science Integration Presentation)
- Engage in activities to support IK integration into the IS, with an initial focus on muskoxen (*omingmak*)

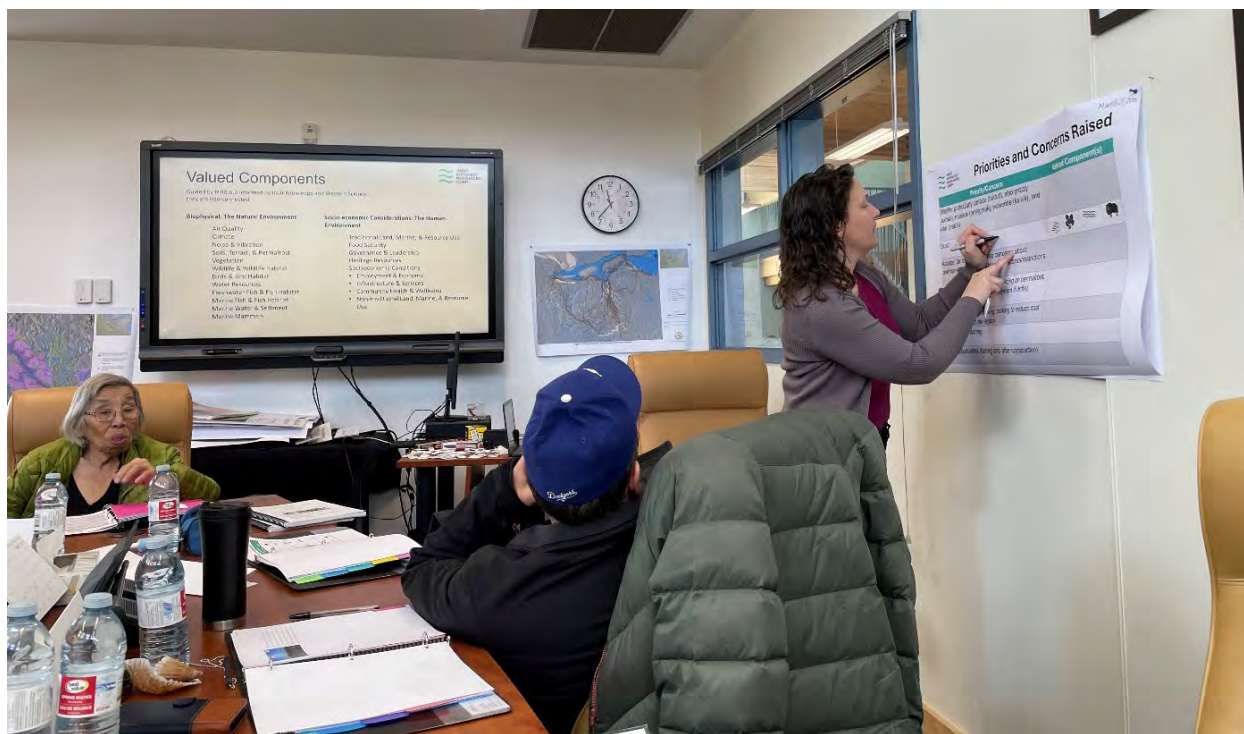
What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 2: Inuit Advisory Group
July 2025

- Discuss key environmental concerns such as caribou migration, wildlife impacts, and access management
- Introduce a proposed approach on how IK will be integrated into the IS, summarizing known topics and areas of importance, as well as Project concerns
- Explore the role of IK in identifying Project impacts and guiding mitigation and monitoring measures

The IAG will continue to meet regularly, with advice and recommendations informing ongoing engagement, assessment processes, and the future development of the Project.

Photo 2.2 Talina Cyr-Steenkamp, Nunami Stantec Knowledge Integration Specialist, facilitating a workshop activity focused on integrating IK into the IS



3 What We Heard

During IAG Workshop #1, participants were asked to share their interests, concerns, and recommendations related to Project design, and environmental and socio-economic factors. Feedback received focused on wildlife (including caribou but also other species of interest), freshwater fish and fish habitat, traditional land, marine, and resource use, employment and economy, the environmental and socio-economic assessment in general, engineering and Project design, access management, and future opportunities. This information was sorted by topic and aligned with valued components, Project design and management plans considered in the IS.

Copies of the presentations are included in Appendix A and Appendix C.

3.1 Wildlife: Caribou (*Tuktuit*)

IAG members shared IK related to caribou, highlighting their importance to Inuit way of life and the potential risks the Project may pose to migration corridors and calving areas. Table 3.1 outlines feedback provided by the IAG members regarding caribou for consideration in the planning and construction of the Project along with WKR's preliminary response.

Photo 3.1 WKR remote camera BA24-07 on September 02, 2024 (approx. 40 km E of Road).



What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 3: What We Heard
July 2025

Table 3.1 Wildlife: Caribou (*Tuktuit*)

Topic	Summary of Key Points and Context
Bathurst Herd Migration	WKR showed a historical figure of the Bathurst herd migration route, showing that caribou may cross the road during migration.
Caribou Tags and Herds	Member stated that caribou tags are limited (130 in recent years) and they are owned by local residents.
Current Caribou Map Data	Members explained the available spatial data showing caribou movement is old and needs to be updated, especially at Snare Lake where caribou go past the berms, despite what the figures suggest.
Dolphin-Union Herd	Dolphin-Union herd was observed at Tahikyoak (Contwoyto Lake) in recent years, and four herds were seen together one winter. As of 2025, three herds remain in the area.
Tahikyoak (Contwoyto Lake) Habitat	Tahikyoak (Contwoyto Lake) was identified as a pristine caribou environment. Members want it protected to avoid effects on caribou. There is a migration route on the southern edge of the proposed road where caribou have stayed year-round ever since the wildfires.
IK Integration	Members requested that IK about the Dolphin-Union caribou be integrated as opposed to only western science – combining knowledge sources results in better Dolphin-Union herd survey results and better reporting, with more caribou knowledge combined.
Elder Teachings and Trail Respect	Members shared traditional teachings, which include avoiding caribou trails and calving grounds, never shooting the lead caribou, observing migration patterns with care to protect future herds, and the importance of keeping the land clean so the animals stay. Members stated that the road should blend in as much as possible to support caribou movement.
Mobile Caribou Protection Areas	Members stated that in 2007, a local HTO made a motion to establish mobile Bathurst caribou calving ground protection areas to manage effects on caribou. Members want a focused discussion on protecting caribou.
Snow Pile Management	Members stated that high windrows force caribou to follow roads, increasing their vulnerability to predators and injury. Members requested that snow piles be cleared.
Calving Grounds, Migration, and Predation Concerns and Proposed Mitigation	<p>Members questioned where caribou will calve if the road affects their current calving grounds. They added that caribou need to be able to easily cross the road so their migration routes are not disturbed and they are not put at increased risk of predation by wolves.</p> <p>WKR emphasized that the Project design aims to reduce impacts on migration and calving through use of mitigation measures including, but not limited to, engineered caribou crossings, traffic controls, early warning systems, in-person wildlife monitoring, and temporary road closures to protect caribou.</p> <p>With respect to temporary road closures, WKR stated that if caribou are moving through the area in sufficient numbers, they will explore options such as road closures and vehicle restrictions. The locations and timing would be determined through wildlife cameras and collaring data, with restrictions lifted once caribou have passed. If there are drivers on the roads and they see caribou, they will need to stop and wait for the animals to pass. WKR noted these adaptable and mobile protection measures will help further reduce potential impacts.</p> <p>WKR stated the Project will be developed collaboratively and with sustainability in mind, balancing environmental protection and economic development, for the benefit of future generations.</p>

Topic	Summary of Key Points and Context
Potential Caribou Impacts Concerns	Despite the proposed mitigation measures discussed, several IAG members expressed concerns that caribou will still be negatively impacted by the Project. Some members stated there should be no road, or a different route used to avoid caribou. Members cited toxic material from mining activities entering the environment and noise disturbance from blasting as examples supporting these concerns. Members want erosion, sediment, noise, and dust control measures implemented at the Project.
Monitoring Plans	Members inquired how caribou and other valued resources will be monitored. WKR confirmed that management and monitoring plans are required and will be developed based on Inuit Knowledge, Community feedback, and western science. Members discussed the need for balance and inclusion of IK, warning against past developers' disregard for IK.

3.2 Wildlife: General

In addition to the discussion about caribou, Table 3.2 summarizes feedback shared related to other wildlife. The feedback includes comments, concerns, and recommendations related to wildlife, including wildlife monitoring. Because a detailed discussion about muskoxen (omingmak) was held during the workshop, much of the feedback shared is specific to that species.

Photo 3.2 A wildlife camera captures a bear as part of ongoing monitoring efforts to track species' presence and activity in the Project area



Table 3.2 Wildlife: General

Topic	Summary of Key Points and Context
Wildlife Species of Concern	In addition to caribou, members stated that all wildlife is of concern, including seals, bear, muskox, moose, raptors, and migratory birds.
Tahikyoak (Contwoyto Lake) Habitat	IAG members reported that Tahikyoak (Contwoyto Lake) is an important area for more than caribou, including raptors. Some members stated they are witnessing environmental effects in the area as a result of mining.
Muskoxen (Omingmak)	<p>The following comments, concerns, and recommendations were shared by members during the workshop:</p> <ul style="list-style-type: none"> • Muskoxen migrate between the islands and mainland. • Muskoxen tend to stay in one area and travel slowly. An IAG member has seen them migrate on the ocean and migrate from island to island. When travelling across the ice, they understand how thick it is and will keep moving rather than stopping. They walk continuously until they reach land. • When hunting muskoxen in the fall, members bring a dog to protect themselves from charging muskoxen. • Members recalled that on Nicholson Island, approximately 10-12 muskoxen were observed. Over time, there was little vegetation remaining and the muskoxen were starving, so locals had to unfortunately dispatch the muskoxen. They shared that there is a natural system and a natural cycle that should be followed rather than interfering in this way. • In early May 2012 or 2013, an IAG member saw two herds of muskoxen heading to Victoria Island and they had also found goose eggs at the same time. The muskoxen population is now returning and members stated they dig up the ground. In 2015, the muskoxen population decreased because of disease, and some moved further north, but it was hot on Victoria Island, and they contracted diseases such as Lyme worm disease, anthrax, and brucellosis. They could not be eaten and were left where they were, while samples were collected by biologists. • An IAG member shared that when he was younger, when the caribou herds declined, they had to shift to eating muskoxen, but it was hard to adapt to the smell. Members prefer caribou. • A member shared they hunted muskoxen in 2024. They shared the animals will walk all night and day, without stopping. • Muskox love high country; it is easy to paw at high terrain to get at the lichen, and they will subsist on dwarf birch all summer. • Members are seeing muskoxen tracks all over the region. • A world class trophy muskox was hunted in the Tahikyoak (Contwoyto Lake) area. • When asked how muskoxen behave when they see snowmobiles and lights or people in general approaching, participants stated the animals will watch for a bit then run, like a deer in headlights. They have small brains and are prehistoric animals. Noise will move them away, as well as smells from exhaust. • Muskoxen are afraid of vehicles. They will stop for a bit, then start to converge, and then they will run and keep running until they feel safer. • The wildlife assessment needs to consider the potential impact of noise and exhaust fumes on muskoxen. • Changes to vegetation and terrain can affect muskoxen behavior, and there is need to monitor muskoxen populations, behavior, and habitat, for their long-term survival. • An IAG member stated there is more recent research on muskoxen than the 2018 data that was considered during the previous Project studies that should be incorporated into the assessment.

Topic	Summary of Key Points and Context
Moose Population	Member shared that the number of moose is increasing. In the past, it was rare to catch a moose near Kugluktuk, but now, there are more being hunted. Members added that, in the past, the women did not know how to prepare moose hides because moose were not common, but a training course teaching community members how to tan them was hosted and now people can.
Tree Line and Red Squirrel Habitat Changes	At Tahikyoak (Contwoyto Lake), members have observed that the tree line has moved 40 miles north, and they are seeing pines and red squirrels that weren't seen before.
Wildlife Monitoring Cameras	Members inquired whether there will be wildlife monitoring cameras set up along the proposed road. WKR confirmed that there were cameras setup already, and there are records of caribou, muskoxen, bear, and other wildlife caught on camera. Cameras have captured many unique moments.
Handling of Cameras	Members recommended that biologists use rubber gloves when setting up cameras. If a person uses their bare hands, the cameras will be destroyed because the oil on their skin stays, and the smell attracts the animals.
On-the-Ground Monitoring	Members recommended on-the-ground monitoring, noting that B2Gold Nunavut has two wildlife monitors on the ground.

3.3 Freshwater Fish and Fish Habitat

Table 3.3 summarizes the discussion that occurred on potential offsetting plans, including fish habitat projects and community initiatives, along with suggestions for further considerations related to fish and fish habitat.

Photo 3.3 Collecting freshwater fish baseline data as part of environmental fieldwork to inform habitat assessments



Table 3.3 Freshwater Fish and Fish Habitat

Topic	Summary of Key Points and Context
Potential Offsetting Plans	Members discussed potential offsetting plans, including ocean or freshwater fish offsets. WKR stated this could involve establishing new habitat or supporting projects in communities. WKR asked members to consider other initiatives or community projects that could be of benefit.
Community Initiatives and Projects	Member noted there is a good fisheries offsetting project with B2Gold’s Back River Project at Bernard Harbour that was developed in partnership with the Kugluktuk HTO. The offsetting project was designed with IK and western science in mind.

3.4 Traditional Land, Marine, and Resource Use

Table 3.4 summarizes key points and concerns raised by members regarding traditional land, marine, and resource use including specific site knowledge and recommendations for managing hunting activities along the road.

Photo 3.4 Vivian Banci shares the *Kitikmiut Knowledge of the Proposed Kogloктоакыок (Grays Bay) Port and Road Project Final Report*, which holds important IK shared by community members in the past



What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 3: What We Heard

July 2025

Table 3.4 Traditional Land, Marine, and Resource Use

Topic	Summary of Key Points and Context
Old Cabin at Proposed Port Area	Members reported there is an old cabin at the proposed port area. WKR showed the location on the screen, and confirmed it is a known site.
Concerns About Hunting from the Road	A major concern raised by members is that Inuit continue to have the right to hunt on the land, but people are concerned about individuals hunting from the road as this poses a safety risk.
Alternatives to Hunting Restrictions	Inuit were involved in putting ramps on the Hope Bay Project Road and adding monitoring cameras. Members noted there is a lot that can be done and coordinated rather than restricting people from hunting. Members said that education and training is likely the better option rather than imposing hunting restrictions or buffers around the road for local community members.

3.5 Socio-economics: Employment and Economy

Table 3.5 summarizes community feedback related to employment opportunities and economic concerns, highlighting the importance of equitable hiring practices and local accessibility to jobs associated with the proposed Project.

Photo 3.5 Supporting fieldwork is a way for Inuit to get involved in the Project, share what they know, and build skills for future opportunities



Table 3.5 Socio-economics: Employment and Economy

Topic	Summary of Key Points and Context
Hiring practices	Member shared they have not been seeing benefits from initiatives, such as those developed through organizations, and would like to see hiring opportunities for the community members on this Project.
Accessibility of Jobs	Member noted the proposed road is too far from communities for people to easily access work opportunities. They asked how individuals would get to work.
Long-term Employment Strategy	Members stated that a long-term employment strategy is required. Key topics to consider are how to get people to/from work (e.g., fly-in-fly-out opportunities with camps or other accommodation). Communicating opportunities that are available for employment, contracting, and training is also important.
Broader Economic Participation	WKR stated detailed conversations about employment opportunities still need to happen and noted there are multiple ways businesses can benefit and participate beyond building the road, including but not limited to operating barges and ferries.

3.6 General Environmental and Socio-economic Assessment

Table 3.6 captures concerns and suggestions raised by members regarding potential environmental impacts of the Project, with a focus on construction effects, dust control, and the importance of long-term monitoring and planning for future generations.

Photo 3.6 Monitoring weather conditions for long-term environmental planning



Table 3.6 General Environmental Assessment

Topic	Summary of Key Points and Context
Environmental Effects to Consider	Members emphasized the need to assess a range of impacts including blasting, river crossings, culverts, winter flooding and overflows, as well as wind and solar opportunities. Members also stated they have experienced increased wildfires, specifically in the Bathurst Inlet area, in recent years.
Dust Concerns	Members noted that a gravel-based road will produce significant dust, which could impact the environment and community health.
Dust Management Plans	WKR confirmed that dust control will be included in the IS and that the Government of Nunavut has established guidelines for dust management that will help inform Project planning.
Long-Term Monitoring	Members highlighted that environmental effects should be monitored continuously from the beginning to the end of the Project, so that current and future generations can benefit.

3.7 Engineering and Project Design

Table 3.7 summarizes community feedback and discussion points related to engineering and Project design considerations, including infrastructure conditions, route selection, environmental management, and the integration of IK in planning and monitoring.

Photo 3.7 Ongoing engagement with the Kitikmeot communities for project planning, Kugluktuk, March 2025.



Table 3.7 Engineering and Project Design

Topic	Summary of Key Points and Context
Quarries	Member stated that quarry sourcing needs to be discussed. The rock needs to be clean and tested for geo-chemicals so that no acid or metals leach into water or soil.
Existing Infrastructure Conditions	A member noted that the Jericho camp is moldy and the airstrip, built on an esker, has become too soft for planes larger than a twin otter due to melting.
Route Selection and Consultation	Concerns were raised about a previous route proposal near Kugluktuk that lacked Inuit consultation. WKR responded that IK and western science determined there were fewer environmental concerns for the current Grays Bay routing, including less disturbance for animals and fewer watercourse crossings. These are some of the reasons the current route was selected. The Kitikmeot Inuit Association confirmed the route was selected to minimize environmental effects. The Kitikmeot Inuit Association wants to create economic development for Inuit and if the route was connected into the NWT, this could allow supplies to be transported north all year round, and also lower costs of goods in the north for people.
Reuse of Infrastructure	Members shared there is still infrastructure on the ground at Jericho. Snare Lake has a population of less than 300, which is 100 miles west of Tahikyoak (Contwoyto Lake). Lupin has the longest airstrip, which would be a good area for a community and infrastructure is there already. There is over 20 miles of road and a long airstrip. They shared that it is long enough for the military to establish a base, is closer than Yellowknife, and away from high population if ever targeted by adversaries. Jericho and Lupin are not in operation anymore, but the airstrip and roads could still be used.
Sediment and Erosion Control	Members inquired whether there will be silt fencing in the first year or so to monitor sediment and erosion. WKR confirmed there will be erosion and sediment control measures used. Environmental protection plans will be in place. The goal is to understand what changes might happen and have a plan to manage these changes. If the plans need to be adapted to manage changes better because of new knowledge gathered, it can be done.
Year-Round Maintenance & Monitoring	Members stated the Project will need regular maintenance year-round, noting that the Inuvik-Tuktoyaktuk Road is already having problems with permafrost. They explained that a monitoring plan can be combined to include several areas such as wildlife, road inspection, and dust sampling for plants along the road, culvert management, and cameras. WKR confirmed that plans will be developed to incorporate community feedback and suggested mitigation measures to come up with the best solution.
Visual Impact and Wildlife Movement	The idea of visually blending the road into the environment was discussed, suggesting that a well-designed road might allow caribou to cross without disturbance.
Use of Language in Project Planning	Member and Consultant noted that we need to be aware of language we are using. “State of the art” is modern, but IK is from the past and reliable and can be relied upon to develop and monitor the Project.

3.8 Access Management

Table 3.8 summarizes key concerns raised about road access, land use management, and control over who can access Inuit-owned lands (IOL), particularly in the context of potential future development in the Grays Bay area.

Photo 3.8 Kitikmeot Wildlife Monitor looking south over area to be surveyed, north of Ulu camp.

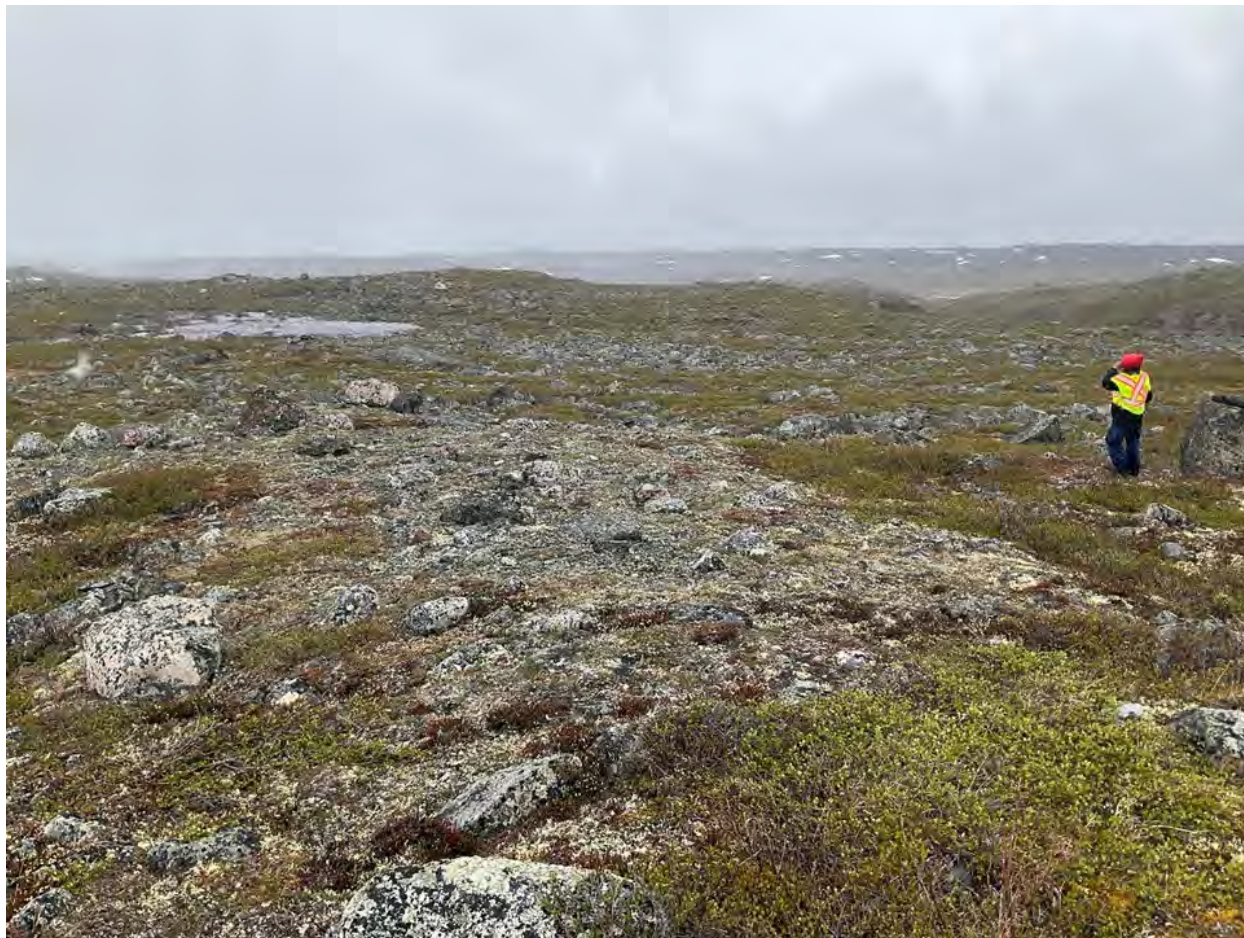


Table 3.8 Access Management

Topic	Summary of Key Points and Context
Road Access and Monitoring	Members recommended that WKR review the access management model used at Agnico Eagle’s Amaruq Whale Tail project near Baker Lake, where there is an effective monitoring station. Concerns were raised about potential increased access from southerners, sport hunters, and eco-tourists.
Authority and Land Management	Members questioned who has the authority to manage and restrict access on IOL/Kitikmeot Inuit Association lands and how decisions will be made about who can or cannot use the road. Further, members asked how access around the port will be managed during wildlife migration and when hunting. They stated a preference for education and training rather than harvesting restrictions and buffers around Project infrastructure. WKR confirmed this is still under discussion.

3.9 Future Opportunities

Table 3.9 summarizes ideas and concerns shared by members about future opportunities linked to the Project, including infrastructure improvements, renewable energy options, and ensuring long-term community benefits beyond mining.

Photo 3.9 View of Kugluktuk, Nunavut, one of the communities anticipating benefits from future employment, training, and infrastructure opportunities connected to the Project.



Table 3.9 Future Opportunities

Topic	Summary of Key Points and Context
Communications & Safety Benefits	Members stated that adding cell towers will make things more beneficial for everyone. It could create new opportunities for the betterment of Inuit harvesters. Additional ground search and rescue capabilities will benefit the people.
Cabin Infrastructure	Members discussed the possibility of funding for cabins to be used when travelling to Cambridge Bay or Bay Chimo (halfway cabin) and over the eastern Arctic region every 50 miles (80.5 km).
Renewable Energy Opportunities	The Kitikmeot Inuit Association inquired about the need for diesel generators at the Project, and if there could be wind turbines and solar power used to help reduce the amount of diesel fuel that needs to be brought north. They added that hydroelectricity would also help.
Hydroelectric Potential	The Kitikmeot Inuit Association asked how deep the Kennarctic River is and about the potential for hydroelectricity in the future. A discussion was held about areas of the Kennarctic River that are over 100 m deep and would potentially make a good reservoir. The area west of the road where it is most rugged does not have a lot of wildlife, but the geology could make a good reservoir.
Concern Over Mining-Only Benefits	Some members expressed concern that mining companies may be the only group to benefit from the road, stressing the need for broader, long-term benefits for Inuit communities.

4 Recommendations

The following table summarizes the key recommendations shared by members of the IAG during Workshop #1. These recommendations reflect the members' priorities for protecting caribou and wildlife, integrating IK into the environmental assessment process, managing land access, supporting community well-being, and providing long-term benefits from the Project. Recommendations are grounded in cultural values and practical experience and are intended to guide the development of the IS, as well as future stages of Project planning and implementation.

Table 4.1 IAG Member Recommendations

Recommendation	Notes/Context
Wildlife Protection	
Avoid roads through caribou calving grounds and migration routes.	Strong cultural and ecological concern.
Remove snow windrows in winter to allow caribou passage.	Prevents predators from targeting caribou along road edges.
Close roads temporarily during caribou migration.	Use IK as well as cameras and collaring data to inform closure timing.
Incorporate mobile caribou protection zones.	Modelled after the 2007 Bathurst HTO resolution.
Blend design into the landscape.	Reduces visual and physical disruption to caribou movement.
Collaborate with the Government of Northwest Territories depart of Environment and Climate Change (GNWT-ECC) to obtain wildlife data.	WKR has existing monitoring data for incorporation into IS.
Inuit Knowledge Integration	
Meaningfully integrate IK into the IS.	Incorporate into methodology and planning, as well as throughout impact assessment sections.
Share <i>Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project</i> Final Report insights in ways that are accessible to all members (e.g., translations, maps).	Explore options for community members and decision-makers to have access.
Environmental Management & Monitoring	
Develop dust, erosion, noise, and sediment control plans.	Particularly near caribou trails and water sources.
Develop adaptive management plans that can be revised if needed.	Flexibility is seen as essential for success.
Test rock for potential acid rock drainage and metal leaching before use.	Past concerns were noted at High Lake with acidic runoff.
Begin environmental monitoring early, before construction.	To have a baseline established.
Develop monitoring strategies for long-term impact tracking.	Monitor interconnected effects over time.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 4: Recommendations

July 2025

Recommendation	Notes/Context
Access & Land Use	
Create an access management and enforcement plan.	Consider monitoring, tolling, and registration systems.
Focus on education/training, not hunting restrictions.	Prefer respectful use to enforcement-based models.
Maintain community access to traditional areas and cabins.	Important for harvesting and cultural continuity.
Consider controlled eco-tourism opportunities.	It could bring revenue and awareness if Inuit-led.
Socio-economic Opportunities	
Develop Inuit employment and procurement targets.	Ensure they are realistic and equitable.
Prioritize Inuit for training and employment.	Especially those in communities most affected.
Involve youth in the IAG or in a parallel advisory group.	Encourage next-generation participation.
Focus on socio-economic benefits for Inuit.	Opportunities should focus on the Kitikmeot communities.
Engineering & Project Design	
Develop mitigation measures for caribou-sensitive areas such as Tahikyoak (Contwoyto Lake).	Caribou are culturally and ecologically significant.
Use clean, tested local rock for construction.	Prevent contamination from blasting material.
Consider renewable energy (solar, wind, hydroelectricity) in design.	Reduce diesel dependency.
Install communication infrastructure (e.g., cell towers).	Supports safety, harvesters, and emergency response.
Provide infrastructure like halfway cabins along the road.	Supports travel, search and rescue, and cultural use.

5 What Comes Next

Following Workshop #1, WKR will continue to work collaboratively with the IAG to build on the knowledge shared and recommendations provided. The next steps include:

- **Finalizing and Distributing Workshop Materials:** This Workshop #1 summary, including detailed notes and the updated ToR, will be shared with all IAG members. Additional materials, such as maps and translated excerpts from the *Kitikmiut Knowledge of the Proposed Kogloktokyoak (Grays Bay) Port and Road Project* Final Report, will also be made available.
- **Preparing for Workshop #2:** Planning is underway for the second IAG workshop, scheduled for Fall 2025 (proposed for September). This session will focus on caribou protection and mitigation, with contributions from wildlife specialists and land users. Topics will include monitoring strategies, adaptive management measures, and traditional teachings.
- **Ongoing Integration of Inuit Knowledge:** Insights from the IAG will continue to be integrated into the IS. This includes both direct input from Workshop #1 and additional guidance to be provided through future IAG discussions and community engagement.
- **Collaboration on Monitoring and Access Planning:** Development of environmental monitoring and access management plans will continue. Input from IAG members will inform how access to the road and port is governed, with consideration for community priorities, safety and operational needs, and cultural practices.
- **Continued Communication and Support:** WKR remains committed to open communication with IAG members. Additional meetings, one-on-one follow-ups, and community updates may be scheduled as needed to support collaboration and informed decision-making.

WKR will continue to advance the IS and engineering studies for the Project. WKR anticipates the IS will be ready for submission to NIRB in December 2025. WKR will continue to engage with Inuit and Indigenous Governments, Indigenous Organizations, and other potentially affected transboundary communities outside of Nunavut to inform the IS and Project design throughout all phases of the Project.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 5: What Comes Next

July 2025

6 Concluding Remarks

WKR would like to thank all IAG members for their active participation in the workshop and for highlighting priorities and suggested methods for environmental protection, IK integration, and community benefits related to the Project. Their insight, experience, and continued commitment are helping to shape a Project that reflects Inuit values and regional priorities.

This report will be distributed to all IAG members for their reference. The information contained within this report will be provided in advance of the next IAG workshop and any errors or omissions will be confirmed during the workshop, anticipated to take place in September 2025.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 6: Concluding Remarks

July 2025

7 References

Banci, V. and R. Spicker (Compilers, Editors & GIS). 2024. Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project. Naonaiyaotit Inuit Knowledge Project (NTKP), Kitikmeot Inuit Association, Kugluktuk NU.

Nunavut Impact Review Board (NIRB). 2025. Draft Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal (NIRB File No. 24XN038). Available at: [250416-24XN038-Draft IS Guidelines-OMAE \(1\).pdf](#). Accessed June 2025.

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Section 7: References

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Appendix A Project Update Presentation

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Appendix A: Project Update Presentation

July 2025

Grays Bay Road and Port Project

West Kitikmeot Resources Corp

IAG Workshop #1

March 20 - 21, 2025



WEST
KITIKMEOT
RESOURCES
CORP

Presentation Content

- Why We Are All Here
- Project Description
- Project Phases and Schedule
- Environmental Assessment Overview
- Inuit Knowledge

Why Are We All Here?



Purpose of the IAG

- Provide feedback on environmental and socio-economic aspects of the Grays Bay Road and Port Project
- Advise on potential project impacts or community concerns
- Discuss strategies to stop or lower these impacts
- Where impacts remain, help determine when that impact becomes too much
- Guide how Inuit Knowledge should be incorporated or integrated into the Environmental Impact Statement



Purpose of the IAG

- Members selected based on knowledge about wildlife, fisheries, land use, archeology, and/or water
- Meetings are intended to
 - Welcome and encourage sharing
 - Hear everyone's voice
 - Enjoy each other's company

We are here to listen and learn to balance environmental protection and sustainable economic development.



Questions For IAG Members

- Why did you want to be a member of this group?
- What do you expect your roles to be?
- How long would you like to participate?



Objective of Workshop #1

- Provide overview of the Project
- Review the draft Terms of Reference
- Present Inuit Knowledge collected to date
- Describe how Inuit Knowledge will be integrated into the Environmental Impact Statement
- Talk about areas of importance to Inuit, project concerns, and other information shared in the presentation.
- Each day: 9 am – 5 pm with breaks
- Snacks and lunch provided

Project Description



West Kitikmeot Resources

- Inuit-owned, Inuit-led company focused on advancing the Grays Bay Road and Port
- Largest shareholder: Kitikmeot Inuit Association (KIA), via its subsidiary Nunavut Resources Corporation (NRC)
- WKR also holds mineral exploration rights along the road corridor
- In November 2023, WKR completed an agreement with the Government of Canada and KIA to become the proponent and developer of the Grays Bay Road and Port Project



Grays Bay Road and Port

- Transformational nation-building transportation infrastructure
- This project offers benefits to multiple stakeholders:
 - Indigenous peoples, Nunavummiut and all Canadians.
 - Security users
 - Resource developers



Centre of the Northwest Passage - Between Nome and Nuuk





Port – Proposed Marine Facilities

- Deep water wharf area
 - Wharf structures (for two berths)
 - Fuels manifold
 - Berthing / mooring dolphin(s)
- Small craft harbour area
 - Boat launch ramp
 - Breakwater and tug pen
 - Seasonal small craft anchor buoys
- Barge landing area
 - Barge ramp
 - Barge berth
 - Land reclamation area
 - Fuels Manifold
- Navigational aids



Port – Proposed Landside Facilities

- Buildings – accommodations, operations, maintenance, etc.)
- Bulk fuel storage facility
- Fuels pipeline
- Laydown areas
- Public use area
- Controlled access roadways
- Seawater inlet / outlet and desalination plant
- Water intakes
- Water/waste water treatment plants
- Utilities
- Waste storage, incineration & transfer Facilities
- Diesel, wind, solar generation



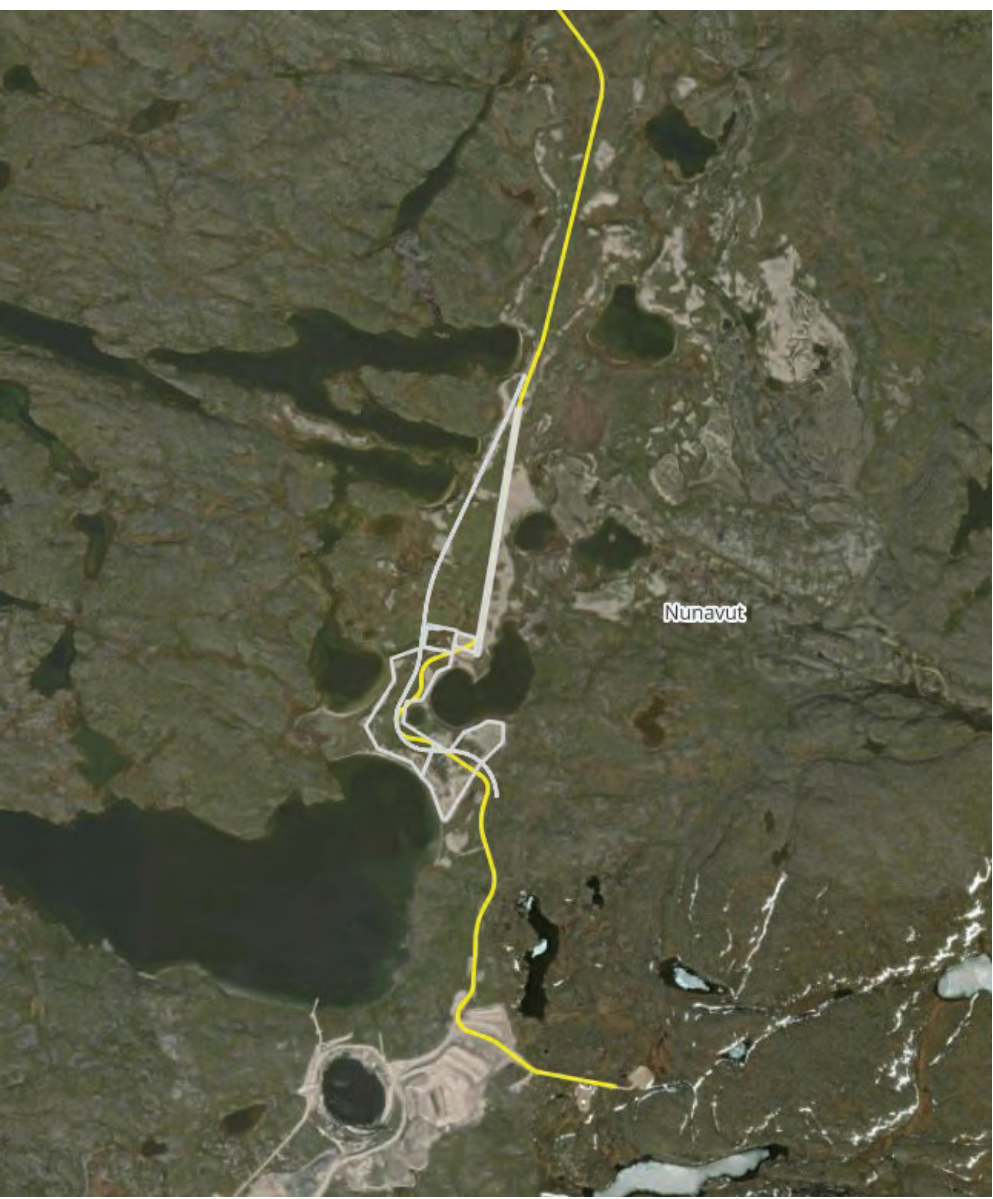
Port – Proposed Aerodrome

- 6000 ft runway with taxiway
- Apron
 - Aircraft stands
 - Helicopter pads
 - Buildings
- Access roads & parking



Proposed Road

- Roadway
 - 230 km all-season
 - 230 Water crossings (bridges / culverts)
- Approx 40 quarry / storage areas
- Temporary / mobile construction camps (4 – 2 at each end working inwards, leapfrogging)
- Preferred alignment based on Inuit Knowledge, technical, environmental, and economic information
- Designed to not negatively impact caribou, other environmentally valued components, and users



Jericho Station

- Controlled access
- Buildings (including accommodations and fuel storage)
- Laydown / storage areas
- Airstrip (existing, to be improved)



Key Design Elements

- Project design based on:
 - Needs of security, commercial, and Inuit users
 - Safety
 - Road standards and regulatory requirements
 - Inuit Knowledge
 - Environmental considerations
- Road can accommodate two-way, dual-powered road-train-type truck traffic
- Maximum speed is generally 60 km/h, increased to 80 km/h in certain areas.
- Shallow embankment slopes in key identified caribou areas
- Port can accommodate up to two Post-Panamx 100,000 DWT Ore-Bulk-Oil ice class 1A vessels
- Harbour can accommodate around 10 small craft

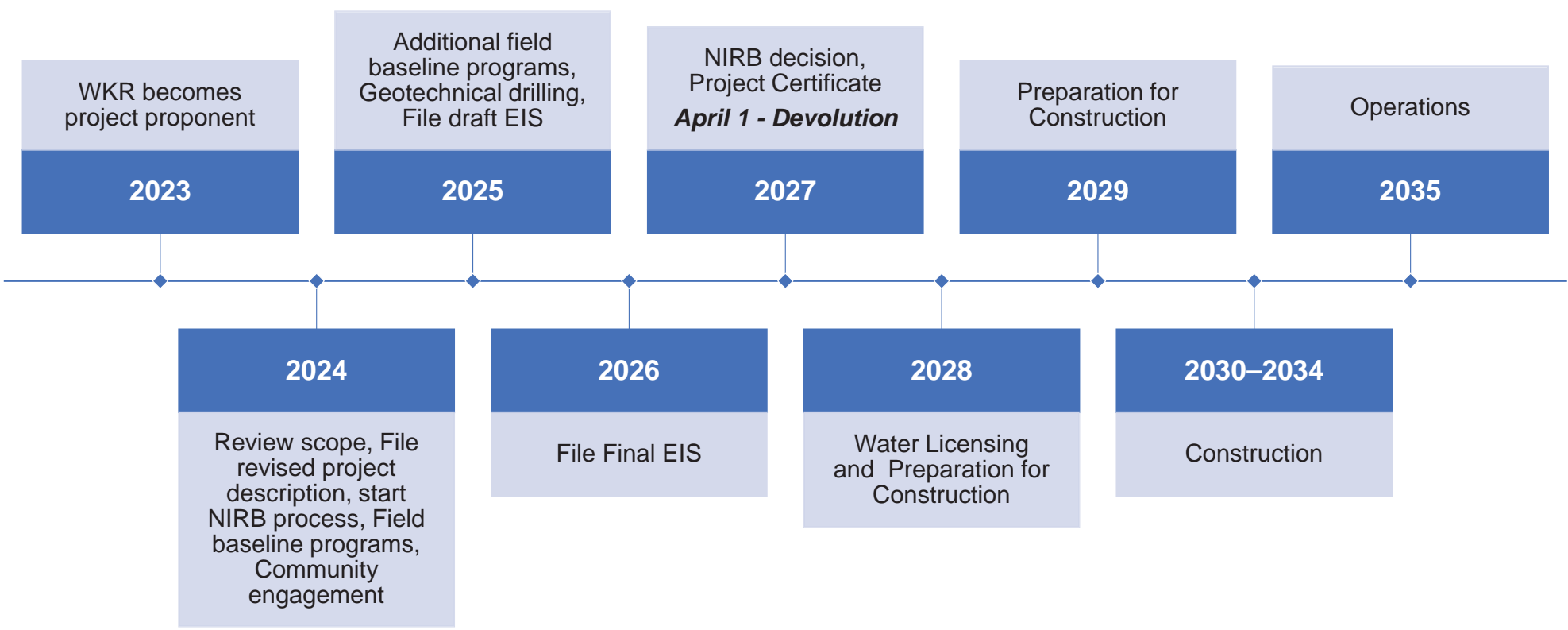


Work Completed to Date

- Grays Bay to Jericho corridor identification/alignment
- First round of baseline environmental studies 2024, second round planned for 2025
- Inuit Knowledge Studies for the project area
- Preliminary design basis (embankments, crossings, port)
- Preliminary port conceptual design
- Nunavut Impact Review Board began review Feb 14, 2024
- Engagement with Kitikmeot Communities (2nd round – 3rd planned in the spring of 2025) and other key stakeholders.

Project Phases and Schedule

Project Timeline





Assessment Approach

- Identify Inuit concerns and perspectives on the Project
- Focus on Environmental Protection Tools
 - Incorporate Inuit values and sustainable development
 - Mitigation built into design
- Minimize Negative Effects on People and Optimize Benefits
 - Implement ways of benefiting communities
 - Prioritize community well-being and economic development
 - Work closely with potentially affected parties and communities inside and outside the Kitikmeot
- Include Inuit Knowledge (IK) and other forms of TK
 - KIA owns and manages the most significant amount of Kitikmeot Inuit Knowledge through the NTKP database.



Construction Approach

- Equipment, fuel, and materials will be staged at Grays Bay during open water season and at Jericho via TCWR
- Construction will advance from two headings (north from Jericho and south from the port)
- Road construction will take place year-round, subject to closures (wildlife and weather)
- Many river crossing and port components will be pre-fabricated
- Temporary work sites will be reclaimed
- An Environmental Protection Plan and Health & Safety Plan will apply to all aspects of construction
- A KIA/WKR-driven Inuit hiring and procurement policy will apply.



Authorizing Agencies

- Nunavut Impact Review Board
- Nunavut Water Board
- Crown Indigenous and Northern Affairs Canada
- Kitikmeot Inuit Association – Department of Lands
- Fisheries and Oceans Canada
- Environment and Climate Change Canada – Department of Environment
- Transport Canada
- Natural Resources Canada
- Government of Nunavut – Department of Culture and Heritage
- Nunavut Research Institute



Immediate Next Steps

- Complete environmental and Socio-Economic baseline studies
- Continue developing the draft Environmental Impact Statement
- Identify potential project effects and mitigations
- Continue working with Inuit to develop mitigations for project effects
- Ongoing engagement with communities and other organizations

Environmental Assessment Overview



Environmental Assessment

- What is an environmental assessment?
- What information do we need?
- How is Inuit knowledge used?





Environmental Assessment

- The Nunavut Agreement requires environmental screening of all new projects in Nunavut and an environmental review of larger ones
- An environmental review is a detailed assessment of the changes to the land, water, animals and people that the project may cause
- Some changes are good (benefits), and some are not (negative impacts)
- Some changes are more important than others (they are potentially significant or cause concern)
- An environmental review is led by the Nunavut Impact Review Board. It is a public process – anyone can contribute information



Environmental Assessment

- WKR is the proponent of the Grays Bay Road and Port Project (they are proposing to build it)
- The Proponent must submit information to the NIRB that describes the project's potential changes (positive and negative impacts) on the environment and people
- This is a large document called the Environmental Impacts Statement (EIS)
- To write the EIS, we need information about the environment and people in the project area to help assess how the project may change these things
- Both science and traditional knowledge are used
- Inuit Knowledge will be very important in the environmental assessment of the GBRP Project



What Information Do We Need?

Project Description

- General description of the project

Valued Components

- What are the most important things in the environment and communities?

Pathways of Effects

- What parts of the environment could the project interact with (touch or affect)?
- Which of these effects are you concerned about?

Define Significance

- What changes are unacceptable?

Baseline Conditions

- What is the environment like now?
- What are people and communities like now?

Confirm Pathways and Issues

- Do we have all the information we need to assess?
- What do we need to focus assessment on?



Project Effects

Characterize Effects

- How do you measure a change?
- What will the change be?
- Will it be good or bad?
- How big will the change be? How long will it last?

Mitigations

- What can be done to reduce or eliminate the impacts

Residual Effects

- What is the final effect (positive or negative)?
- Is it acceptable?

Cumulative Effects

- How will other projects (current and future) affect the same part of the environment?

Monitoring and Adaptive Management

- How can we monitor if the predictions were right and if the mitigation is working?



Role of Inuit Knowledge

- Both science and traditional knowledge are used in environmental assessment. They don't always agree, and they do not have to.
- Inuit Knowledge will be very important in the environmental assessment of the GBRP Project – Inuit will have long-term ownership of the project
- May require that Inuit present their knowledge of the environment and changes before NIRB (technical sessions and public hearing)
- Inuit knowledge will be used for project design and construction and operations
- We have a lot of Inuit knowledge from the Naonaiyaotit Traditional Knowledge Project
- IK will also continue to be used during Project monitoring and adaptive management



Future Workshop Discussions

- Potential Project effects - Confirm and identify
 - What effects are you concerned about, and which are most important to Inuit?
- Mitigation confirmation/identification
 - What suggestions do you have for reducing or eliminating effects or enhancing benefits?
- Significance definition and assessment
 - What does 'significance' mean to you?
 - What makes an effect acceptable/unacceptable?
 - Do you agree with our assessment conclusions?
- Other potential topics
 - Alternatives?
 - Anything else?

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Appendix B Terms of Reference

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Appendix B: Terms of Reference

July 2025



Inuit Advisory Group Terms of Reference

1. INTENT

The purpose of the Inuit Advisory Group (IAG) is to discuss and receive feedback from the IAG members on the environmental and socio-economic aspects of the proposed Grays Bay Road and Port Project (Grays Bay or the Project). This committee will advise West Kitikmeot Resources Corp (WKR) on potential environmental and socio-economic impacts or concerns related to the Project, planned mitigation approaches, and aspects of the environmental assessment, including, but not limited to, significance determination and the integration/use of Inuit Knowledge, including Traditional Knowledge. The IAG will be initially established for the environmental assessment phase of the Project, which will take approximately three years and may be extended to the construction and operations phases.

The Parties acknowledge that WKR has a traditional knowledge agreement with the Kitikmeot Inuit Association (KIA) and that while the IAG may further facilitate the exchange and use of Traditional Knowledge, it is not intended to provide Traditional Knowledge unless agreed to with the KIA.

These Terms of Reference may be reviewed and amended as necessary by WKR to reflect significant changes, such as the addition of new members, evolving needs, or major project developments.

2. MEMBERSHIP IN THE IAG

WKR will appoint up to ten Kitikmeot Inuit with knowledge of the Grays Bay Road and Port Area to the IAG. IAG members should have knowledge about wildlife, fisheries, land use, archeology, and/or water in the Grays Bay Road and Port area. The KIA or other IAG members may suggest candidates for the IAG for WKR to consider.

WKR will appoint at least two representatives from the company and may also utilize external advisors to facilitate the discussions. Topic-specific advisors may also be used. WKR appointees and advisors are not members of the IAG.

The KIA may appoint one or more members of its staff to participate as observers in the IAG. The KIA appointees are not members of the IAG.

From time to time, the IAG may request support from additional persons or advisors on specific topics. The IAG and WKR must support the use of such advisors where appropriate.

IAG members will serve for a three (3) year term and may be reappointed for subsequent terms. Appointments may be staggered to ensure continuity of some members at all times.

3. CONDUCT OF IAG MEMBERS

IAG members must attend and actively participate in IAG meetings to the greatest extent possible; travel may be required.

IAG members will act as individual representatives, not representatives of a specific organization.

A member who is not actively participating or fails to attend three successive meetings of the IAG may be relieved of membership in the IAG.

A member may resign from the IAG by submitting written notice to WKR.

More generally, IAG members not acting in accordance with these Terms of Reference or demonstrating conduct that would otherwise reflect poorly on the IAG may be relieved of membership by WKR.

4. CONFIDENTIALITY

Information shared by WKR and IAG members is non-confidential unless otherwise stated.

5. ROLE OF THE GROUP

The IAG will:

- (a) Provide advice to WKR on the potential environmental and socio-economic impacts of the construction and operations of the Project.
- (b) Provide advice to WKR on mitigation of potential impacts from the Project.
- (c) Provide input into the environmental assessment, including significance determination and Inuit Knowledge use/integration.
- (d) Provide other advice on the Project as WKR or the IAG believes appropriate.

6. IAG ADVICE AND RECOMMENDATIONS

The IAG is focused on advising WKR on the advancement of the Project. Such advice is not binding on WKR.

In certain situations, the IAG may feel that a formal recommendation is appropriate to provide. Such recommendations must be made in writing and have a quorum of the members. A quorum for IAG members shall be formed when half of the members agree with the formal recommendation. While WKR will meaningfully consider all recommendations, they are not binding on the company.

In instances where WKR does not implement advice provided by the IAG for the advancement of the Project, WKR will provide the reasoning for this decision to the IAG.

7. MEETINGS OF THE IAG

The IAG will hold its inaugural meeting within three months of establishing the group and thereafter hold approximately two in-person meetings annually. The IAG will establish the meeting dates in consultation with WKR, and WKR will select an appropriate meeting location and coordinate relevant logistics.

8. LOCATION OF THE IAG MEETINGS

Whenever practical, the meetings will be held in person within the Kitikmeot Region. However, they may be held outside the region to accommodate participant schedules, meeting size, or other associated travel.

9. COORDINATION OF THE IAG

A WKR staff member with environmental or community responsibilities will coordinate and/or facilitate the IAG.

10. COSTS

Honoraria and per diems, at standard rates, will be paid to members who are not employed by WKR or KIA.

The following reimbursement shall be paid to each IAG member who attends meetings.

- (a) \$308.18 for half days
- (b) \$616.80 for full days
- (c) Daily per diem rates, when traveling outside of their home community, as outlined by Transport Canada (e.g. as of December 2024 the daily per diem rate for travel within Nunavut was \$183.30, and travel within NWT was \$156.15)

The above rates shall be adjusted as necessary to reflect changes in KIA honoraria and Transport Canada per diem rates. Such adjustments shall not require the agreement to be re-executed.

WKR will pay all reasonable travel costs for IAG to participate in meetings outside of their home community. This includes flights, accommodations, and ground transport.

Other costs to be covered by WKR include:

- Meeting space rental
- Interpretations and translation
- Materials preparation, production, and distribution
- Costs for consultants and advisors
- And other meeting costs as deemed appropriate by WKR

11. COMMUNICATIONS

WKR will make available to the IAG a record of meeting agendas, minutes, reports, presentation materials, and follow-up items.

While not anticipated, IAG members will direct any news or media inquiries to WKR.

If mutually agreed to by WKR, the IAG may issue a newsletter or other communications.

12. ACCEPTANCE

I, _____, have read and voluntarily accept the Terms of Reference described above as constituting an agreement between me and West Kitikmeot Resources Corp. Agreed and accepted this _____ day of _____, 2025.

Signature of IAG Member

Appendix C Inuit Knowledge and Western Science Integration Presentation

What We Heard Report – Inuit Advisory Group Workshop #1 Summary

Appendix C: Inuit Knowledge and Western Science Integration Presentation
July 2025

Grays Bay Road and Port Project

West Kitikmeot Resources Corp

IAG Workshop #1: Inuit Knowledge and Western Science
Integration

March 20 - 21, 2025



Presentation Overview

- Goals of the Environmental Assessment
- How Inuit Knowledge and Western Science Inform the Environmental Assessment
- Valued Components
- Activity #1: Integrating Inuit Knowledge and Western Science
- Activity #2: *Omingmak* (Muskox) Integration

Goals of the Environmental Assessment

Goals of the Environmental Assessment

- Identify Inuit concerns and perspectives on the Project
- Focus on Environmental Protection Tools
 - Incorporate Inuit values and sustainable development
 - Mitigation built into design
- Minimize Negative Effects on People and Optimize Benefits
 - Implement ways of benefiting communities
 - Prioritize community well-being and economic development
 - Work closely with potentially affected parties and communities inside and outside the Kitikmeot Region
- Include Inuit Knowledge and other forms of TK
 - KIA owns and manages the most substantial amount of Kitikmeot Inuit Knowledge through the NTKP database.



How Inuit Knowledge and Western Science Inform the Environmental Assessment

Integrated Environmental Assessment

Western science and Inuit Knowledge will be integrated into ALL sections of the environmental assessment, including:

- Methods – How might we integrate?
- Baseline information – What is it like now or in living memory?
- Potential project effects – What changes could happen to land, air, water, animals, people because of the Project?
- Mitigation measures – What can be done to reduce changes to land, air, water, animals, people?
- Significance of effects – Are the changes ok? Or will they be harmful?
- Monitoring – Are the plans working?



An Integrated Environmental Assessment Results in:



- Mutual respect
- Shared benefits
- Human dignity
- Discovery – knowledge systems can combine to create a more informed assessment

Valued Components

Valued Components

Guided by NIRB but informed by Inuit Knowledge and Western Science, they are interconnected.

Biophysical: The Natural Environment

Air Quality
Climate
Noise & Vibration
Soils, Terrain, & Permafrost
Vegetation
Wildlife & Wildlife Habitat
Birds & Bird Habitat
Water Resources
Freshwater Fish & Fish Habitat
Marine Fish & Fish Habitat
Marine Water & Sediment
Marine Mammals

Socio-economic Considerations: The Human Environment

Traditional Land, Marine, & Resource Use
Food Security
Governance & Leadership
Heritage Resources
Socioeconomic Conditions

- Employment & Economy
- Infrastructure & Services
- Community Health & Wellbeing
- Non-traditional Land, Marine, & Resource Use

Activity #1: Inuit Knowledge and Western Science Integration



Priorities and Concerns Raised

- Wildlife: particularly caribou (*tuktuit*), also grizzly (*akhak*), muskox (*omingmak*), wolverine (*kalvik*), and seal (*nattik*)
- Dust
- Access: for own use but also concerns about overharvesting and need to control access/restrictions
- Infrastructure: need to consider building on permafrost, clearing of snow, (for wildlife movement if drifts)
- Food security and cost of living: looking to reduce cost of goods transported into region
- Employment and training
- Business opportunities (during and after construction)

Activity #2: *Omingmak* (Muskox) Integration



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Grays Bay Road and Port Project What We Heard Report

Inuit Advisory Group Workshop #2 Summary

Understanding and Protecting Caribou

September 11–12, 2025

Kugluktuk, NU

Prepared by:

West Kitikmeot Resources Corp

October 2025



Executive Summary

West Kitikmeot Resources Corp. (WKR) hosted its second workshop with the Inuit Advisory Group (IAG) in Kugluktuk, Nunavut, on September 11 and 12, 2025, for the Grays Bay Road and Port Project.

The purpose of the workshop was to bring together Inuit Elders, Knowledge Holders, youth, and land users with knowledge of wildlife, fisheries, land use, archaeology, and/or water in the Grays Bay Road and Port area to discuss, gather feedback, and understand potential Project effects and mitigation measures on caribou.

IAG members first received a Project update, which included the current status of WKR's application in the Nunavut Impact Review Board (NIRB) review process. WKR also provided an overview of the topics discussed during the first IAG workshop in March 2025, including a verification of the recommendations made in that meeting. Additionally, WKR presented its current understanding of caribou, highlighting their seasonal land use, potential interactions with the proposed Project, examples of successful caribou protection measures implemented by other proponents in Nunavut, and proposed protection strategies being considered for the Project. WKR sought feedback and guidance from the group to confirm whether their understanding of the Project's potential impacts was accurate, whether the proposed protection and monitoring measures were appropriate, and what additional steps could be taken to make the Project more acceptable to Inuit communities.

Discussions focused on key themes including:

- **Caribou Migration and Calving Grounds:** Concerns were expressed about road construction on calving grounds, and the importance of preserving caribou trails and minimizing disturbance to migration routes was emphasized.
- **Monitoring and Data Collection:** Advocated for real-time Inuit monitors and stressed the importance of tracking caribou behaviour and health using both Inuit Knowledge (IK) and scientific data.
- **Road Design and Traffic Management:** Suggestions included using convoys, remote cameras, and gradual road slopes to reduce sensory disturbance and facilitate safe caribou crossings.
- **Access and Hunter Support:** IAG members wished to create equitable access for hunters, with recommendations made for fuel support, provision of shelter/construction of cabins, and use of water taxis to support travel to Grays Bay for traditional harvesting practices
- **Predator Control:** Recommended supporting local wolf, grizzly bear, and wolverine control programs to protect vulnerable caribou populations.
- **Environmental Management and Habitat Protection:** Protect the land, implement dust control, and conduct site remediation and protection of all wildlife species.
- **Socio-economic Opportunities:** Provide training and employment opportunities to Inuit, particularly for youth, in areas such as heavy equipment operation and environmental monitoring.

What We Heard Report – Inuit Advisory Group Workshop #2 Summary

Executive Summary

October 2025

- **Marine Wildlife and Port Operations:** Concerns were expressed over icebreaking during caribou migration and the need for spill response infrastructure and Coast Guard involvement at the Port.
- **Impact Significance:** ‘Significance’ is a complex, multi-faceted consideration for both Inuit and non-Inuit. IAG members discussed a holistic suite of considerations that must be integrated into the Project’s social, environmental, and economic plans.

WKR is committed to incorporating the feedback received from the IAG into the Impact Statement (IS) and future Project planning. The next IAG workshop is scheduled for Spring/Summer 2026. It is expected to focus on key findings from the Impact Statement, which is anticipated to be submitted in December 2025, along with other important matters emerging from the ongoing review. This report summarizes the discussions and recommendations from IAG Workshop #2 and will be shared with IAG members for verification and further input.

Photo 1 IAG photo at the end of the two-day workshop.



Inuit Advisory Group Workshop #2 Members (September 2025) Kugluktuk, Nunavut. From left to right (back row): Jason Prno, Gavin Law; (front row): Larry Adjun, Cassidy Koaha-Laube, John Roesch, Tony Akoluk, George Hakongoak, Mercie Kaodloak, Martina Kapolak, John Kaodloak, Felix Tologanak-Labrie, Elliot Holland; (seated): Mona Tiktalek, Alice Ayalik.

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Abbreviations

ECCC	Environment and Climate Change Canada
GIS	Geographic Information System
HTO	Hunters and Trappers Organization
IAG	Inuit Advisory Group
IK	Inuit Knowledge
IQ	Inuit Qaujimajatuqangit
IS	Impact Statement
IIBA	Inuit Impact and Benefit Agreement
IOL	Inuit Owned Lands
NLCA	Nunavut Land Claims Agreement
NTKP	Naonaiyaotit Traditional Knowledge Project
NRC	Nunavut Resources Corporation
NIRB	Nunavut Impact Review Board
the Project	Grays Bay Road and Port Project
ToR	Terms of Reference
WKR	West Kitikmeot Resources Corp.

1 Project Overview

West Kitikmeot Resources Corp (WKR) is an Inuit-owned, Inuit-led company focused on the advancement of the Grays Bay Road and Port Project (the “Project”) in the Kitikmeot Region of Nunavut (see Figure 1.1). The Project is proposed as a multi-user, multi-use transportation infrastructure to be located on a combination of Inuit Owned Land (IOL) and Crown land in the Kitikmeot Region of western Nunavut. Subject to approval, the Project would result in the establishment of the first deep-water port in the Canadian Central Arctic at Grays Bay, as well as a 230 kilometre (km) all-season access road between Grays Bay and Jericho Station near Contwoyto Lake. The Project will connect to the already approved Tibbitt to Contwoyto Winter Road (TCWR). The multi-user, multi-use Project would allow for the establishment of shared infrastructure with many potential users, including the federal and territorial governments, communities, community members, resource companies, and defence agencies:

- **Port Infrastructure at Grays Bay:** A deep-water port with two wharves, a small craft harbour, a barge landing, fuel storage, laydown areas, navigational aids, desalination systems, temporary and permanent accommodations, and utility infrastructure.
- **Aerodrome Infrastructure:** A 1,800 m gravel runway with taxiways, aprons, access roads, and parking to support air logistics and emergency response.
- **All-Season Roadway:** A 233 km all-season roadway with controlled access with approximately 151 water crossings (that will include bridges and culverts), 40 temporary quarry and storage sites, and two temporary/mobile construction camps.
- **Jericho Station:** Southern roadway terminus that will connect to the northern terminus of the Tibbitt to Contwoyto Winter Road. It will include buildings for accommodation, laydown areas, fuel storage, and logistics support, along with upgrades to an existing airstrip.

The Project is a transformational nation-building transportation infrastructure Project with significant benefits to Inuit, Nunavummiut and all Canadians. This infrastructure will support economic development and provide various benefits, including increased food security, employment opportunities, a more resilient supply chain between Nunavut, the Northwest Territories, and southern Canada, enhanced security and sovereignty over the Northwest Passage, and support for the development of critical minerals. The Project can positively transform this remote area of Canada that is currently struggling with high levels of poverty, pervasive food insecurity, low-income levels, high unemployment, housing shortages and an expensive cost of living.

Photo 1.1 Grays Bay, facing north, is the proposed site for the marine port component of the Project, located in the Kitikmeot Region of Nunavut.



In November 2023, WKR entered into a formal agreement with the Government of Canada and the Kitikmeot Inuit Association to become the official Project proponent and developer.

Currently, WKR is preparing an Impact Statement (IS) to evaluate the Project’s potential effects on the natural and human environment for recommended approval by the Nunavut Impact Review Board (NIRB). The IS will be based on the NIRB’s Project-specific Guidelines (NIRB 2025) and will be submitted to NIRB as part of the environmental and socio-economic assessment process.

WKR is engaging with Inuit and Indigenous Governments, Indigenous Organizations, and other potentially affected transboundary communities outside of Nunavut to share Project information and seek feedback on interests, concerns, and recommended strategies to address concerns if the Project is approved. The Inuit Advisory Group (IAG) was re-initiated in 2025 to continue meaningful dialogue with Inuit Elders, Knowledge Holders, youth, and land users of the Project area. The goals and activities of the IAG are provided in Section 2.

2 Inuit Advisory Group

In March 2025, WKR re-initiated the IAG as the Project proponent and facilitated the first IAG workshop to document feedback and advice from Inuit Elders, Knowledge Holders, youth, and land users about the Project. Membership was comprised of several past members of the previous IAG (formed under the previous Project proponents, the Kitikmeot Inuit Association and the Government of Nunavut (GN), with meetings held in 2018), as well as new members identified by WKR. The topic of IAG Workshop #1, held in March 2025, centred on how IK should be incorporated into the IS with input from the IAG. The topic of IAG Workshop #2, held in September 2025, focused on understanding and protecting caribou.

2.1 Significance of Caribou to Inuit

Caribou are a key terrestrial wildlife species in the region, playing a central role in the sustenance, culture, and identity of Inuit peoples and other northern residents. Caribou have been consistently identified as a Valued Ecosystem Component (VEC) in northern environmental assessments and are considered a valued cultural keystone species. Several caribou herds occur within the Project's Regional Study Area (RSA). However, two herds interact with the Project itself: the Dolphin and Union herd (in the winter from the coast south to the vicinity of the Hood River (Hivogahik), and the Bathurst herd (in the spring, summer, and fall from the Hood River area and south). Bathurst caribou do not generally venture far north of the Hood River during spring and summer, and Dolphin and Union caribou are typically found only as far south as the Hood River area during winter. Individual caribou from the Bluenose-East herd occur west of the southern portion of the RSA, and individuals from the Beverly/Ahiak caribou herd infrequently approach but rarely enter the southern portion of the RSA.

WKR recognizes the importance of caribou to Inuit, as well as concerns previously raised about the potential effects of the Project on caribou. Feedback and guidance from Inuit will be used to help WKR understand the Project's potential impacts on this species, whether the proposed protection and monitoring measures are appropriate, and what additional steps could be taken to make the Project more acceptable to Inuit.

2.2 Inuit Advisory Group Workshop #2 Methods

The second meeting of the IAG was held on September 11 and 12, 2025, in Kugluktuk, Nunavut, on the second floor of the Visitor Heritage Center (Ulu Building). IAG members included Inuit Elders and youth, Knowledge Holders, and land users with expertise in wildlife, fisheries, land use, archaeology, and/or water in the Project area. WKR, the Kitikmeot Inuit Association, and consultants from Jason Prno Consulting Services Ltd. and Environmental Dynamics Inc. also participated in the meeting. Some of the IAG members had also served on the IAG under the previous proponent, the Government of Nunavut and the Kitikmeot Inuit Association, bringing valuable continuity to the discussions. See Table 2.1 for a list of participants.

The meeting was audio recorded, and detailed notes were taken. Verbal consent was received from attendees to document the workshop in this manner before commencement. The format was designed to

What We Heard Report – Inuit Advisory Group Workshop #2 Summary

Section 2: Inuit Advisory Group
October 2025

promote the sharing of knowledge, collaboration, and create a space for advising and sharing recommendations for Project planning, assessment, and design.

To support the IAG members' ability to participate in the discussions, the following were provided:

- A detailed presentation containing information and figures/animations related to the workshop topics.
- Updated Project maps and visual aids, which were used as a reference throughout the workshop. These included updated engineered drawings of the Port's marine and landside components, as well as caribou-focused IK maps derived from the *Kitikmiut Knowledge and the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project* report.
- Interpretation in Inuinnaqtun to accommodate language preferences and support clear communication

The use of the maps from the *Kitikmiut Knowledge and the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project Report* was approved through a licensing agreement with the Kitikmeot Inuit Association to access the NTKP database for use by WKR for Project purposes, which included sharing printed copies of the report with the IAG members during the first workshop and the maps distributed as part of this workshop.

WKR's workshop presentation emphasized the importance of caribou to Inuit and how WKR's balanced approach to wildlife protection will reduce potential impacts to caribou and other wildlife. IAG members emphasized the need to avoid significant impacts on caribou, ensure food security, support hunter access, and reduce the cost of living through improved infrastructure.

In addition, WKR facilitated a discussion on impact 'significance', to obtain IAG feedback on what this entails for the Project from an Inuit perspective. Additional information on this discussion is provided in Section 3.9.

A third IAG workshop is planned for Spring/Summer 2026, focusing on key conclusions and topics from the Impact Statement, which is anticipated to be submitted in December 2025.

Table 2.1 IAG Workshop #2 Participants

Representative Group	Name	Role
Inuit Advisory Group	Martina Kapolak Tony Akoluk Bay Chimo representative (vacant) George Hakongoak Kevin Ongahak (Absent) Alice Ayalik Ryan Nivingalok (Absent) Larry Adjun John Franklin Kaodloak Mercie Kaodloak	Inuit Elders, Knowledge Holders, youth representative, and land users

What We Heard Report – Inuit Advisory Group Workshop #2 Summary

Section 2: Inuit Advisory Group
October 2025

Representative Group	Name	Role
	Felix Tologanak-Labrie	
Community Member	Mona Tiktalek	Interpreter
Kitikmeot Inuit Association	Cory Barker (virtual) Katrina Hatogina Jennifer Amagoalik Skye Lacroix (virtual) John Roesch	Acting Director – Lands Project Officer Project Officer Inuit Impact Benefit Agreement Manager Senior Project Officer
Kugluktuk Angoniatit Association (Topic-specific advisor)	Allen Niptanatiak	Chairman
West Kitikmeot Resources	Elliot Holland Gavin Law Kassidy Koaha-Laube	Chief Operating Officer Environment Manager Community Engagement Coordinator
Jason Prno Consulting Services Ltd. (on behalf of West Kitikmeot Resources Corp)	Jason Prno	Senior Advisor - Social Performance
EDI Environmental Dynamics Inc. (on behalf of West Kitikmeot Resources Corp)	Mike Settington	Senior Terrestrial Biologist and Director

Photo 2.1 Kassidy Koaha-Laube, WKR Community Engagement Coordinator, presents an overview of the Project during Day 1 of the IAG Workshop.



2.3 Inuit Advisory Group Workshop #2 Objectives

The objectives of the IAG Workshop #2 were to:

- Review the IAG’s anticipated purpose and objectives.
- Provide a Project update and overview, including activities that have occurred to date, the Project schedule, and the NIRB review process, and where WKR currently is in that process (see Appendix A IAG Workshop #2 Presentation).
- Present to the group what WKR currently understands about caribou, including their use of the land, potential interactions with the Project, and examples of how other proponents in Nunavut have successfully protected caribou in their projects. Discuss the significance of this information in the context of WKR’s Impact Assessment, and outline how WKR plans to protect caribou that may interact with their Project.
- Seek feedback and guidance to confirm if WKR correctly understands the Project’s potential impacts on caribou, if the protection and monitoring measures proposed for caribou are appropriate, and what would make the Project more acceptable to Inuit.

The IAG will continue to meet regularly, with its advice and recommendations informing ongoing engagement, assessment processes, and the future development of the Project.

Photo 2.2 Mike Settingington, Senior Wildlife Biologist at Environmental Dynamics Inc., presents a video of caribou herd movement.



3 What We Heard

During IAG Workshop #2, participants were asked to share their interests, concerns, and recommendations related to caribou and their potential interaction with the Project. Feedback received focused on caribou migration and calving grounds, monitoring and data collection, road design and traffic management, access and hunter support, predator control, environmental management and habitat protection, socio-economic opportunities, marine wildlife and port operations, and the significance of impacts.

Additional information on these topics is provided below. Copies of the presentations delivered by WKR during the workshop are included in Appendix A.

3.1 Caribou Migration and Calving Grounds

IAG members shared information and knowledge about caribou migration and calving grounds, emphasizing the need to protect traditional caribou trails and calving areas, particularly concerning the proposed road alignment. Table 3.1 outlines feedback provided by the IAG members regarding caribou for consideration in the planning and construction of the Project, along with WKR's provided response where appropriate.

Photo 3.1 WKR remote camera BA24-02 on October 10, 2024 (approx. 5 km N of Jericho Station)



Table 3.1 Caribou Migration and Calving Grounds Feedback

Topic	Summary of Key Points and Context
Concerns about Locating Road on Calving Grounds	Caribou are known to be sensitive during their calving period. One member stated strong objections to building the road through calving areas, viewing it as a major threat to herd survival and Inuit food security. WKR acknowledged the concern and presented collar data and habitat maps to show current core calving areas.
Preserve Caribou Trails	A member commented that caribou rely on hoof gland scent trails, and roads may disrupt these. Members noted it was also important to let caribou leaders pass and to keep the land and caribou trails clean and healthy to avoid disturbing the animals.
Population Changes and Shifting Calving Areas	Members noted that caribou population numbers have fluctuated over time, and calving areas can experience shifts. Caribou populations undergo cycles.
Mobile Protection Zones	Member stated support for mobile protection zones due to shifting calving grounds. WKR agreed and noted the importance of adaptive management.
Seasonal Sensitivity	A member emphasized calving and spring migration as critical periods.
Impact of Noise and Helicopters	A member stated that helicopters and blasting can deter caribou. WKR acknowledged and proposed timing restrictions on blasting and traffic.
Long-Term Adaptation	Members commented that caribou may adapt over time, but initial disturbance may be expected. While some members cited seeing no negative effects on caribou population numbers from other developments (e.g. NWT diamond mines, Goose Mine WIR), others remained concerned.
Avoid Infrastructure in Lush Areas	A member stated that lush green areas are critical to caribou and should be avoided.

IAG Statements:

The Elders used to say that we have to keep the land clean and where their trail [is] where they [caribou] go to do their calving.

No road, where the calving grounds are.

It's on their glands of the hooves, and they use those caribou trails to travel. So if you make a road there, they're not going to use those trails for a while, but they're going to slowly come back...

Caribou go in cycles. But if we speed the cycles up too much, things drastically can change, and we don't want to see that.

So what we've done is made a motion to implement mobile protection measures to protect the mobile caribou calving ground and mobile post-calving grounds, just due to the fact that they're moving every seven years, give or take, for feeding, allowing the ground to re-vegetate.

Probably the biggest effect is going to be the spring migration, when they're coming back north to come down at the Jericho site area in that that place down there, that's where the biggest concentration of caribou were...

I haven't shot a caribou yet, usually I have a bunch of caribou by now. My daughter was inland, they didn't get a caribou. Helicopter noise. All this extra noise disturbance is causing animals to stay away.

It's getting later and later every year, and the spring is coming earlier and earlier, so caribou would have to adapt to that too.

Over time, they'll get so used to it, they'll feel safe to be on the roads and anywhere where there's infrastructure building, like at the mine sites, you see caribou come right into the shops. We've had wolves and predators just come right into the shop at Lupin Mine, and the caribou are in the garage.

Any wildlife activities happen. Anytime they see caribou, everything stops... They [B2Gold Nunavut] have hired a wildlife monitor to be on that ice road and do caribou counts... At this point in time, I have seen no, no negative effect on the caribou...

Leave that lush land for the caribou. Make a road somewhere else.

3.2 Monitoring and Data Collection

Table 3.2 summarizes feedback shared related to monitoring and data collection. Members emphasized the need for real-time, community-based monitoring that integrates IK with scientific methods, recommending the use of on-the-ground Inuit observers in high-density caribou areas over sole reliance on technology.

Photo 3.2 Wildlife camera setup, with the help of community members to support the baseline research effort



Table 3.2 Monitoring and Data Collection Feedback

Topic	Summary of Key Points and Context
Inuit Monitors	A member stated a preference for the use of real-time Inuit monitors over cameras. WKR acknowledged and agreed that 'boots on the ground' are important.
Camera and Collar Data	WKR presented collar data from 1996 to 2024 and some findings from wildlife camera deployments. A member commented that not all caribou are collared, and cameras can miss some context.
Combined Knowledge Systems	Members stated the importance of integrating IK with Western science. WKR agreed and cited the use of the NTKP database as key to knowledge integration in the impact statement.
Behavioral Observation	A member suggested tracking caribou stress indicators like posture (e.g. an animal looking tense with its head and tail up may be showing stress). WKR indicated that behavioural monitoring will be important to evaluate the success of mitigation measures.
Seasonal Deployment	A member recommended increased monitoring during migration and calving periods.

IAG Statements:

It will give a quicker picture for real time monitors on the road to see there's a group of caribou... We might as well stay there and keep an eye on them and manage traffic.

There's some caribou there that don't have collars, there's caribou there still with no collars.

You should have people there watching it instead of the cameras.

To see what the mine is willing to do by bringing people, but also to listen to what we're saying and really listen and take it with seriousness,

Just the way they walk, their composure, their body. Relaxed caribou walk with its head down, just looking around, taking their time. Can tell when a caribou is tense.

If you have a camera, I don't think it will help, a person monitor everything all the time, just in case the animals start making calves in that road.

3.3 Road Design and Traffic Management

Table 3.3 summarizes the discussion on road design and traffic management that occurred, including recommended convoy use, seasonal restrictions, gentle road slope design with use of finer surfacing materials, and responsive traffic protocols during migration and calving seasons.

Photo 3.3 Road design example provided by Agnico Eagle Mines showing gradual slopes and low road height supporting caribou crossing



Table 3.3 Road Design and Traffic Management Feedback

Topic	Summary of Key Points and Context
Convoy System	Members indicated that convoys could reduce disturbance along the proposed road.
Road Structure	WKR presented a potential 3:1 slope design with low embankments and fine gravel surfaces. Member

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Topic	Summary of Key Points and Context
	commented on caribou preference for sand and smooth surfaces. Caribou may prefer travelling on the road compared to the adjacent land.
Traffic Restrictions	WKR proposed increased traffic restrictions during migration and calving periods. A member supported this and emphasized timing sensitivity.
Lighting and Noise Control	A member stated that light and noise can attract or disturb caribou. WKR committed to minimizing sensory disturbance.
Real-Time Alerts	A member suggested using information from cameras or monitors to inform drivers about the presence of caribou in real time.
Apply Lessons Learned	Members stated that it is important to rely on learnings from other operators such as Agnico Eagle Mines and B2Gold Nunavut, and apply those mitigation measures to this Project. 'Don't re-create the wheel.'

IAG Statements:

If there's caribou here and there, it's better off going with convoys. Okay, you get more material moved with convoys than just randomly sending a truck here and there over and over, less disturbance from caribou.

Caribou really don't like to walk on crushed gravel and sharp and hard on the hoof, but if it's covered in sand, it's no problem.

Control the traffic and tell them [drivers] when they can move on, or enough of a distance away.

Minimize sensory disturbance, like noise, dust, lights at night; caribou are curious. If they see a light, they'll head toward the light.

Yeah, we stopped, and that driver had to call the environment [department at the mine]. But the whole time that we were there, all it did was look at us, sit back down.

Like all the other projects, they are starting to find out what's working and what's not working, so they change their rules and stuff. So, if you find a thing that works with others, don't redo the wheel.

3.4 Access and Hunter Support

Table 3.4 summarizes key points and concerns raised by IAG members regarding hunting access and logistical support at the Project, including the provision of potential amenities such as cabins/shelter, fuel, and marked trails, to strengthen traditional harvesting and community benefits.

Photo 3.4 Photo taken during the wildlife baseline research program while installing cameras and automated recording units



Table 3.4 Access and Hunter Support Feedback

Topic	Summary of Key Points and Context
Controlled Access Gates	WKR proposed road access gates be installed and managed through a permitting system co-developed by KIA/HTO. Some members suggested this may help address issues associated with unwanted access. Members commented that regulating access might be necessary, and that the government will have to “police” the regulation
Fuel Depots	A member suggested fuel be provided to land users at Grays Bay and Jericho. WKR indicated this support will be considered for users of the port.
Land User and Logistical Support	A member recommended heated shelters be made available for hunters and monitors, water transport be provided for hunters without boats to support community members gaining access to the port, and suggested marked trails for safe winter travel to the port could be an option to consider. WKR indicated they could work with the community to support these initiatives. It was further suggested that the Project could act as a ‘safe haven’ for travellers in the region, including those travelling between Kugluktuk and Cambridge Bay.
Emergency Support	A member requested that search and rescue infrastructure and support be made available at the Project.

IAG Statements:

We talked about the accessibility... at the MLA [B2Gold Nunavut’s Marine Laydown Area] site they have fuel and gas for Bathurst [Inlet] and

Bay Chimo for the HTO, maybe somewhere down the line, you can have something similar to that, for hunters who use that area.

Easier to be getting gas halfway, instead of taking that big load there and having a shelter. We're halfway from here to Cambridge [Bay],

When I worked up in the Beaufort Sea, we had a water taxi, and it was jet ride so whenever it was foggy, and we can't get on the ship with the helicopter [we used] the big jet or the jet boat.

Somewhere down the line, maybe we can table, under the IIBA supplies for Grays Bay or Jericho somewhere down the line, and either before the road is built. But just have something in our IIBA to have benefit for the hunters,

I was wondering if there were any conversations about, you know, how supporting hunters from this community...maybe having wildlife guardians, you know, help create a trail to Grays Bay Road and Port to benefit from the road.

I know during the spring, there's always travel back and forth for the annual frolics. During summer, there's travels back and forth. So just to have that safety aspect of it, because we do have a SAR [Search and Rescue] building, but it's run down, and we're looking for funding to upgrade it...to drive in during the summer or stop during spring, just makes it a lot easier.

3.5 Predator Control

Table 3.5 summarizes community feedback related to predator control at the Project, which is noted as essential to protecting caribou, with potential support for community hunting and outfitter programs targeting wolves, grizzlies, and wolverine.

Photo 3.5 WKR remote camera BA24-04 on September 09, 2024 (approx. 4 km NE of Jericho Station)



Table 3.5 Predator Control Feedback

Topic	Summary of Key Points and Context
Hunter Support	A member requested fuel, and shelter be provided by WKR to hunters providing predator control. WKR offered to provide resources, shelter, fuel, etc. in support of this effort, but noted additional engagement with relevant stakeholders and agencies would be needed to advance this initiative.
Seasonal Focus	A member emphasized the importance of predator control during caribou calving periods and targeting times of the year to use control measures when caribou are most vulnerable.
Community-Led Programs	A members stated any predator control initiatives should be Inuit-driven. WKR supported this sentiment.
Grizzly Bear Management	A member recommended a controlled harvest. WKR discussed the need for coordination with HTOs and outfitters on this topic.

IAG Statements:

You know what? A cabin here and there, and what would help the caribou during calving season is actual hunters on the ground, because there's none, nobody during calving season out taking care of predators.

Anything to help with putting control for the caribou population either being stable or increasing, as the predators aren't just grizzly bears and wolfs, there are wolverines too.

Maybe set up a wildlife manage protection area or wildlife management cabin here and there, just to keep a monitor on things.

You guys are all talking about the wolves, but we don't have a quota system anymore for grizzly bears, and they're the ones that take a big majority of calves at the calving grounds...So just having that accessibility to go and get dropped off in the middle of road or get dropped off at that certain area during calving season just to help harvest the grizzly bears.

3.6 Environmental Management and Habitat Protection

Table 3.6 presents concerns and suggestions raised by IAG members regarding environmental management and habitat protection. Members advocated for proactive environmental management at the Project—such as dust control, progressive site remediation, and habitat restoration—to protect wildlife ecosystems and maintain healthy, green habitats for caribou and other species.

Photo 3.6 Caribou trails identified during WKR’s wildlife research programs



Table 3.6 Environmental Management and Habitat Protection Feedback

Topic	Summary of Key Points and Context
Preserve Lush Land	A member stated green, lush areas are critical for caribou and need to be avoided.
Dust Control	A member requested that dust suppression be used at the Project. WKR proposed the use of water and non-toxic chemical options to support this initiative.
Noise Reduction	A member emphasized limiting blasting and equipment use to non-sensitive time periods and suggested these activities be further restricted when wildlife are near the Project.
Waste Management	A member stated the need for cleanup of spills and debris to avoid impacting or attracting wildlife.
Other Disturbances	Industrial sites may have other disturbances for caribou that should be managed (e.g. light and noise pollution, unfamiliar smells).
Site Remediation	A member requested post-construction restoration in areas where disturbance occurred, where no permanent infrastructure is required.
Wildlife Protection	A member stated that protection measures should extend to muskox, moose, and other wildlife species, not just caribou.

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Topic	Summary of Key Points and Context
	WKR agreed and committed to ensuring this was included in the scope of the IS.
Compensation	A member asked if compensation would be provided to Inuit if caribou populations are found to be negatively impacted by the Project.
Archaeological Considerations	Members noted the Project area has experienced historic Inuit use and that archaeological sites are likely to be encountered.
Climate Change Considerations	A member noted shifting patterns due to climate warming and expressed concerns about the future impacts of climate change. WKR acknowledged that it is a concern and will be addressed in adaptive planning.

IAG Statements:

I wanted to say there's lots of land. Leave that lush land for the caribou. Make a road somewhere else.

Will there be dust control applied to the airstrip? Because our airstrip, you see a plane take off with a cloud of dust is over the town for the few hours when the wind is blowing from the west. We see that out there as we live out on the land, when we see the planes take off, we're 10 kilometers away. The dust is tremendous when the plane takes off,

Helicopter noise. All this extra noise disturbance is creating animals to stay away. That's so I just wanted to throw that out. Thank you.

The Elders used to say that we have to keep the land clean and where their trail [is] where they [caribou] go to do their calving...Everything needs to be clean and removed from the land...

Habitat restoration is really important on my mind.

We've been talking only caribou, but...muskox is also a very important [animal] where this is and it is an accessory food, and so is moose...

There's going to be no more caribou for a long period of time. I know it. I really know it...We don't see the caribou as much as we used to. But if you put this [road in], we won't have any more caribou. Who is going to put the meals on the table? You guys?

So you see a lot of archeological sites where they follow the caribou trails all the way to Bathurst, the archeological sites where people hunted as well too.

Who knows what that road can do, it might lead to more things with this weather changing, who knows what the caribou are going to do.

3.7 Socio-Economic Opportunities

Table 3.7 summarizes community feedback and discussion points related to potential socio-economic opportunities at the Project, including Inuit employment, training, and youth engagement programs—such as those related to heavy equipment operation and environmental monitoring to support communities.

Photo 3.7 IAG Members, Special Advisors, Kitikmeot Inuit Association, and WKR are participating in IAG Workshop 2



Table 3.7 Socio-economic Opportunities Feedback

Topic	Summary of Key Points and Context
Inuit and Youth Employment	A member stated the Project should prioritize Inuit hiring and employment pathways for youth, including engagement and training. WKR agreed, citing that training and Inuit employment are critical to the Project’s success.
Training Programs and Career Development	A member recommended offering training in equipment operation, environmental monitoring, and preparing for further advancement within the company. WKR supports this training and will have programs to help Inuit maximize their potential.
Community Benefits	The mMember asked that if improved transport associated with the Project could reduce the community cost of living. KIA discussed how that’s what they want to achieve to lower the cost of living.

IAG Statements:

If this road and port goes on, there will be lots of job opportunities, or training too.

...Not only training for heavy equipment, but also aim high too. Like HR office and executive.

If this happens, will that road be accessible in the winter for stores to be able to truck goods up, food, dry goods, mostly, so that the cost of living might come down?

We agree with Grays Bay, when they open that, when they start shipping things, [costs] might be lower now, nowadays it's so expensive here.

3.8 Marine Wildlife and Port Operations

Table 3.8 summarizes key concerns raised about marine wildlife and port operations, focusing on protecting migratory routes, mitigating the impacts of icebreaking, and calls for Coast Guard coordination on safety and spill response. Additionally, opportunities for community benefits through fuel delivery and port access were highlighted.

Photo 3.8 Sealift and Canadian Coast Guard at Cambridge Bay, September 2, 2025

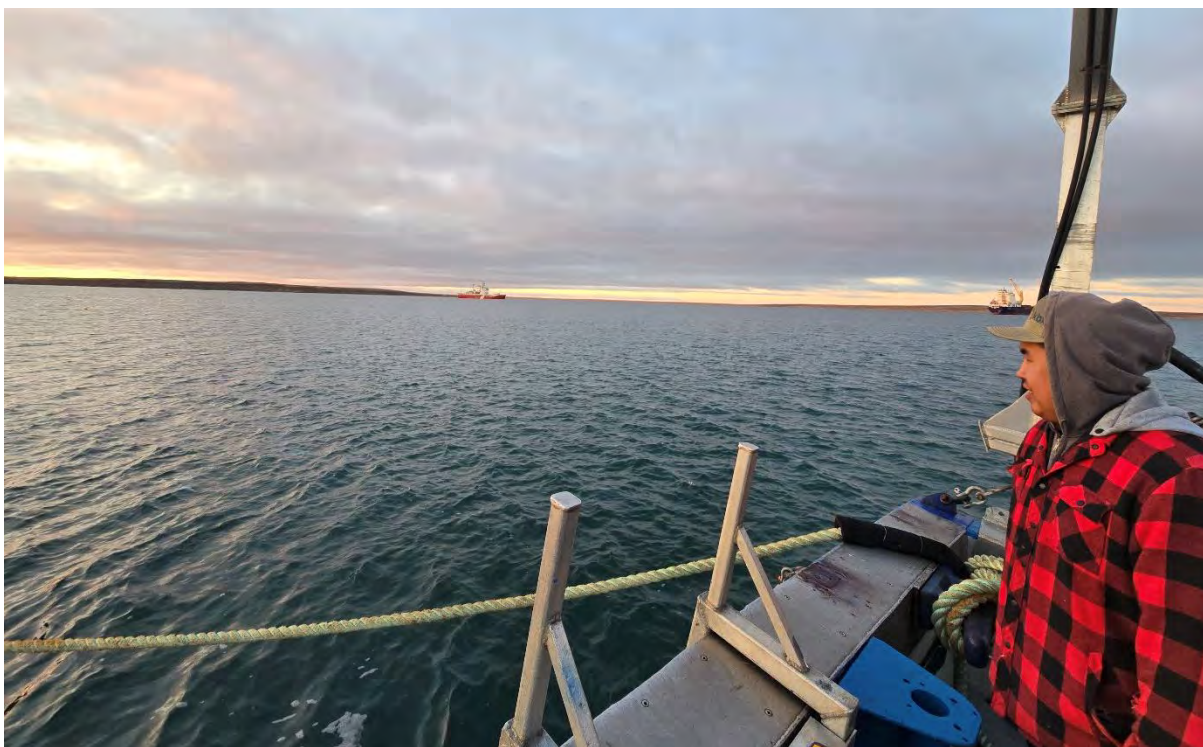


Table 3.8 Marine Wildlife and Port Operations Feedback

Topic	Summary of Key Points and Context
Icebreaking Restrictions	A member stated that icebreaking should not occur during certain seasons.
Spill Response	A member asked if a full spill response setup at the port WKR presented plans for its port infrastructure and indicated that spill response will be one of many supports the port will offer, with coordination with the Canadian Coast Guard.
Marine Safety	A member asked if navigation aids would be implemented and requested communication systems to be developed. WKR indicated these systems are being looked into.
Wildlife Protection	A member stated that seals, fish, and marine mammals could be a topic of future IAG discussion. WKR acknowledged and indicated that these topics would be considered as part of a future meeting, as there have been concerns with shipping brought up by the communities..

IAG Statements:

There's a motion to that use of icebreakers during certain season [that] was done by Cambridge Bay; there's no use of icebreakers at all. In certain seasons there is no icebreaking at all.

Cambridge Bay and Kugluktuk have a sea can for diesel spills [clean up]. Will Grays have spill a response set-up at the port?

What do you mean by navigational aids? Radio or just ship markers?

Improve communications in between communities, you know, like a cell tower or repeater stations put out on the Island

Marine wildlife...seals, fish, ducks, whales.

3.9 Impact Significance

WKR facilitated a discussion on impact 'significance' on Day 2 of the workshop, intending to obtain IAG feedback on what this concept entails for the Project from an Inuit perspective. WKR noted that significance has often been described as the *importance* or *acceptability* of a potential impact or change. While Western science has its own methods of assessing significance¹, WKR wished to hear directly from Inuit on the following:

- What would make the Project more *acceptable* to Inuit? (i.e. Project impacts are 'non-significant')

¹ For example, it typically considers: size of area likely to be affected; ecosystemic sensitivity; historical, cultural, and archaeological importance; size of human and animal populations likely to be affected; nature, magnitude, and complexity of impacts; probability of impacts occurring; frequency and duration of impacts; reversibility of impacts; and cumulative impacts.

- What would make the Project *unacceptable* to Inuit? (i.e. Project impacts are ‘significant’)
- What are the most *important* impacts WKR needs to focus on?
- What additional protection and monitoring measures are needed to make the Project *acceptable* to Inuit?

The resulting discussion was not focused solely on caribou; rather, it highlighted the importance of many factors that Inuit consider when determining whether the Project is acceptable to them.

For example, IAG members often highlighted the importance of protecting the land, water, and *all* wildlife during these discussions, emphasizing that Project development should not negatively affect the ability of Inuit to harvest wildlife and continue putting country food on their tables. Ensuring caribou populations remained healthy was a primary consideration, with appropriate predator control being an important component of this. By extension, IAG members expressed a desire for WKR to support Inuit in harvesting these predators once the Project is built, while also facilitating access to Project sites for other Inuit land users/harvesters. As the Project is located some distance from existing communities like Kugluktuk, it is important to find ways to ensure Inuit can still benefit from and use the Project facilities.

IAG members also commented on various socio-economic factors they consider when assessing the overall acceptability of the Project. The importance of Inuit job creation was highlighted several times, as was the provision of appropriate training opportunities for those wishing to secure Project employment and/or advance in their careers. Ensuring the Project helps reduce the community cost-of-living in the Kitikmeot Region was another priority for IAG members, as was ensuring meaningful Inuit involvement in Project decision-making and that their perspectives continue to be incorporated.

IAG members shared several statements in support of Project development during the workshop. Other individuals refrained from issuing their full support at this stage of the Project proposal. However, they expressed appreciation for the work and consultation done to date and provided valuable suggestions for WKR’s consideration. WKR also acknowledges that one IAG member remained in opposition to the Project, due to the proposed road alignment and their concern over its potential effects on caribou.

IAG Statements:

We’ve been talking about this Project for a long time. We agree with it.

I’d like to see all HTOs support the Project.

There’s other wildlife we need to consider other than caribou; but caribou is top of the list. Socio-economic concerns and benefits are important too. People must benefit. Water protection is important. If all that is adhered to, I don’t see why the road can’t become a reality.

If this goes ahead there will be more jobs and opportunities and training.

The HTO is always worried about animals. They are our food, clothing... Please listen to Inuit, really listen... Jobs are important, but not to the

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detriment of wildlife. Caribou go in cycles, but don't speed these cycles up. Thank you for listening to us.

The caribou will disappear. Are you going to put food on our table once they disappear? Final say – I'm against that road in the calving ground.

From this discussion, it is apparent that 'significance' is a complex, multifaceted consideration for Inuit. Project and impact acceptability cannot necessarily be boiled down to one or two elements; rather, IAG members discussed a holistic suite of considerations that must be integrated into the Project's social, environmental, and economic plans.

Several points raised during the above discussion on 'significance' eventually became workshop recommendations issued by the IAG. Discussions on protection and monitoring measures needed to make the Project acceptable to Inuit also occurred during the workshop and were integrated into these recommendations. Section 4 includes additional information on the recommendations provided.

4 Recommendations

The following table summarizes the key recommendations shared by members of the IAG during Workshop #2. These recommendations reflect the members’ priorities for protecting caribou and wildlife, which have been condensed from the feedback provided in Section 3 to answer the following three overarching questions presented to the IAG members during the workshop:

- 1) Does WKR understand potential impacts on caribou?
- 2) Are the protection and monitoring measures proposed for caribou appropriate?
- 3) What would make the Project more acceptable to Inuit?

Recommendations made by IAG members were recorded by WKR during the workshop using ‘working notes’ posted around the meeting room (Photo 4.1). At the end of the workshop (i.e. before their finalization), WKR presented these to the IAG and asked the group whether they should be treated as formal IAG recommendations. The IAG members agreed they should proceed, acknowledging that some recommendations came from individual members and may not reflect the feedback provided by all parties. These recommendations are presented in Table 4.1.

Table 4.1 IAG Member Recommendations

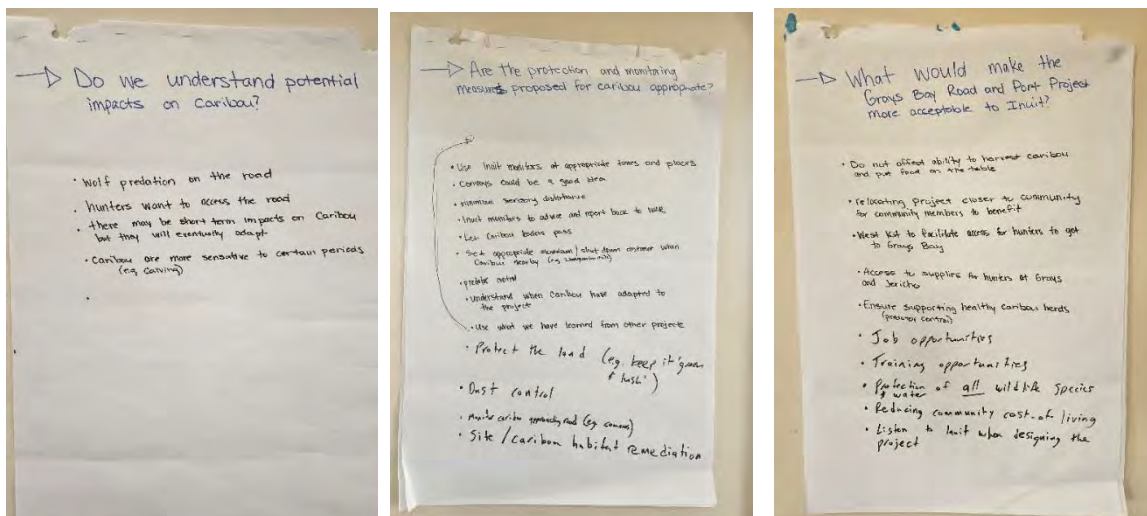
Recommendation	Notes/Context
Does WKR understand potential impacts on caribou?	
Understand wolf predation effects on the road	Controlling predators at the Project will help caribou populations grow.
Hunters want access to the road	Hunters need to have access to the road for both harvesting and predator control.
There may be short-term impacts on caribou, but they will eventually adapt	Caribou adapt and will continue to do so; however, it is essential to develop the Project sustainably with caribou in mind.
Caribou are more sensitive during certain periods	Migration, calving, and post-calving are critical periods for caribou, and additional protection measures need to be considered during these times.
Are the protection and monitoring measures proposed for caribou appropriate?	
Use what has been learned from other projects	If mitigations have been successful at other projects in Nunavut, apply those to this Project. Don’t re-invent the wheel.
Use Inuit monitors at appropriate times and places	Having Inuit monitors to support WKR’s monitoring programs is critical. Technology is good, but it is no replacement for having someone on the land observing in real-time.
Convoys could be a good idea	Grouping trucks while travelling on the road (convoying) will increase the amount of time between disturbances, lowering impacts on caribou.
Minimize sensory disturbance	Understand when wildlife are most sensitive to disturbance, or are nearby, and restrict activities during those times.
Use Inuit monitors to advise and report back to WKR	Inuit monitors are critical to reporting how well mitigation measures are working or if they need adjustment to serve their intended purpose.
Let caribou leaders pass	It is known that caribou herds follow a leader during migration, typically a dominant or experienced female. Once the lead

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Recommendation	Notes/Context
	caribou crosses, the rest of the herd follows. Disturbance is to be restricted during these times.
Set appropriate slow-down/shut-down distances when caribou are nearby (e.g. 1/4 mile)	When a certain number of caribou are within this distance, road restrictions are implemented.
Support predator control	Controlling caribou predators is crucial to herd health, and community members are looking to WKR for support in these efforts.
Understand when caribou have adapted to the Project	Behavioural monitoring of caribou during all phases of the Project can help WKR understand when caribou have acclimated to the Project, potentially allowing for relaxed restrictions on certain operations.
Protect the land (e.g. keep it 'green and lush')	Protecting the land caribou use is critical. One member was strongly opposed to the road's current alignment, as the impacts on caribou were perceived as too great.
Employ dust control measures	Controlling dust deposition on the vegetation surrounding the road is important.
Monitor caribou approaching the road (e.g. using cameras)	Inuit monitors and technology working together will help with implementing mitigations.
Practice site/caribou habitat remediation	Progressive reclamation and remediation (in the event of accidents and malfunctions) throughout all phases of the Project will be crucial to preserving caribou habitat.
What would make the Project more acceptable to Inuit?	
Do not affect the ability of Inuit to harvest caribou and put food on the table	One member was concerned that if the road is constructed and caribou go elsewhere, how could they put food on the table?
Relocate the Project closer to the community for the community members to benefit	One member suggested that the road should be moved closer to Kugluktuk, allowing Kugluktuk residents to benefit more.
WKR to facilitate access for hunters to get to Grays Bay	Members suggested that WKR help facilitate access to Grays Bay for recreation and harvesting.
Access to supplies for hunters at Grays Bay and Jericho	In addition to access, having supplies available to support recreation, harvesting, or predator control was noted as important for community members.
Ensure support for healthy caribou herds (predator control)	Members suggested that WKR could help protect caribou by working with the HTOs to organize hunts to control predators.
Provide job opportunities	Job opportunities for current and future generations of Inuit were important not only with WKR but also with businesses that could support the Project or provide additional services as a result of the Project (barging, expediting, tourism, outfitting, etc.).
Provide training opportunities	Members indicated that training for entry-level positions with WKR was important, as was providing on-the-job training to help Inuit advance within the company.
Protection of all wildlife species and water	The IAG workshop focused heavily on the protection of caribou, but members cautioned that it is also important to protect all wildlife and water resources.
Reducing the community cost of living	The Project should result in reduced cost of living in nearby communities (e.g. by aiming to reduce transportation costs and enhance the reliability of access to essential goods).
Listen to Inuit when designing the Project.	Inuit feedback during all phases of the Project (design, construction, operations, and maintenance) is critical to the success and longevity of both the Project and WKR.

Photo 4.1 IAG Member Recommendations – Group Working Notes



5 What Comes Next

Following Workshop #2, WKR will continue to work collaboratively with the IAG to build on the knowledge shared and recommendations provided. The next steps include:

- **Finalizing and Distributing Workshop Materials:** The summary of Workshop #2 will be shared with all IAG members. Additional materials, such as updated maps, will also be made available where appropriate.
- **Preparing for Workshop #3:** Planning is underway for the third IAG workshop, scheduled for Spring/Summer 2026. This session will focus on discussing key results presented in the IS, planned for submission to the NIRB in December 2025, with contributions from topic-specific advisors. Other important topics emerging from the Project’s ongoing review may also be discussed.
- **Ongoing Integration of IAG Feedback:** Insights from the IAG will continue to be integrated into the IS by WKR. This includes direct input from Workshops #1 and #2 (and earlier meetings), along with additional guidance to be provided through future IAG discussions and community engagement.
- **Collaboration on Monitoring and Access Planning:** Development of environmental monitoring and access management plans will continue, with continued input from IAG members.
- **Continued Communication and Support:** WKR remains committed to open communication with IAG members. Additional meetings, one-on-one follow-ups, and community updates may be scheduled as needed to support collaboration and informed decision-making.

WKR will continue to advance the IS and engineering studies for the Project. WKR anticipates the IS will be ready for submission to NIRB in December 2025. WKR will continue to engage with Inuit and Indigenous Governments, Indigenous Organizations, and other potentially affected transboundary communities outside of Nunavut to inform the IS and Project design throughout all phases of the Project.

6 Concluding Remarks

WKR would like to thank all IAG members for their active participation in the workshop and for providing valuable feedback on the Project's potential impacts to caribou, the appropriateness of the proposed protection and monitoring measures, and what additional steps could be taken to make the Project more acceptable to Inuit. Your insight, experience, and continued commitment are helping to shape this Project in a way that aligns with Inuit values and regional priorities.

This report will be distributed to all IAG members for their reference. The information in this report will be provided before the next IAG workshop, where any errors or omissions will be addressed. The workshop is anticipated to take place in spring/summer 2026.

7 References

Banci, V. and R. Spicker (Compilers, Editors & GIS). 2024. Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project. Naonaiyaotit Inuit Knowledge Project (NTKP), Kitikmeot Inuit Association, Kugluktuk NU.

Nunavut Impact Review Board (NIRB). 2025. Draft Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal (NIRB File No. 24XN038). Available at: [250416-24XN038-Draft IS Guidelines-OMAE \(1\).pdf](#). Accessed June 2025.

Appendix A Project Update Presentation

Grays Bay Road and Port Project

West Kitikmeot Resources Corp.

IAG Workshop #2

September 11-12, 2025 – Kugluktuk, NU

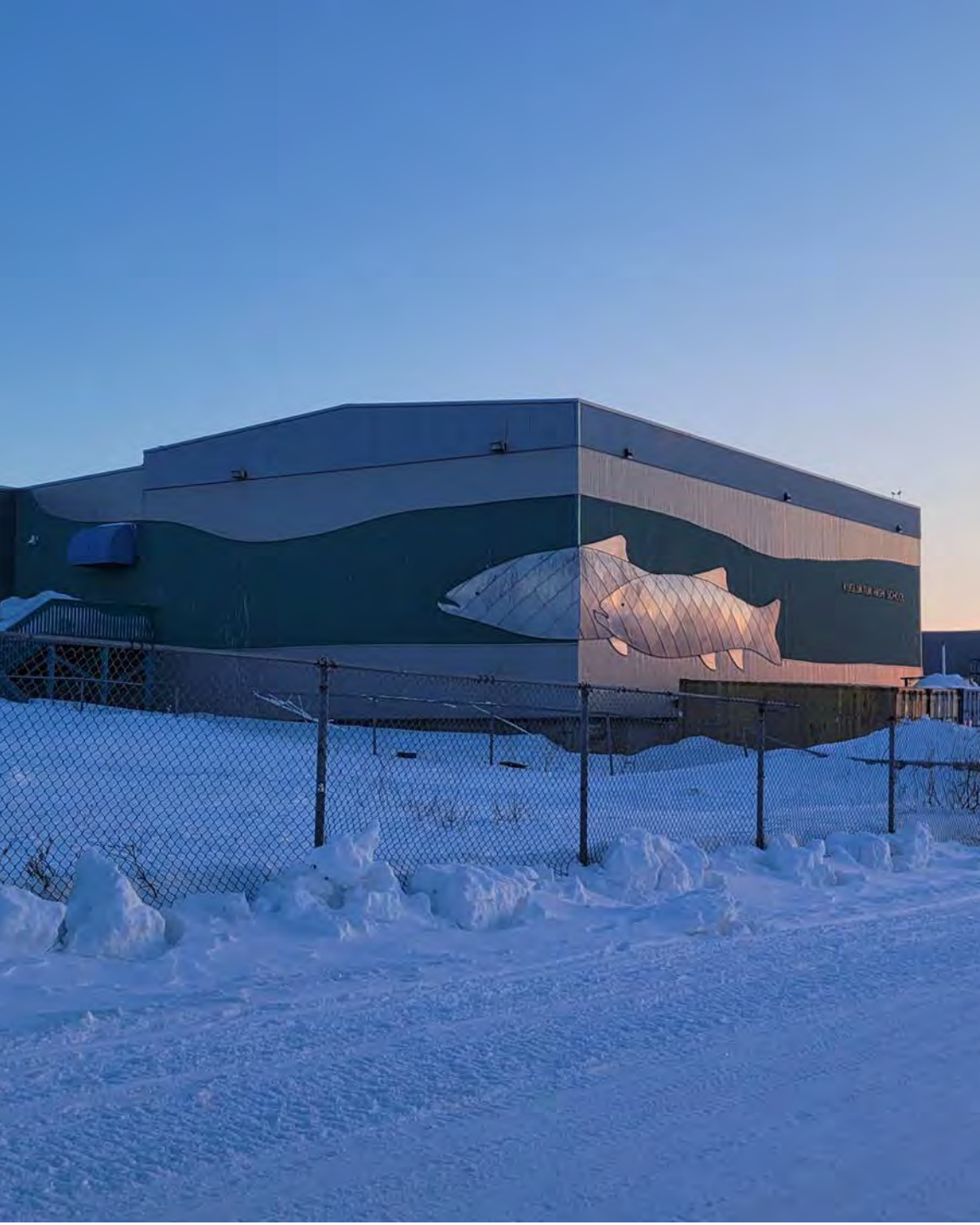
Workshop #2 Overview

- Introductions and Overview
- Project Updates
- Workshop #1 Re-Cap
- Caribou — How They Use The Land
- Caribou — Potential Project Interactions
- Caribou — What Others Do To Protect Caribou
- Impact Assessment — Determining Significance
- Caribou — Proposed Protection Measures & Monitoring

Introductions and Overview

Purpose of the IAG

- Provide feedback on the environmental and socio-economic aspects of the Grays Bay Road and Port Project
- Advise on potential Project impacts or community concerns
- Discuss strategies to stop or lower these impacts
- Where impacts remain, help determine when that impact becomes too much





Purpose of the IAG

- Members selected based on knowledge about wildlife, fisheries, land use, archeology, and/or water
- Meetings are intended to
 - Welcome and encourage sharing
 - Hear everyone's voice
 - Develop meaningful strategies and solutions

We are here to listen and learn to balance environmental protection and sustainable economic development.

Objective of Workshop #2

- Provide an overview of the Project
- Focus and Feedback on Caribou
 - Are the Project's potential impacts on caribou fully understood?
 - Are the protection and monitoring measures proposed for caribou appropriate?
 - What would make the Project more acceptable to Inuit?
- Each day: 9 am – 5 pm with breaks
- Snacks and lunch provided

Project Updates

West Kitikmeot Resources

- Inuit-led and owned company focused on advancing the Grays Bay Road and Port
- Largest shareholder is a subsidiary of the Kitikmeot Inuit Association (KIA).
- WKR also holds mineral exploration rights along the road corridor
- In November 2023, WKR completed an agreement with the Government of Canada and KIA to become the proponent and developer of the Grays Bay Road and Port Project



Grays Bay Road and Port

- Transformational nation-building transportation infrastructure
- This Project offers benefits to multiple stakeholders:
 - Inuit, Nunavummiut and all Canadians
 - Security users
 - Resource developers



Centre of the Northwest Passage - Between Nome and Nuuk



Port – Proposed Marine Facilities

- Deep water wharf area
 - Wharf structures
 - Two deep-water berths
 - Medium vessel wharf
 - Fuels manifold
 - Berthing/mooring
- Small craft harbour area
 - Boat launch ramp
 - Seasonal moorage floats
- Barge landing area
 - Barge ramp
 - Barge berth
 - Land reclamation area
 - Fuels manifold
- Navigational aids





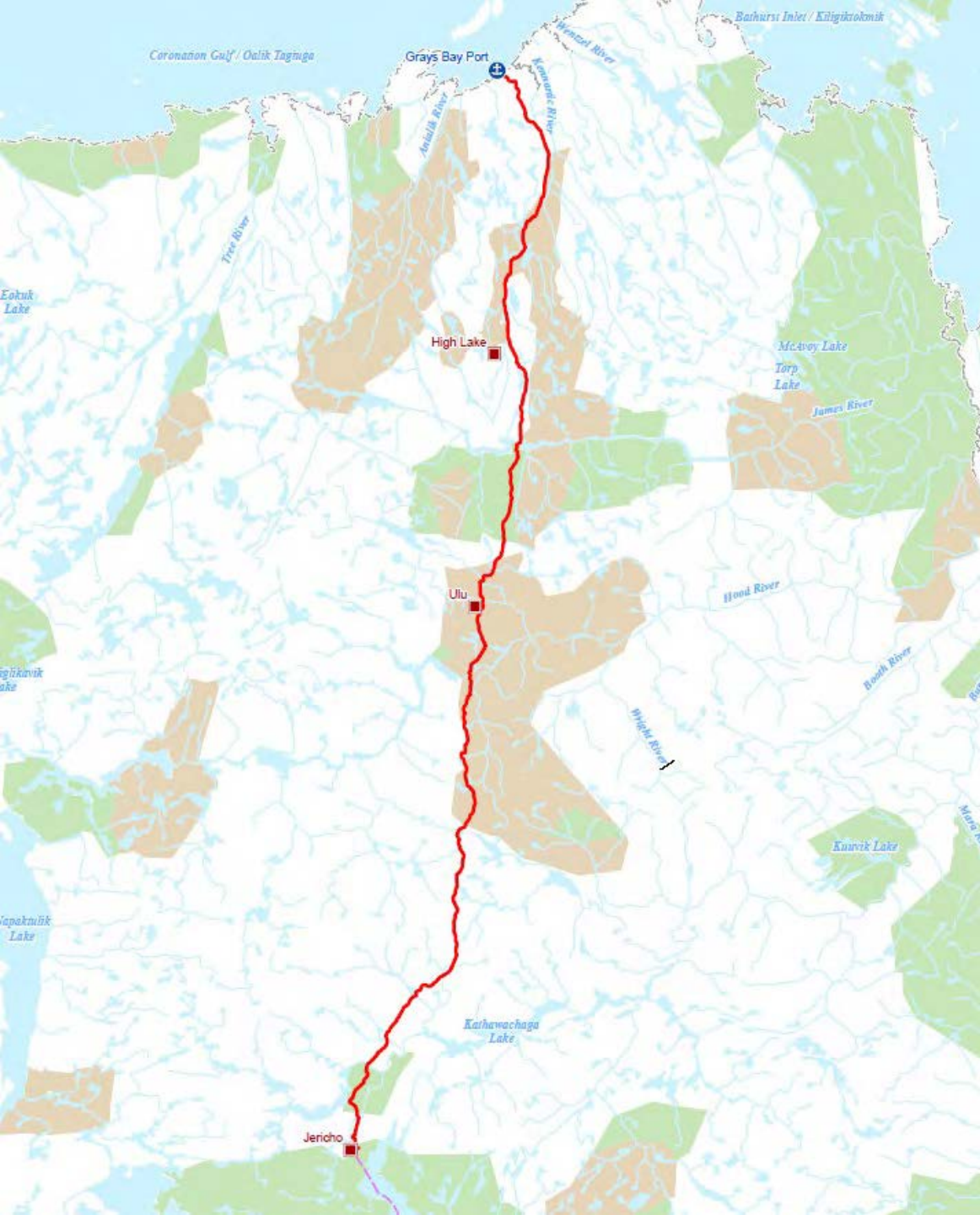
Port – Proposed Landside Facilities

- Buildings – Accommodations, operations, maintenance, etc.)
- Bulk fuel storage facility
- Fuels pipeline
- Laydown areas
- Public use area
- Controlled access roadways
- Seawater inlet / outlet and desalination plant
- Water intakes
- Water/wastewater treatment plants
- Utilities
- Waste storage, incineration & transfer facilities
- Diesel, wind, solar generation



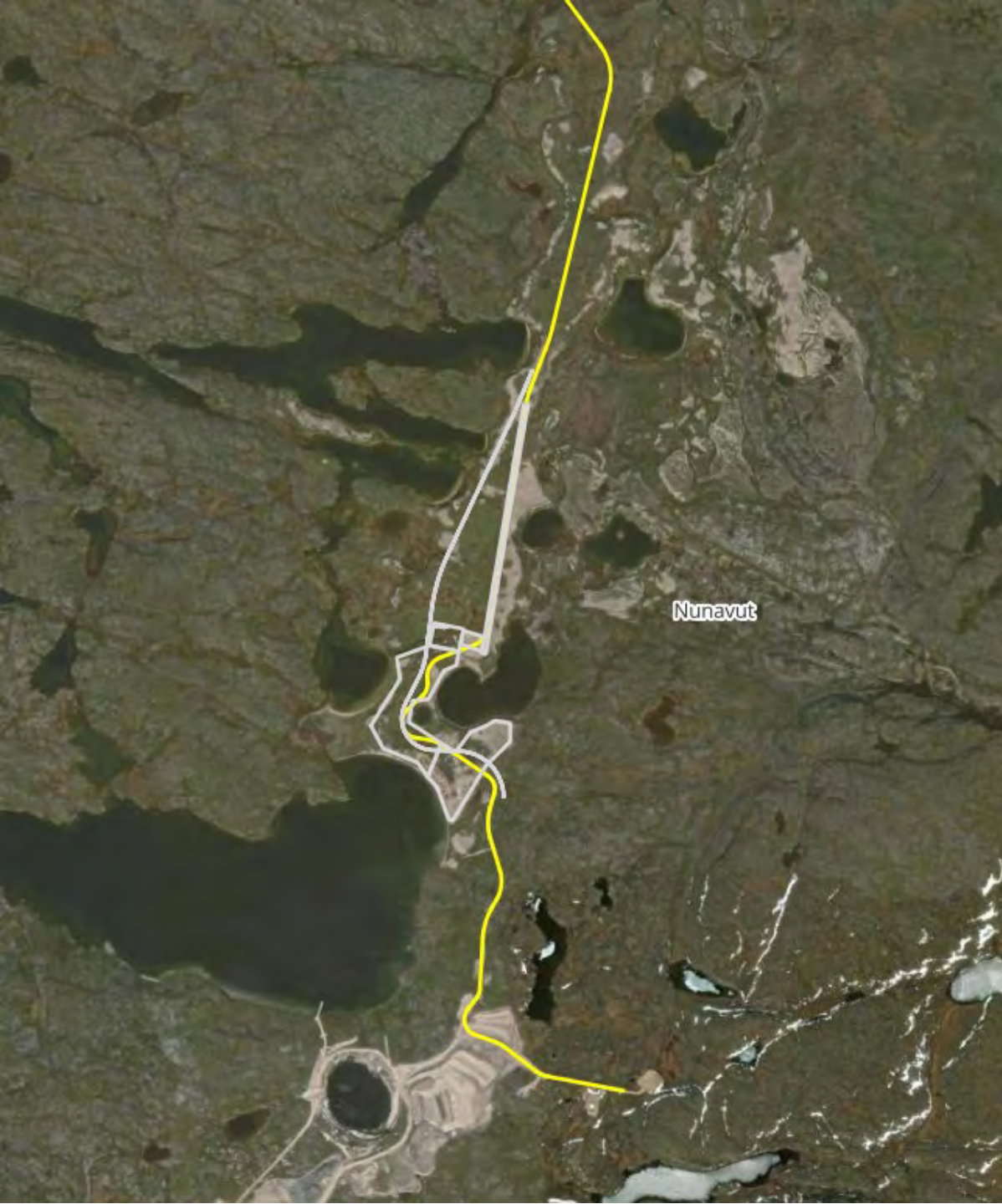
Port – Proposed Aerodrome

- 6,000 ft runway with taxiway
- Apron
 - Aircraft stands
 - Helicopter pads
 - Buildings
- Access roads & parking



Proposed Road

- Roadway
 - 230 km all-season
 - 230 water crossings (bridges / culverts)
- Approx 40 quarry / storage areas
- Temporary / mobile construction camps (4):
2 at each end working inwards, leapfrogging)
- Preferred alignment based on Inuit Knowledge,
technical, environmental, and economic information
- Designed not to negatively impact caribou, other
environmentally valued components, and users



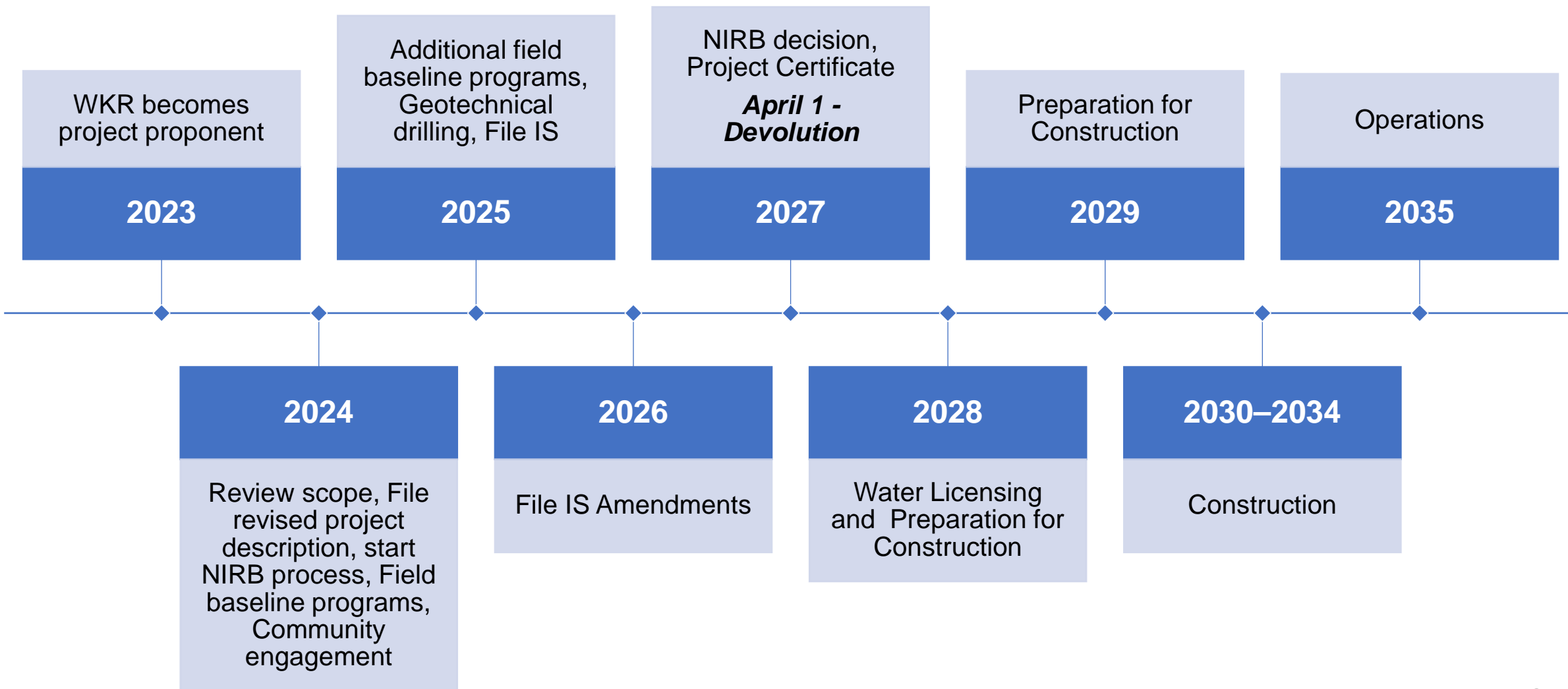
Jericho Station

- Controlled access
- Buildings (including accommodations and fuel storage)
- Laydown / storage areas
- Airstrip (existing, to be improved)

Key Design Elements

- Project design based on:
 - Needs of Inuit, security, and commercial users
 - Safety
 - Road standards and regulatory requirements
 - Inuit Knowledge
 - Environmental considerations
- Road can accommodate two-way, dual-powered road-train-type truck traffic
- Maximum speed is generally 60 km/h, increased to 80 km/h in certain areas.
- Shallow embankment slopes
- Port can accommodate up to two Post-Panamax 100,000 DWT Ore-Bulk-Oil ice class 1A vessels
- Harbour can accommodate around 10 small craft

Project Schedule



Work Completed To-Date

- Grays Bay to Jericho corridor identification/alignment
- First round of baseline environmental studies 2024, second round in 2025, underway until Aug 30th
- Inuit Knowledge studies for the Project area
- Preliminary design basis (embankments, crossings, port)
- Preliminary port conceptual design
- Nunavut Impact Review Board began review on March 11, 2025
- Ongoing engagement with potentially impacted communities and other key stakeholders
- Updated process map issued in July, revised Scope and Guidelines expected beginning of September. Final guidelines in November, WKR to submit IS in December

Workshop #1 Re-Cap



Workshop #1 Re-Cap

- March 20-21, 2025 – Kugluktuk, NU
- IAG re-initiation
- IAG Terms of Reference
- IK integration
- Discussion of key concerns
- Recommendations
- What We Heard report issued

Workshop #1 Re-Cap

What We Heard Overview:

- Protect caribou and wildlife through avoidance of calving/migration areas, mobile protection zones, and sensitive infrastructure design.
- Fully integrate Inuit Knowledge (IK) into assessments, including traditional place names and blending IK with western science.
- Strengthen monitoring with baseline data, erosion/dust controls, and adaptive management guided by IK.
- Ensure socio-economic benefits via fair hiring, youth participation, community benefits, and local infrastructure support.
- Clarify access rules for road/port use, hunting, and future development.
- Apply thoughtful engineering with infrastructure reuse, culturally appropriate design, and consideration of renewable energy.

IAG Recommendations

Wildlife Protection

Close roads temporarily during caribou migration

Incorporate mobile caribou protection zones

Remove snow windrows in winter to allow caribou passage

Avoid roads through caribou calving grounds and migration routes

Blend design into the landscape

Collaborate with the GNWT Department of Environment and Climate Change to obtain wildlife data

Inuit Knowledge Integration

Meaningfully integrate IK into the IS

Share *Kitikmiut Knowledge of the Proposed Kogloктоаkyok (Grays Bay) Port and Road Project Final Report* insights in ways that are accessible to all members (e.g., translations, maps)

IAG Recommendations

Environmental Management & Monitoring

Develop dust, erosion, noise, and sediment control plans

Develop adaptive management plans that can be revised if needed

Test rock for potential acid rock drainage and metal leaching before use

Begin environmental monitoring early, before construction

Develop monitoring strategies for long-term impact tracking

Access & Land Use

Create an access management and enforcement plan

Maintain community access to traditional areas and cabins

Focus on education/training, not hunting restrictions

Consider controlled eco-tourism opportunities

IAG Recommendations

Socio-Economic Opportunities

Prioritize Inuit for training and employment

Focus on socio-economic benefits for Inuit

Develop Inuit employment and procurement targets

Involve youth in the IAG or in a parallel advisory group

Engineering & Project Design

Develop mitigation measures for caribou-sensitive areas such as Tahikyoak (Contwoyto Lake)

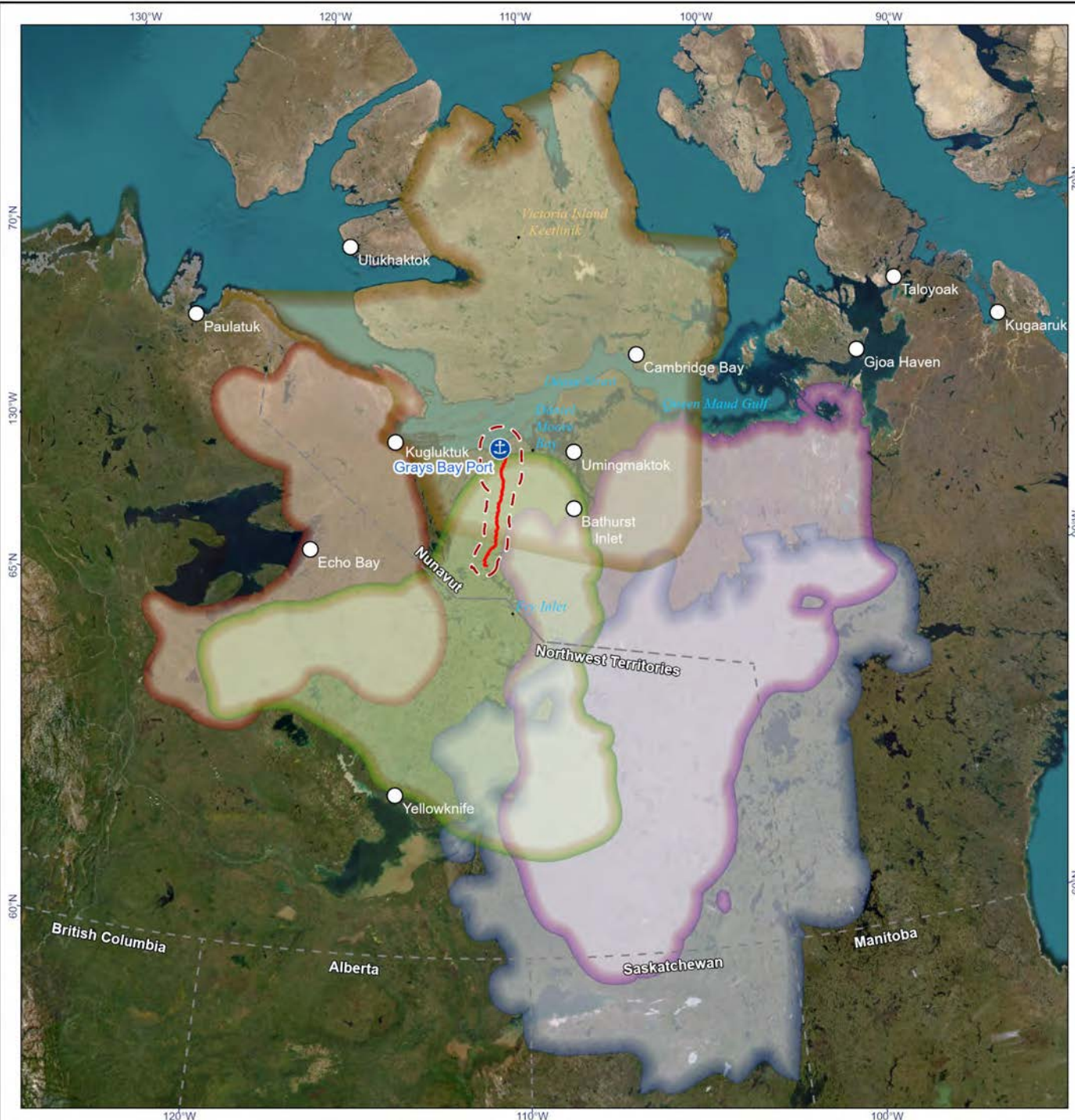
Use clean, tested local rock for construction

Consider renewable energy (solar, wind, hydroelectricity) in design

Install communication infrastructure (e.g. cell towers)

Provide infrastructure like halfway cabins along the road

Caribou – How They Use The Land



- Mainland caribou

- Bathurst, Beverly-Ahiak, Bluenose-East caribou herds

- Island caribou

- Dolphin and Union Herd

“It’s the Bathurst and Beverley herds that the Ahiak herd are mixing with. They’ve always been doing this, for as long as caribou have been there. People are just finally noticing it, these last few years, recently (interview held in 2012). They just started to come forward, these other herds that come around this and other areas too” (NTKP, 2018)

GBRP Caribou Field Studies

Aerial surveys

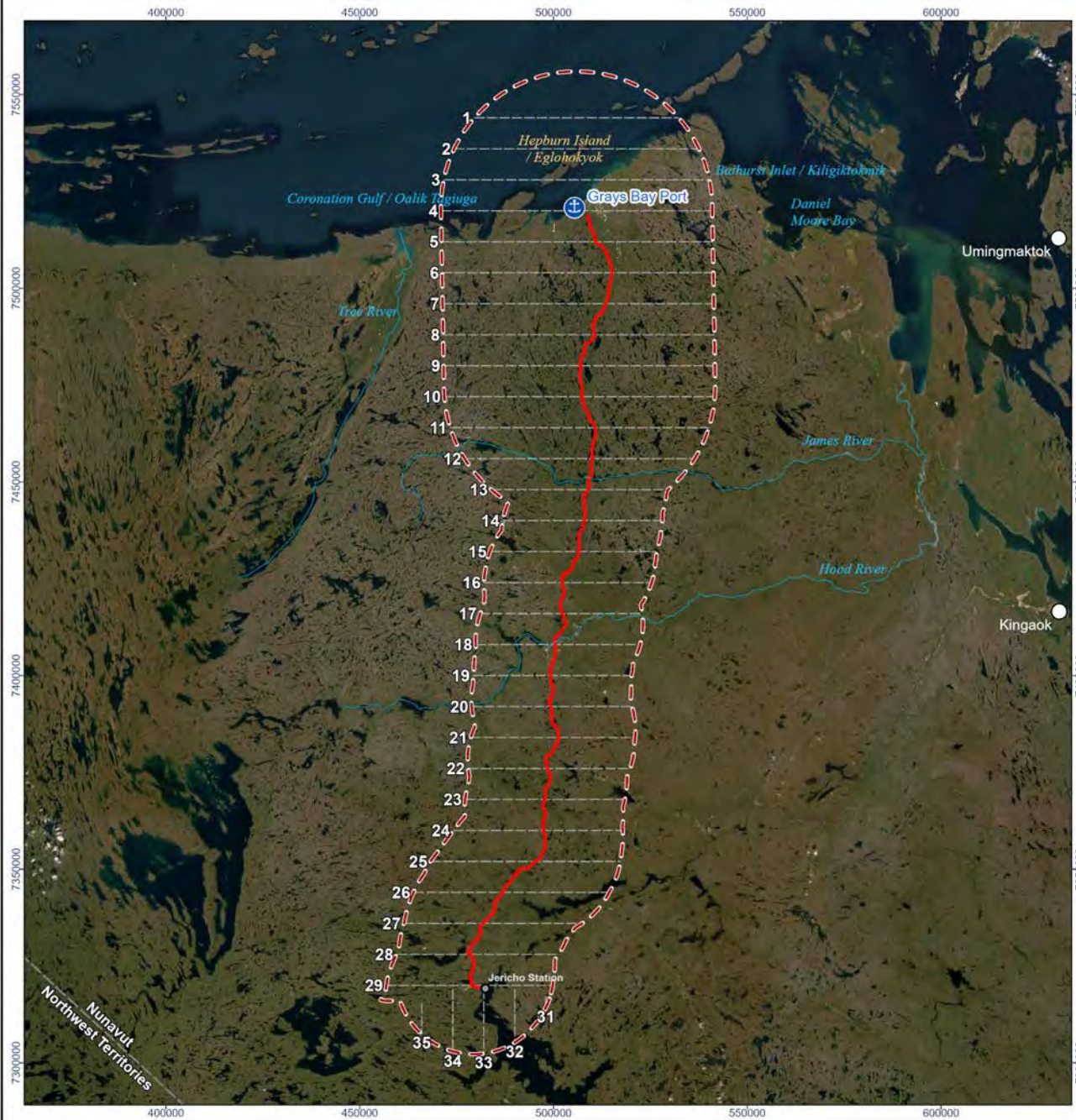
- 2004–2006 in northern area
- 2007 and 2010 in southern area
- 2008, 2012, 2013 in the entire area

Caribou trails

- 2012 and 2024, 2025

Remote cameras

- 2024, 2025



GBRP Caribou Studies

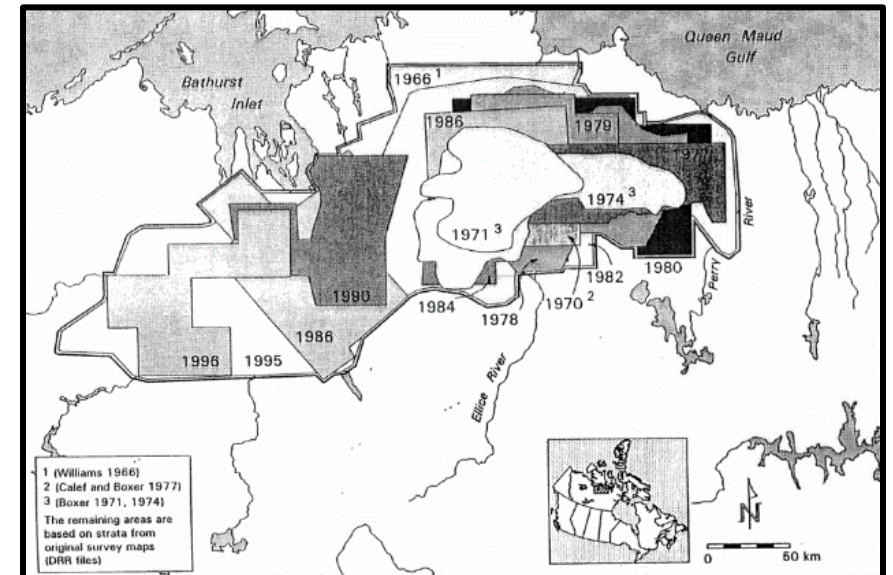


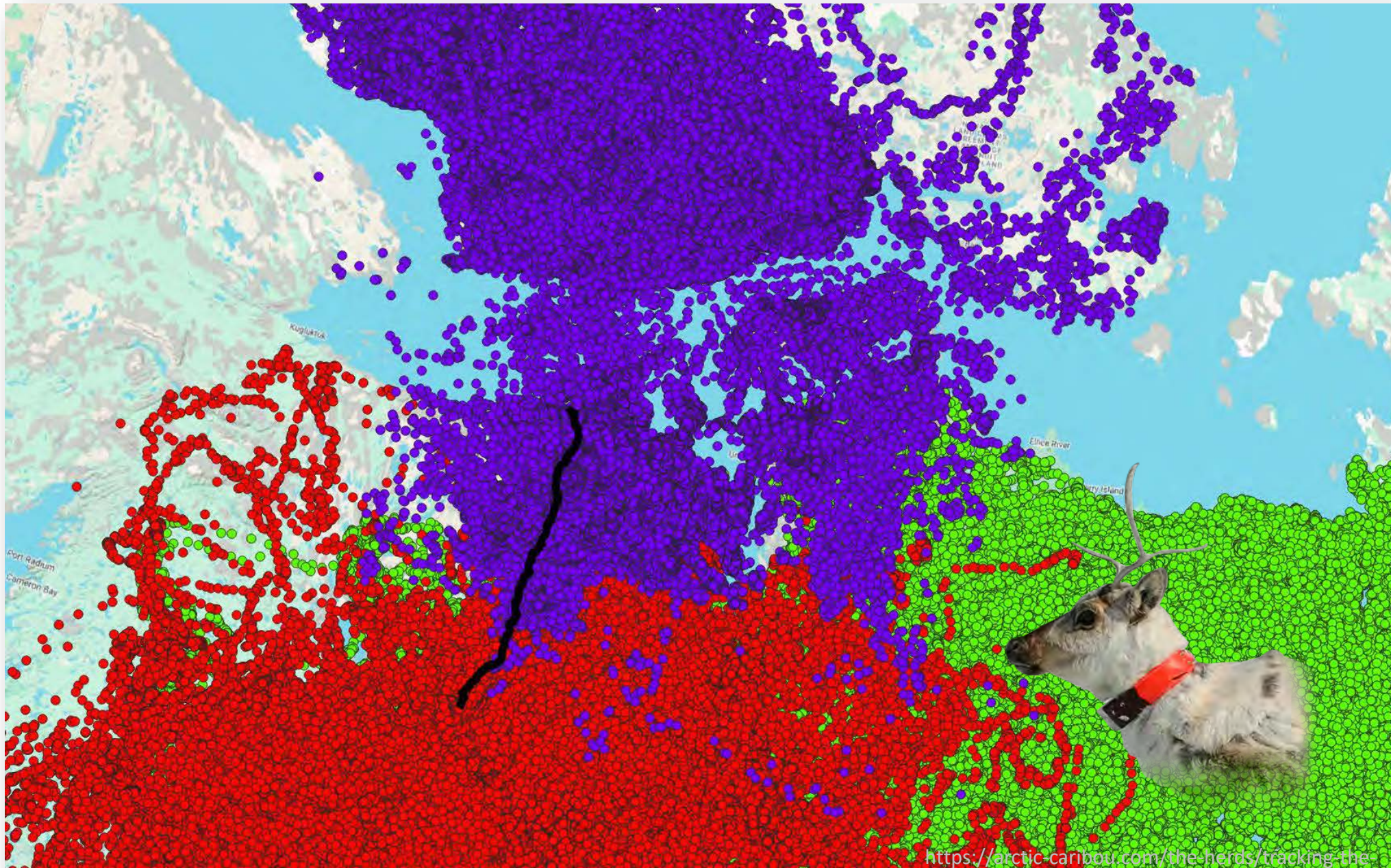
<https://arctic-caribou.com/the-herds/tracking-the-caribou/>

- Collar data (from the GN and GNWT)
 - Bathurst Caribou (1996–2024) and Dolphin and Union (1987–2024)
 - Distribution, movement
 - Habitat models
 - Movement models

- Historical GNWT survey data

- Current GNWT and GN survey data





<https://arctic-caribou.com/the-herds/tracking-the-caribou/>

Mainland Caribou



GNWT Image

Inuit Knowledge

Naonaiyaotit Traditional Knowledge Project

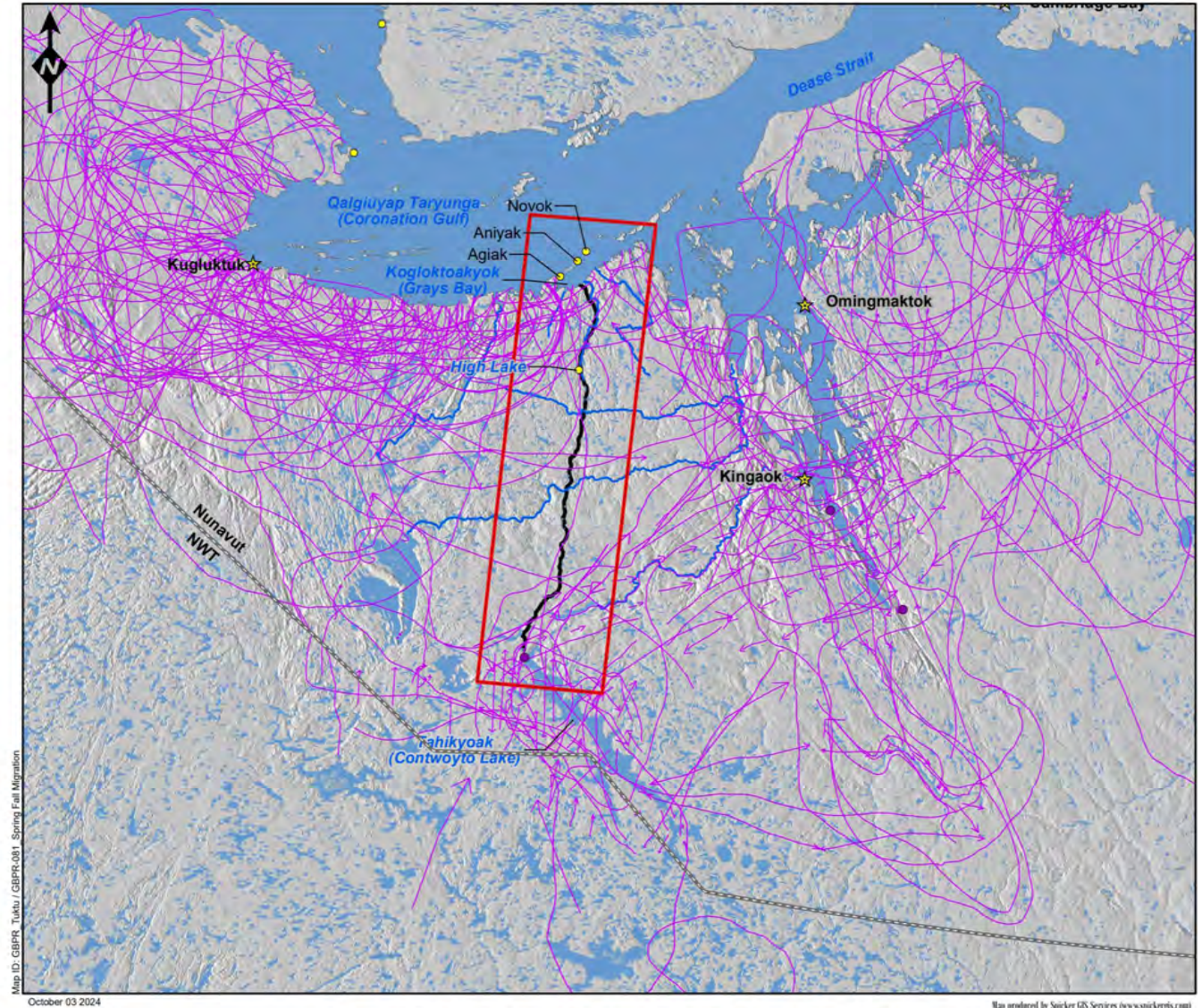
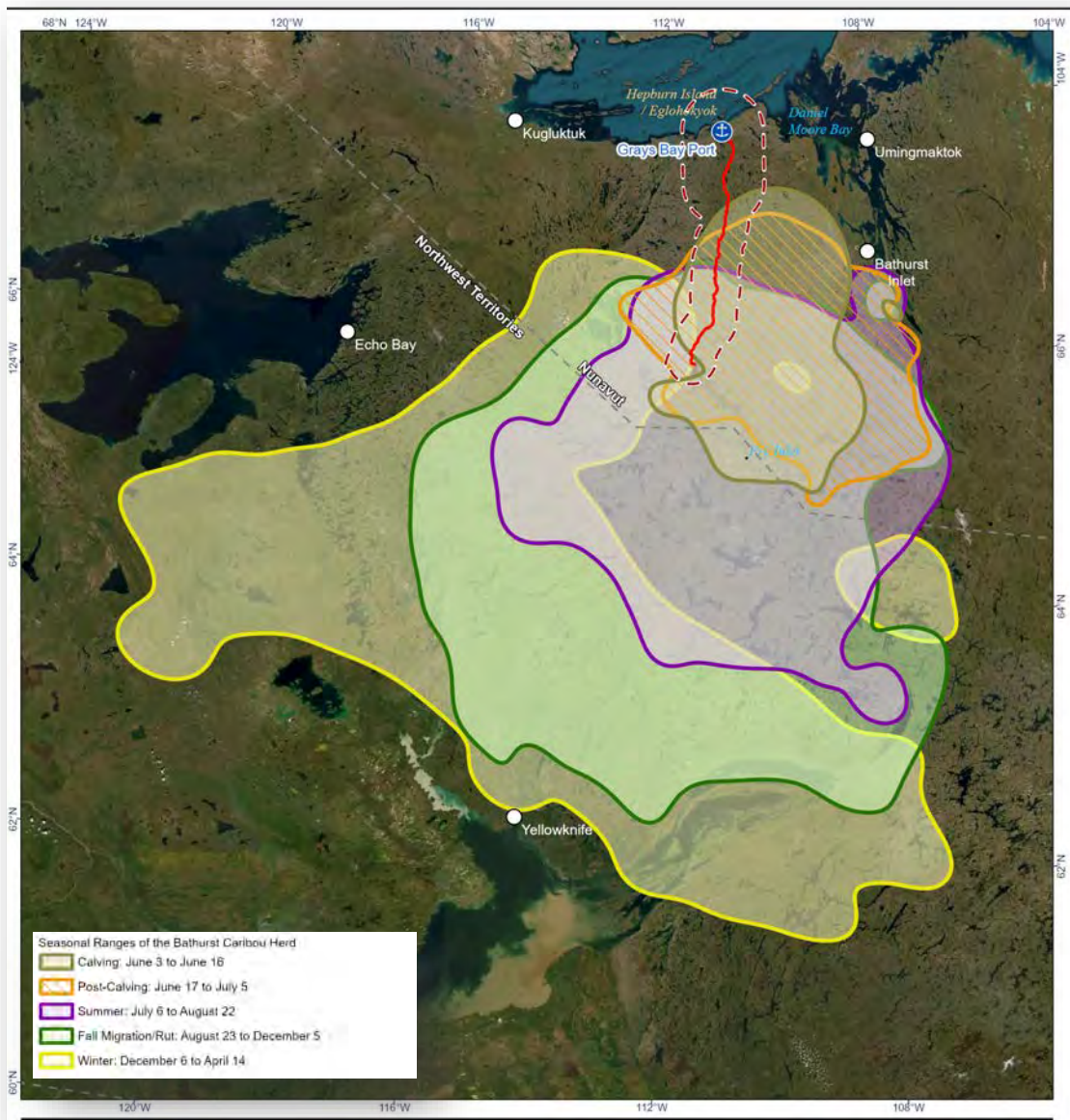
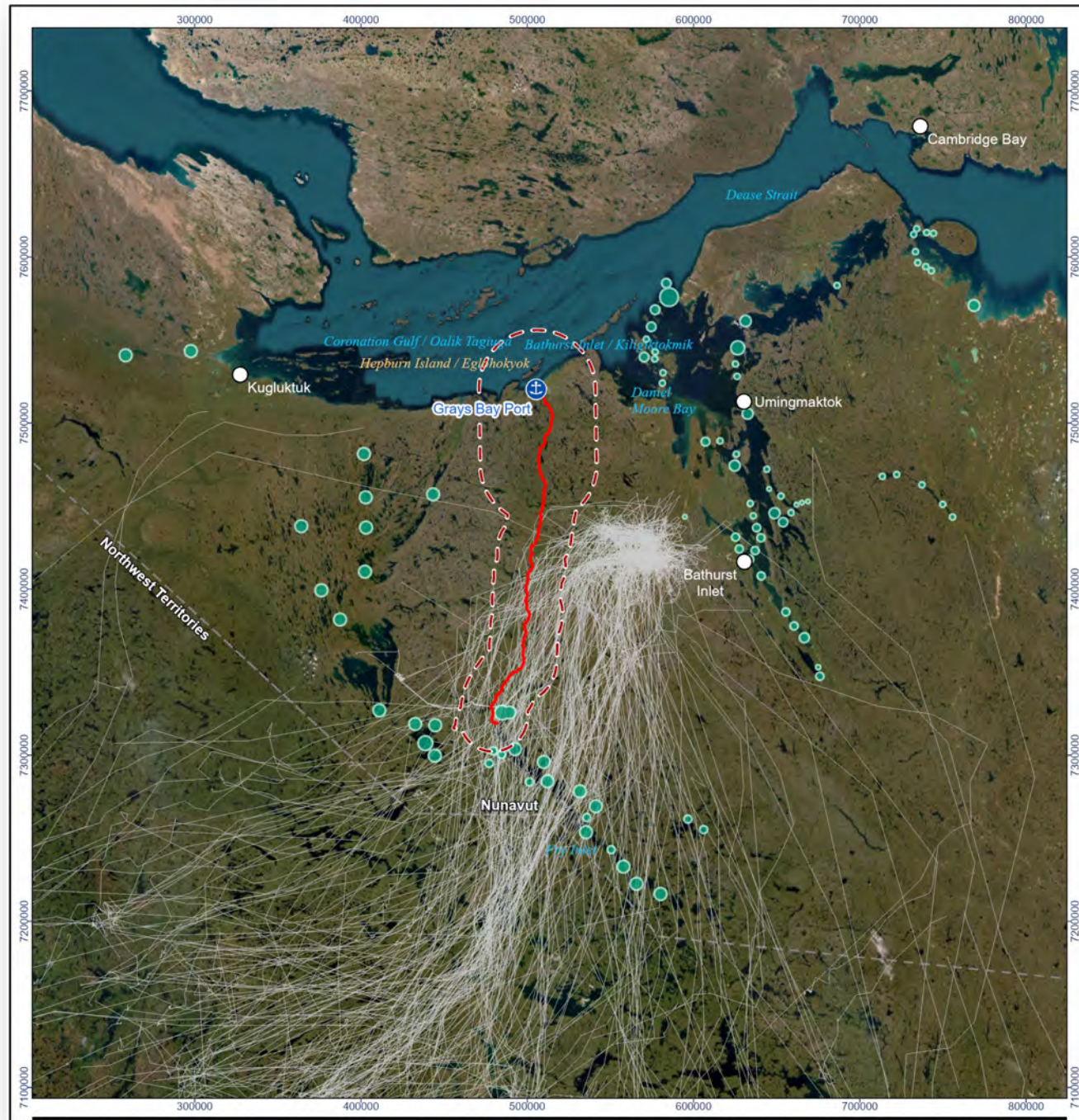


Figure 16: Kitikmiut Knowledge of Regional Mainland Tuktuit (Caribou) Spring and Fall Migration

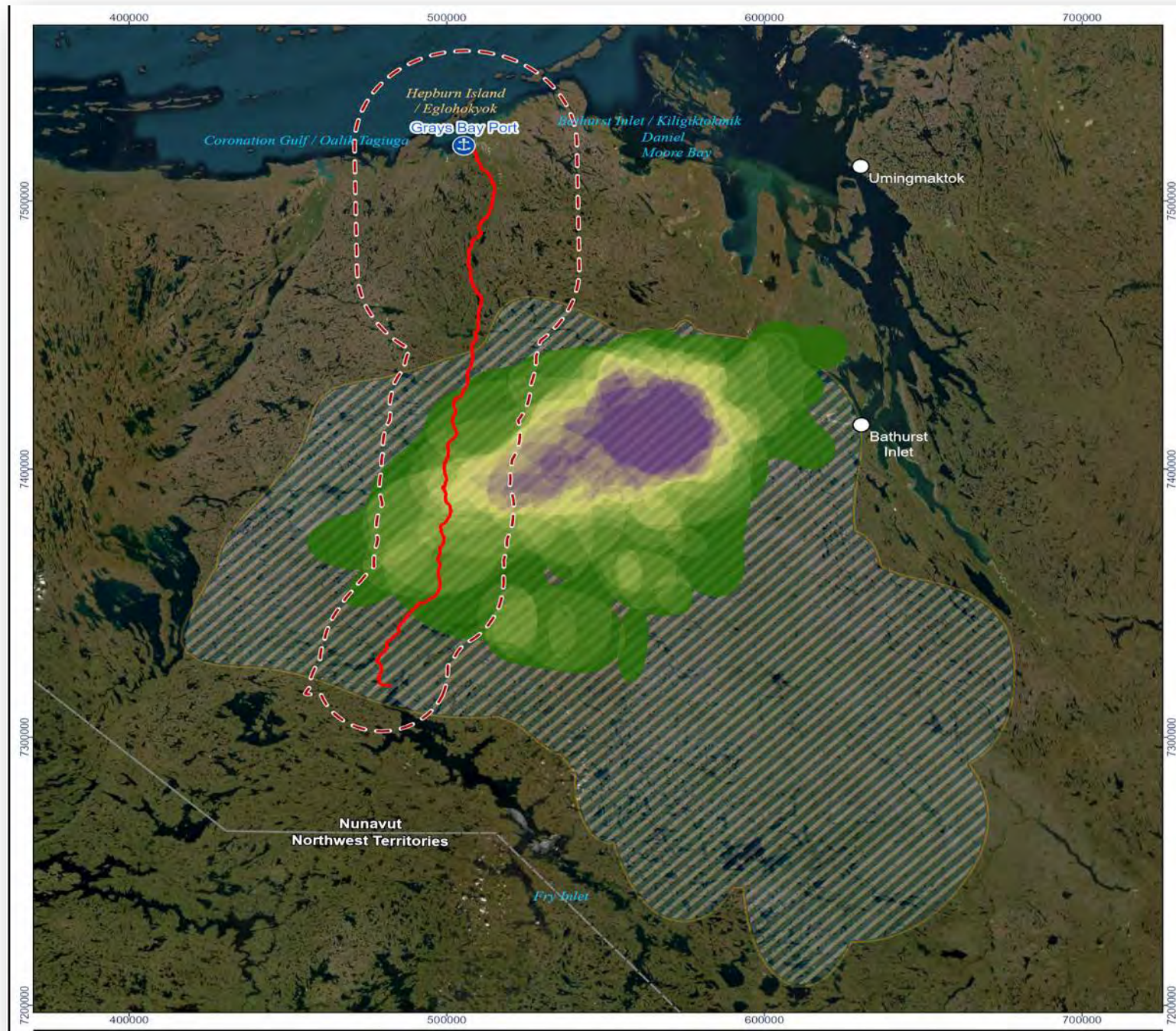
Bathurst Caribou: Seasonal Occurrence

- Calving (June 3–16)
- Post-Calving (June 17–July 5)
- Summer (July 6–August 22)
- Fall Migration (August 23 to December 5)
- Winter (December 6 to April 14)

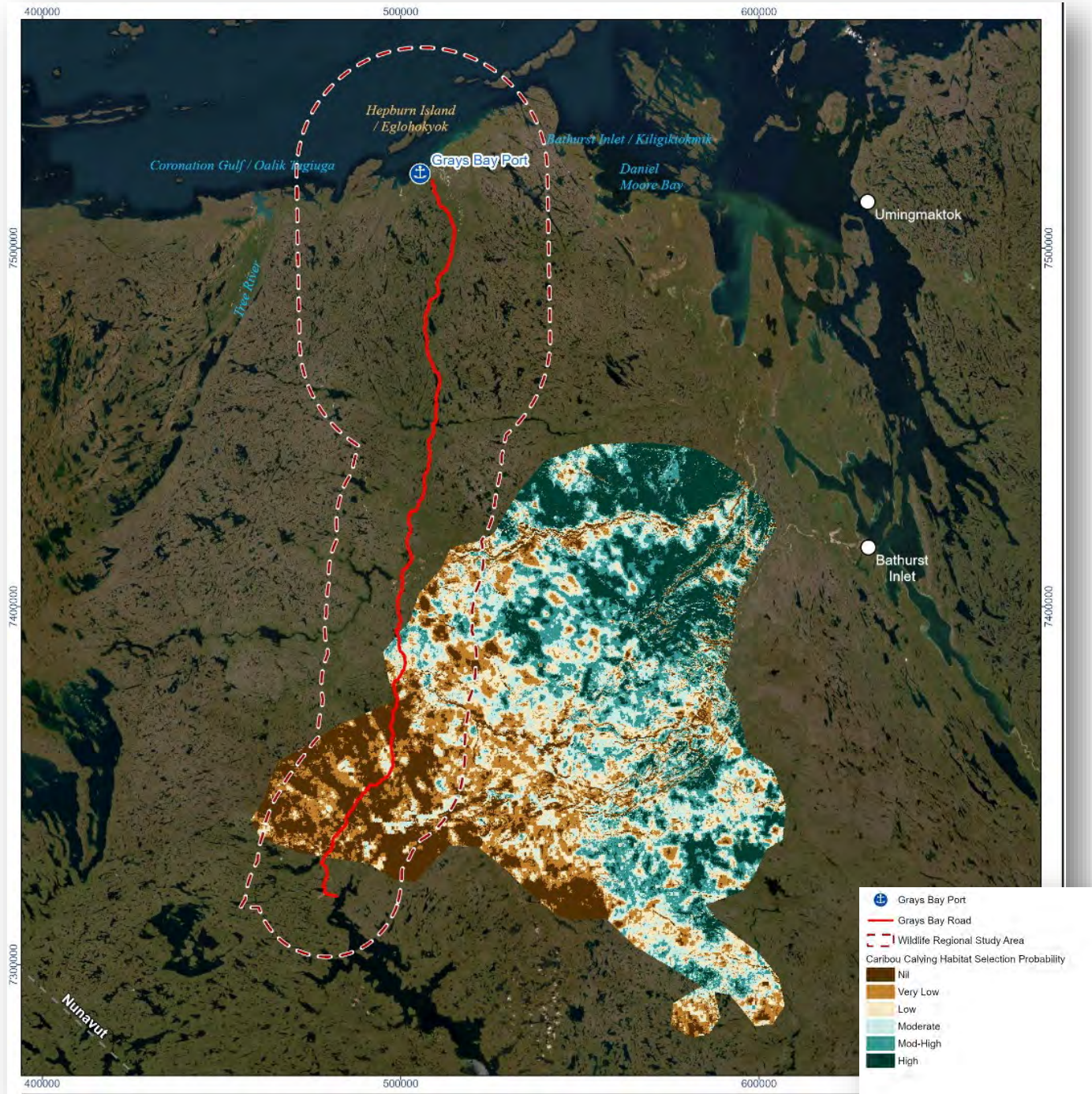




Spring Travel Paths

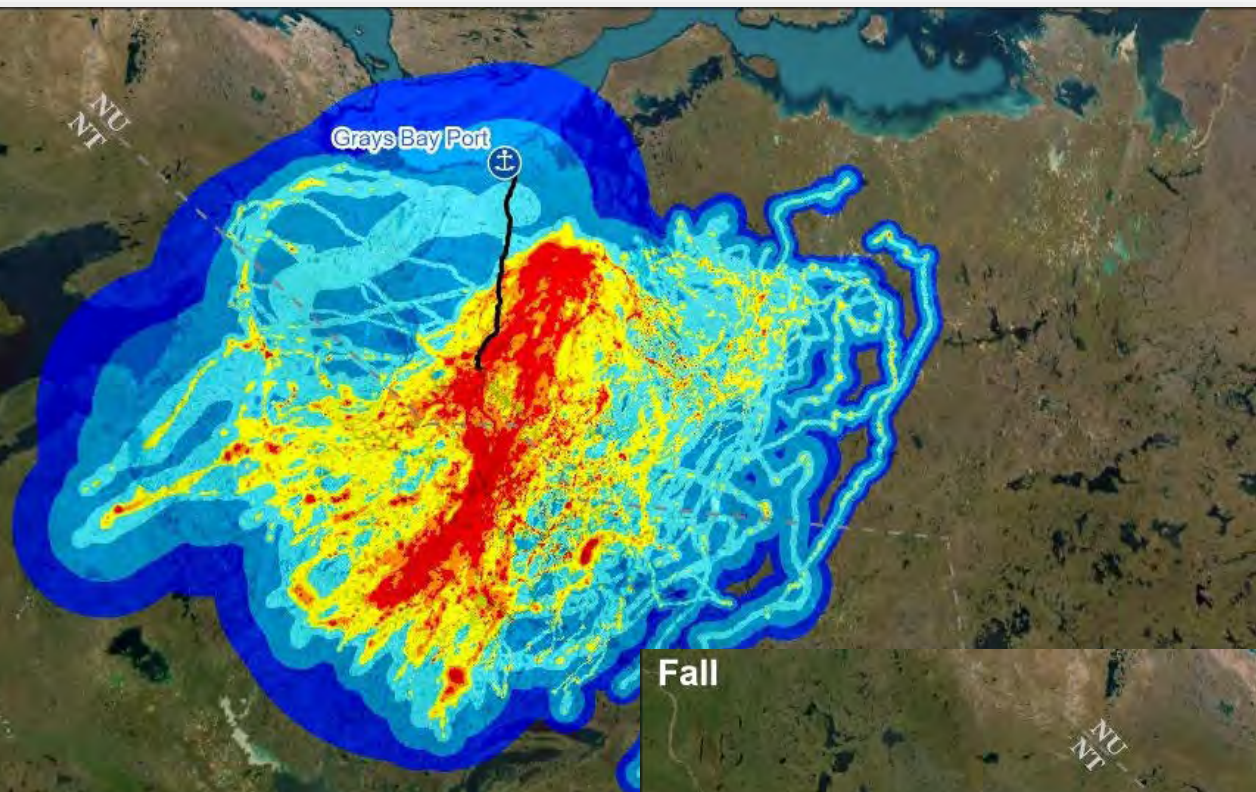


Cumulative Peak Calving Areas



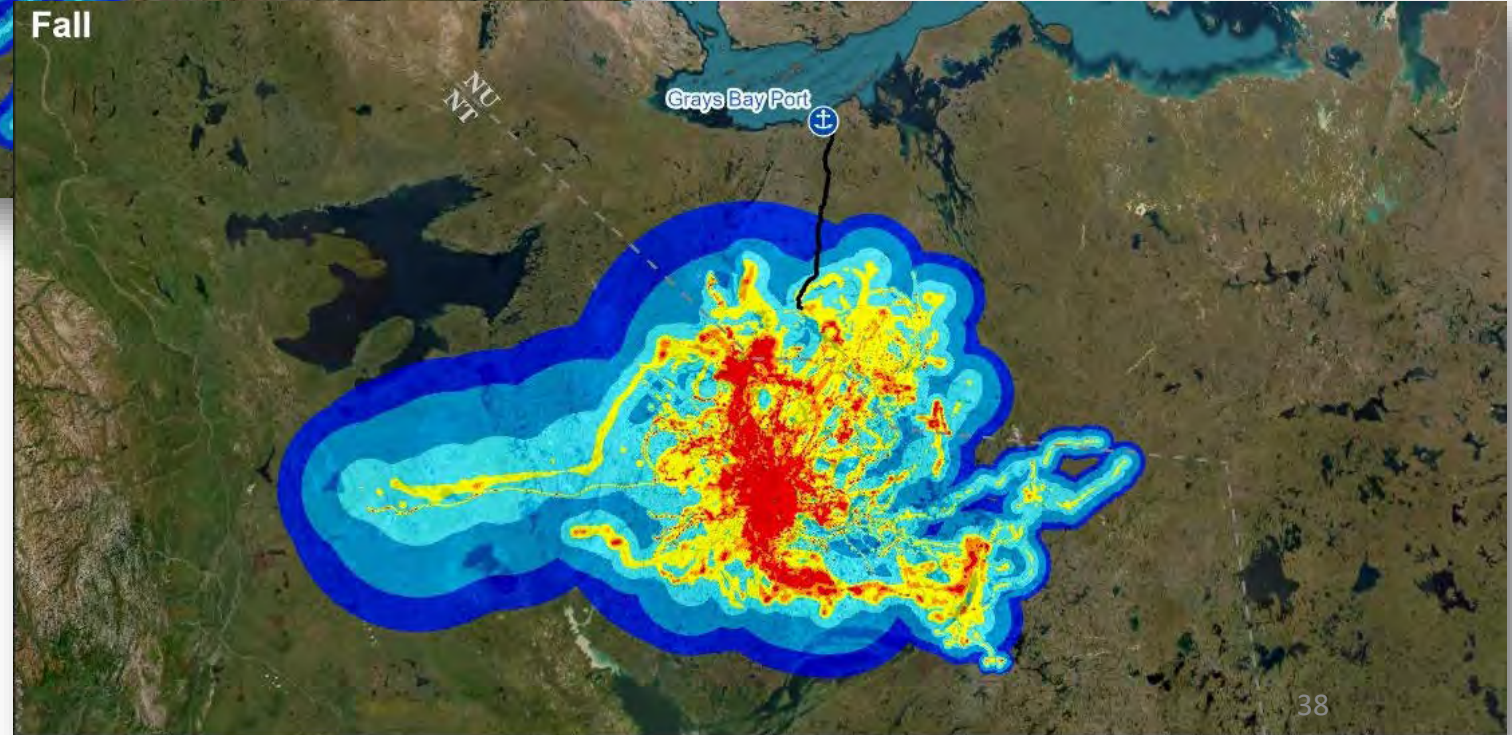
-  Grays Bay Port
-  Grays Bay Road
-  Wildlife Regional Study Area
- Caribou Calving Habitat Selection Probability
-  Nil
-  Very Low
-  Low
-  Moderate
-  Mod-High
-  High

Spring



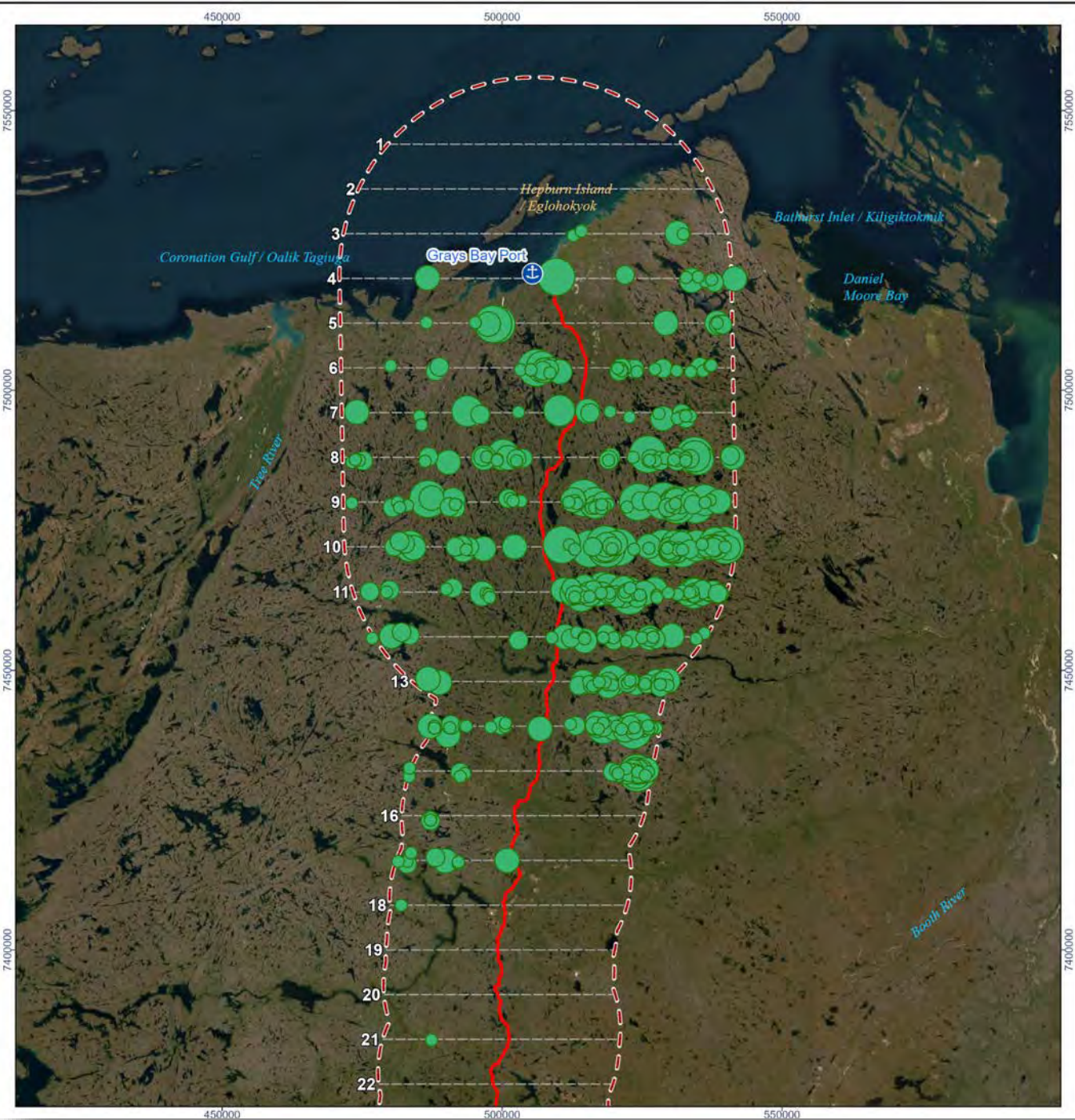
Bathurst Caribou Movement

Fall

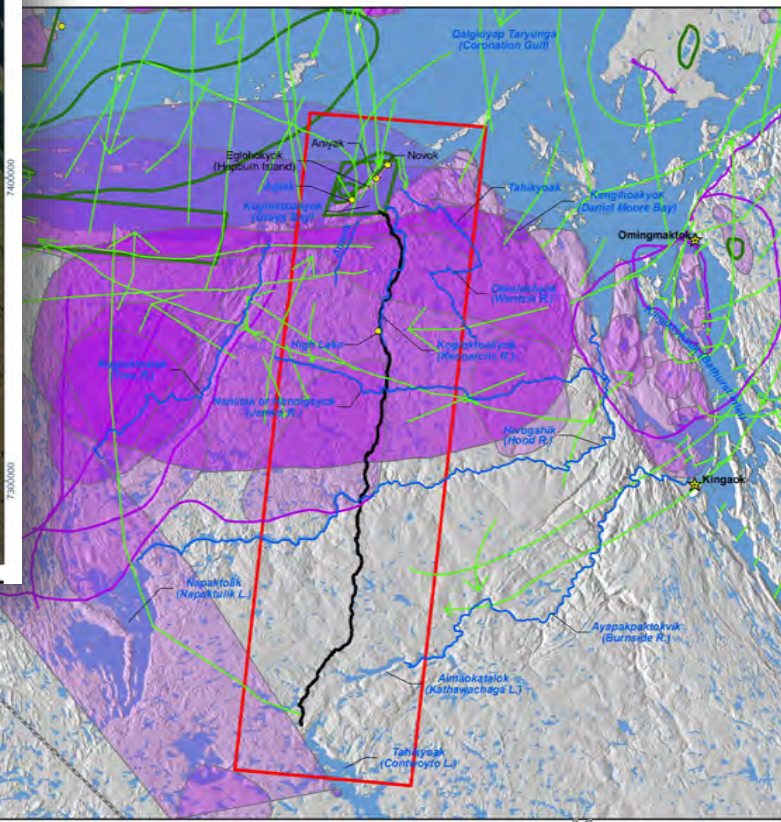
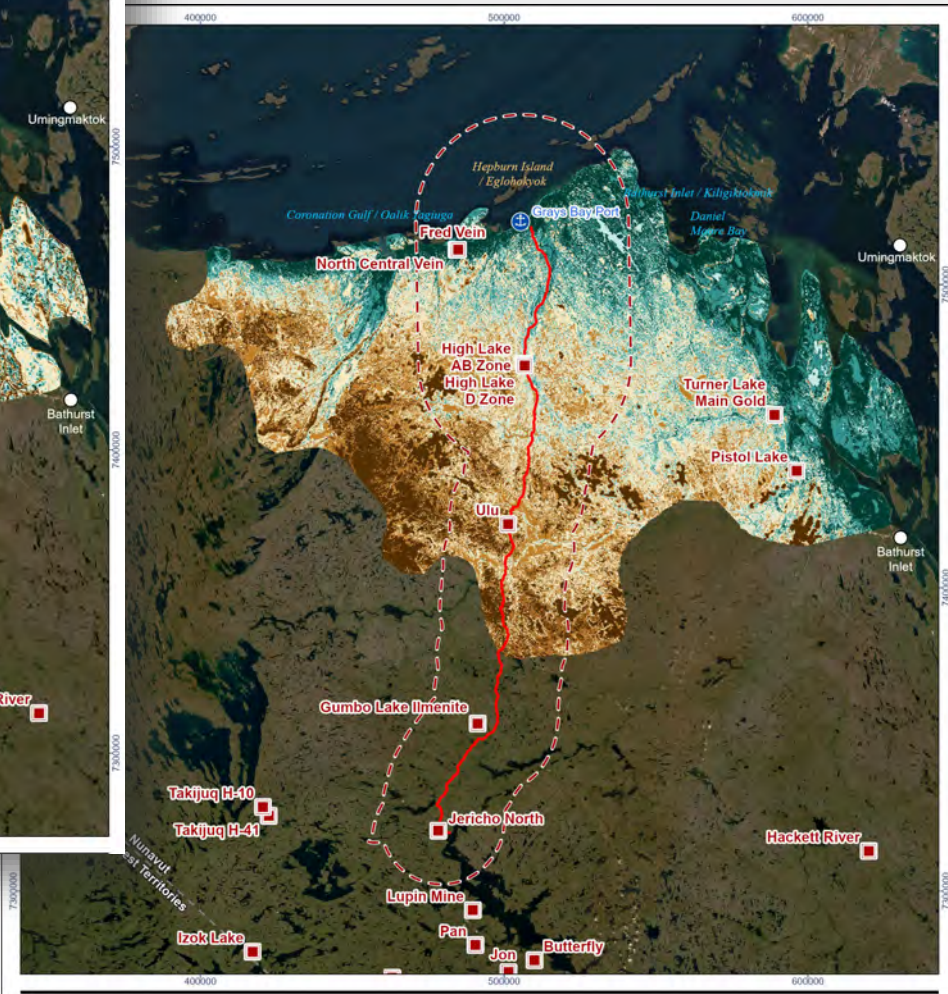
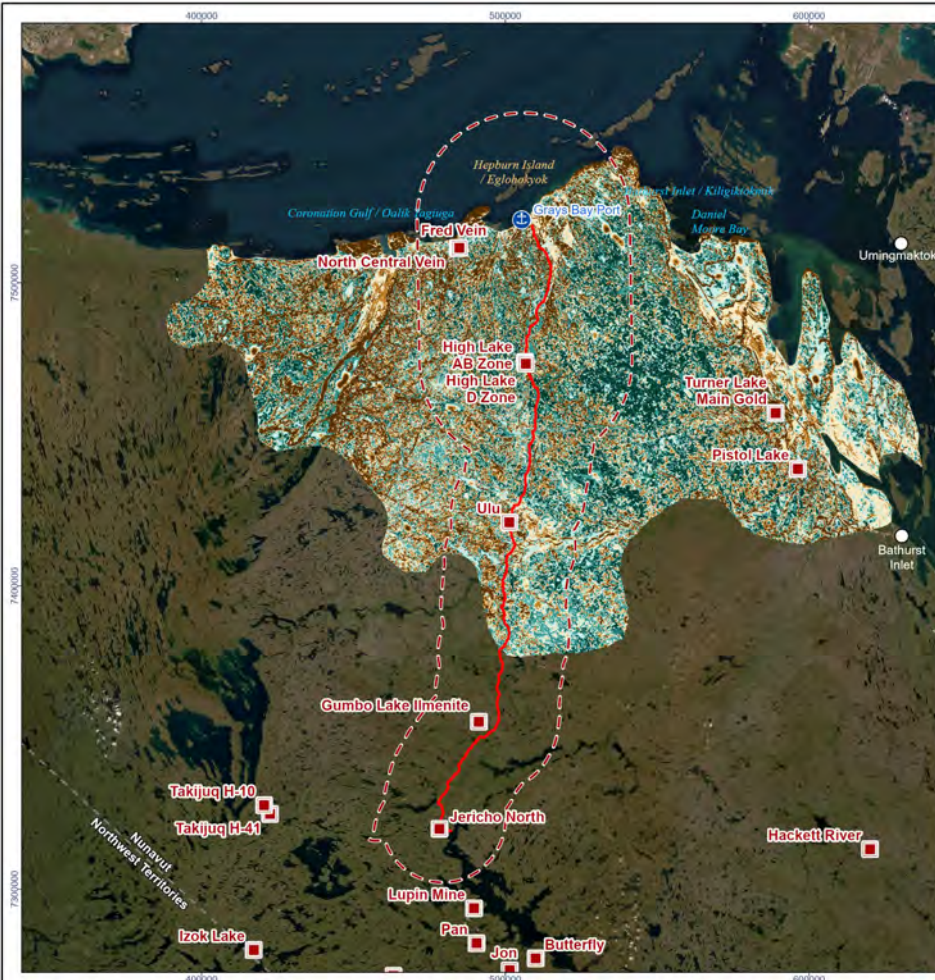


Island Caribou





March Survey
Observations of
Dolphin and Union
Caribou
2005, 2006, 2008,
2013

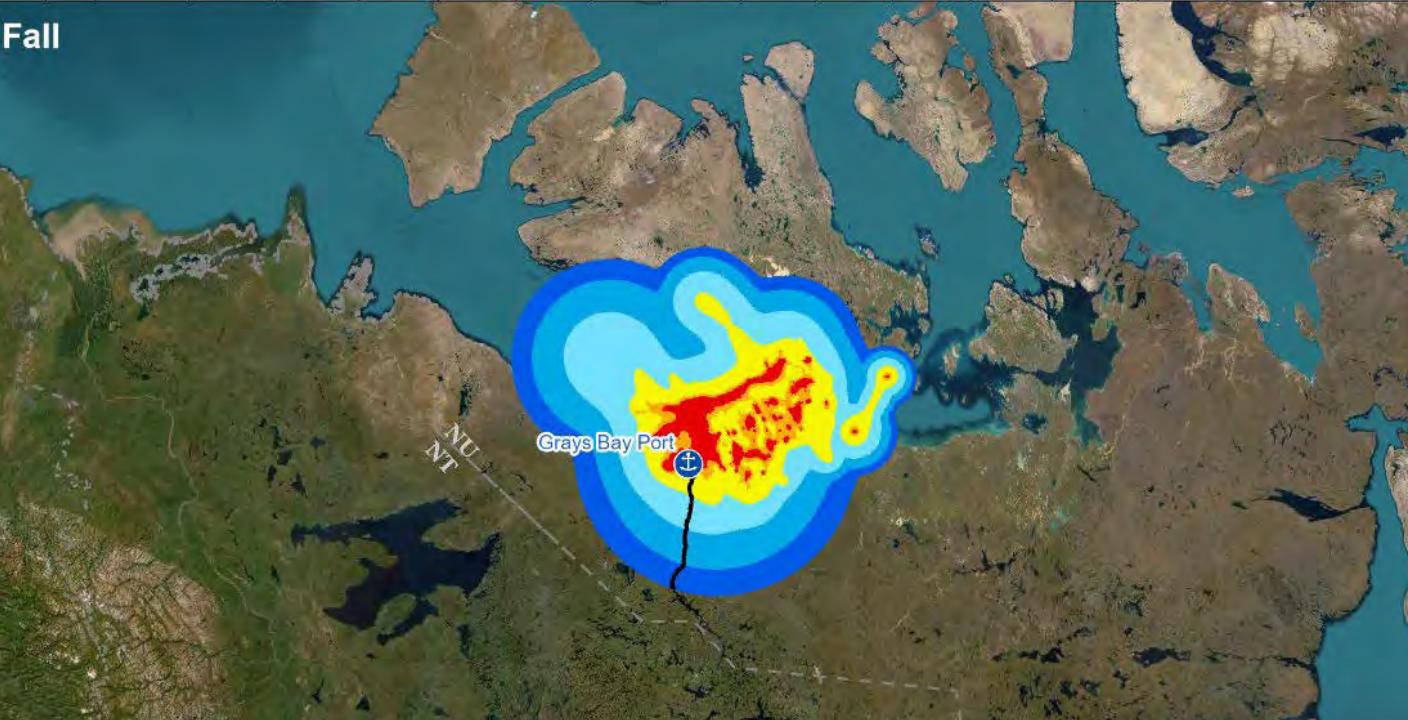


DU Winter Habitat

DU Migration Staging

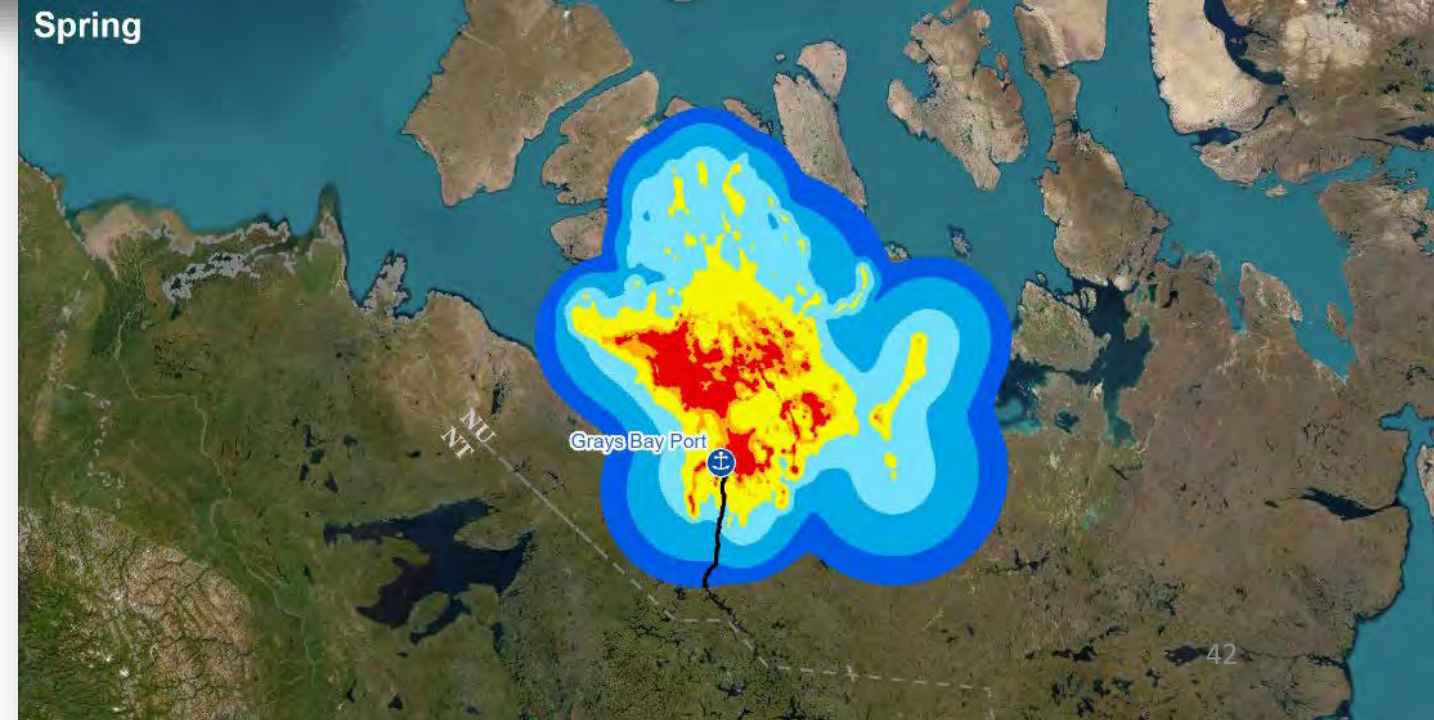
Figure 17: Kitikmeot Knowledge of Regional Island Tuktuut (Caribou): Migration and Winter Distribution

Fall

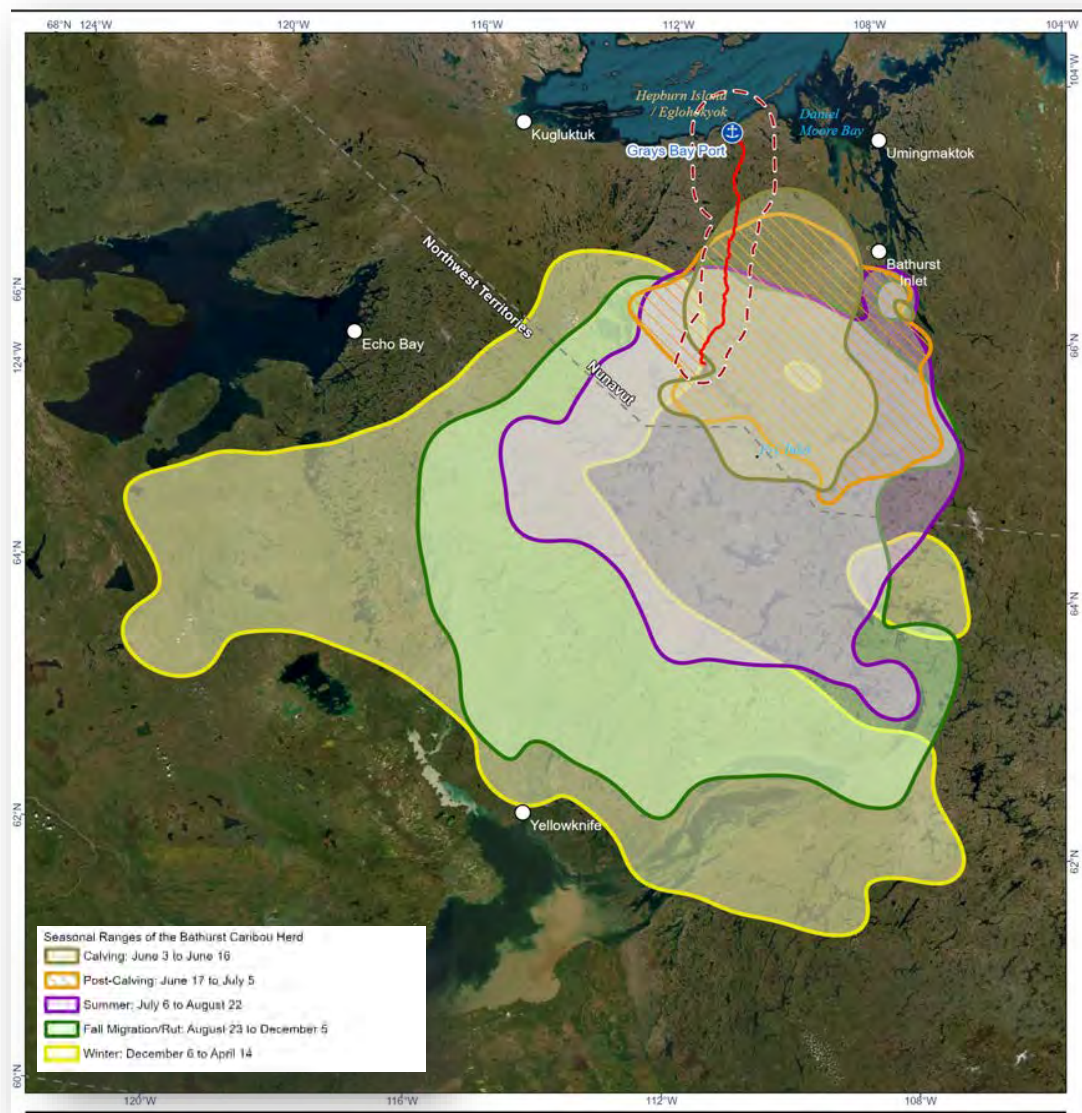


Island Caribou Movement

Spring

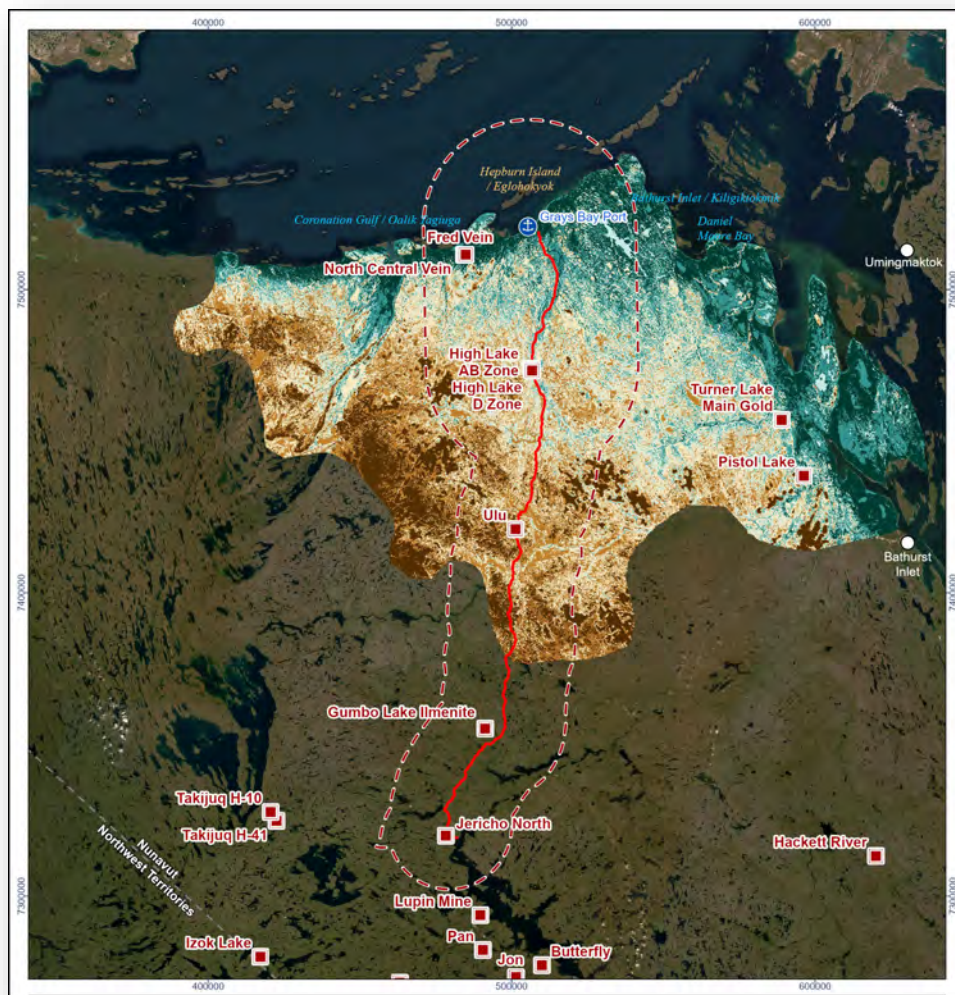


Mainland Caribou Use of the Project Area



- April to November
 - But possibly all year
- Southern 1/3 of road
- Southern road in the calving range
 - Core calving range is east of Project, closer to Bathurst Inlet
- Movement across the road
 - In some but not all years

Island Caribou Use of the Project Area



- Winter habitat
 - (mid-October to May)
- Port and the northern part of the road
- Movement across ice
- No directional movement until spring migration to island

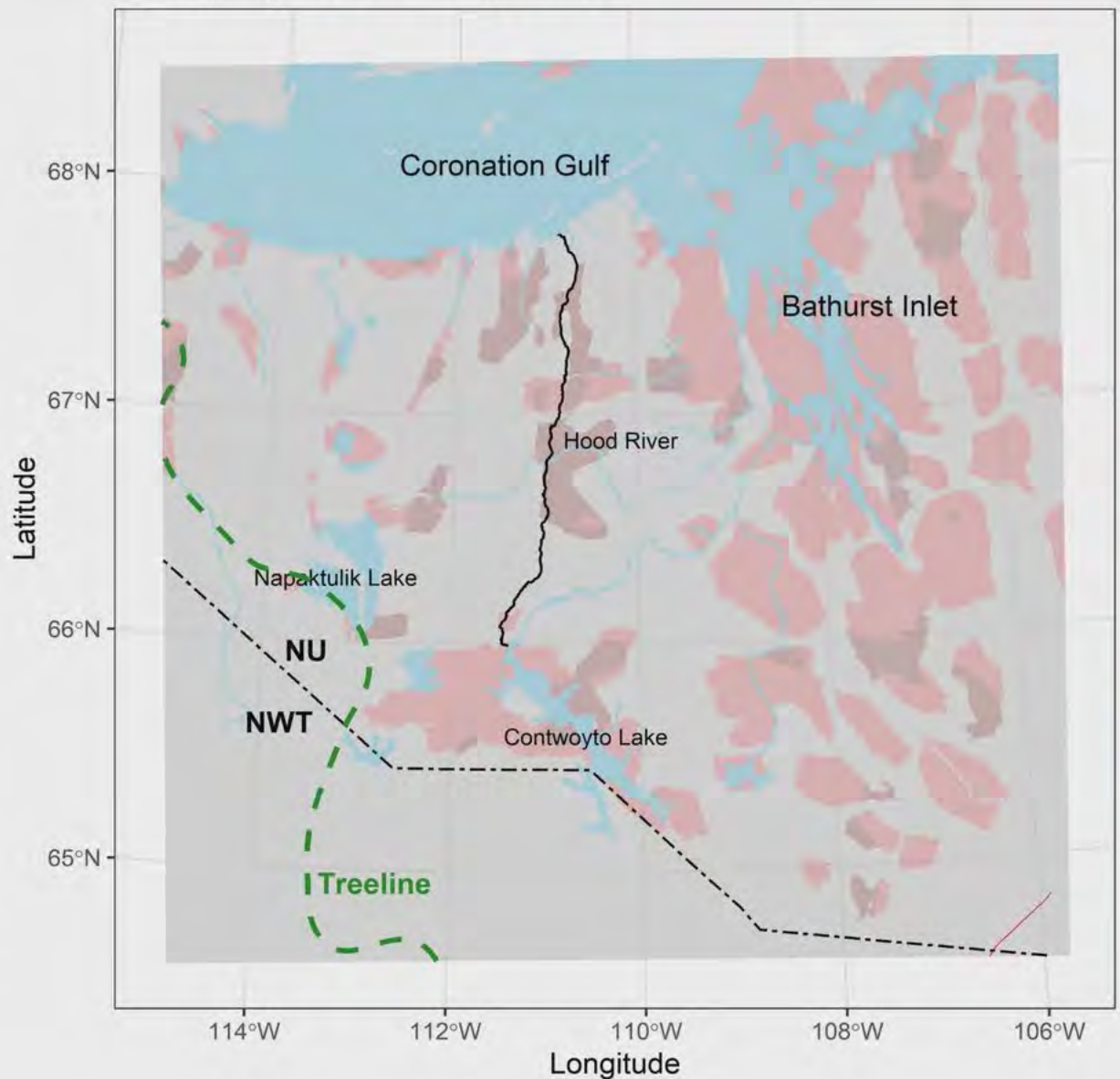
IAG Feedback

- Is WKR's understanding of how caribou use the Project area adequate?
- If not, what else does WKR need to know?



Caribou – Potential Project Interactions

Spring Migration - May 2013



Season

- Winter
- Spring Migration
- Calving
- Post-calving
- Summer
- Fall

Caribou Herd

- Bathurst
- ✱ Beverly-Ahiak
- ▲ Dolphin-Union

Dolphin and Union collar data not available until 2015

Trailing tail displays movement path over previous 18 days

Caribou – Potential Project Interactions



Biology

- Mainland Bathurst spring and fall migration
- Bathurst calving range
- Dolphin-Union winter habitat

Project Infrastructure

- Road crosses migration routes
- Road (south) is in calving range
 - Core calving area is east near Bathurst Inlet
- Port and road (north): winter habitat
- Jericho Station (south): migration and summer

Project Interactions (Build and Maintain)

Road and Infrastructure

- Crossing the road
 - Road bank height
 - Road bank slope
- Avoiding the road (?)
- Encountering vehicles
- Encountering the Port
- Encounter Jericho station

Project Activities

- Road construction
 - Equipment mobilization
 - Quarry development and use
- Road maintenance
 - Maintenance traffic
 - Quarry use
- Disturbance at Port and Jericho Station

Road User Interactions

Operations

- Regular traffic
 - Affecting the ability to cross
 - Potential collisions
 - Changing movement to avoid the disturbances from the project
- Port operations
 - Airstrip
 - Port loading/unloading

Harvest Access

- Easier access to the land
- Easier access to caribou

IAG Feedback

- Are the Project's potential interactions on caribou fully understood?
- If not, what other potential interactions should WKR consider?



What Others Do To Protect Caribou

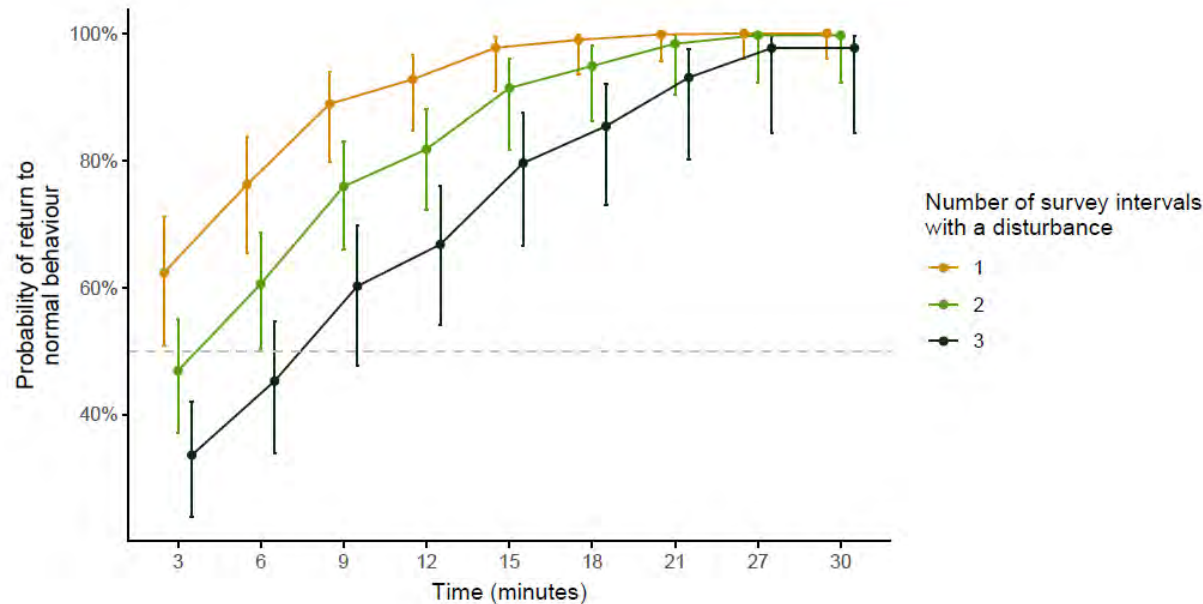


AGNICO EAGLE

Physical Structure and Vehicle Influence

- **Road Design:** Gradual slopes and low road height are used to support caribou crossings; small-grained material (quarry or esker) is not a barrier.
- **Crossing Patterns:** Lower road heights and gentler slopes promoted higher crossing frequencies.
- **Traffic & Delay:** Caribou typically crossed within ~1.7 hours after a vehicle; traffic management (convoys, restrictions, closures) helps maintain crossing opportunities.
- **Road Closures:** AWAR is closed when ≥ 50 caribou are within 300 m of the road.
- **Inuit Involvement:** Road design, mitigation design, research, monitoring, and traffic management.

Behaviour — Roads and Vehicles



- **Surveys & Disturbance:** 230 surveys (2020–2024); surveyors sampled ~60% periods with disturbance, ~40% as controls with no disturbance.
- **Group Size & Behaviour:** Small groups (<25) naturally had more response behaviours (running, alert) than larger groups.
- **Distance to Road:** Caribou within 300 m of the road exhibited more response behaviours (alert, running, walking).
- **Disturbance Recovery:** Caribou returned to baseline quickly – 80% chance of return within 6 minutes.
- **Convoys:** Convoys help reduce disturbance duration.
- **Environmental Variables:** Temperature, wind, and insect harassment had no significant effect.



Site Mitigations

- **Seasonal Sensitivity:** Caribou are most vulnerable during calving, post-calving, and early summer, when activities must be managed more cautiously.
- **Group Size & Monitoring:** Mitigations differ for individuals (<30), medium groups (30–250), and large herds (>250); satellite collar data provides early warnings.
- **Response Levels:** Six escalating levels of protection, from normal operations with monitoring to planned or rapid shutdowns if herds are near or overlapping the site.
- **Blasting & Heavy Equipment:** Blasting is suspended if caribou are within 0.5 km (any season) or groups ≥ 30 are within 4 km; heavy equipment is paused within 1 km in sensitive seasons.
- **Helicopter Flights:** Pilots avoid caribou groups (30 or more) by >2km horizontally and 610 m vertically during sensitive seasons, 300 m and >1km distances in other seasons.

Road Mitigations



- **All Roads:** Speed limits set at 60 km/h (40 km/h near caribou) with wildlife always having right-of-way; all project roads closed to the public.
- **All-Season Roads:**
 - **Road Design:** Roads built at 4:1 slope with small grained materials to help caribou cross. Locations for ramps identified by elders and installed.
 - **General Management Rules:** Year-round, vehicles must slow to 40 km/h within 500 m, stop 20 minutes if caribou intend to cross, and wait until animals move off the road.
 - **Sensitive Periods:** During Calving and Post-calving stricter measures apply.
- **Winter Ice Roads**
 - **Design:** Winter Ice Roads designed to finish season before spring migration when most caribou would interact with road.
 - **Maintenance:** Snowbanks are plowed down which helps caribou cross the road.
 - **Monitoring and Management:** Roads are monitored by an Inuit Elder and a wildlife biologist, and closed or traffic stopped when caribou cross. Driver also monitors and stops when caribou are near the road.



IAG Feedback

- Are similar caribou protection measures appropriate for WKR to use? If yes, which ones and why?
- Are any other caribou protection measures needed at the Project? If yes, which ones and why?



End of Day 1

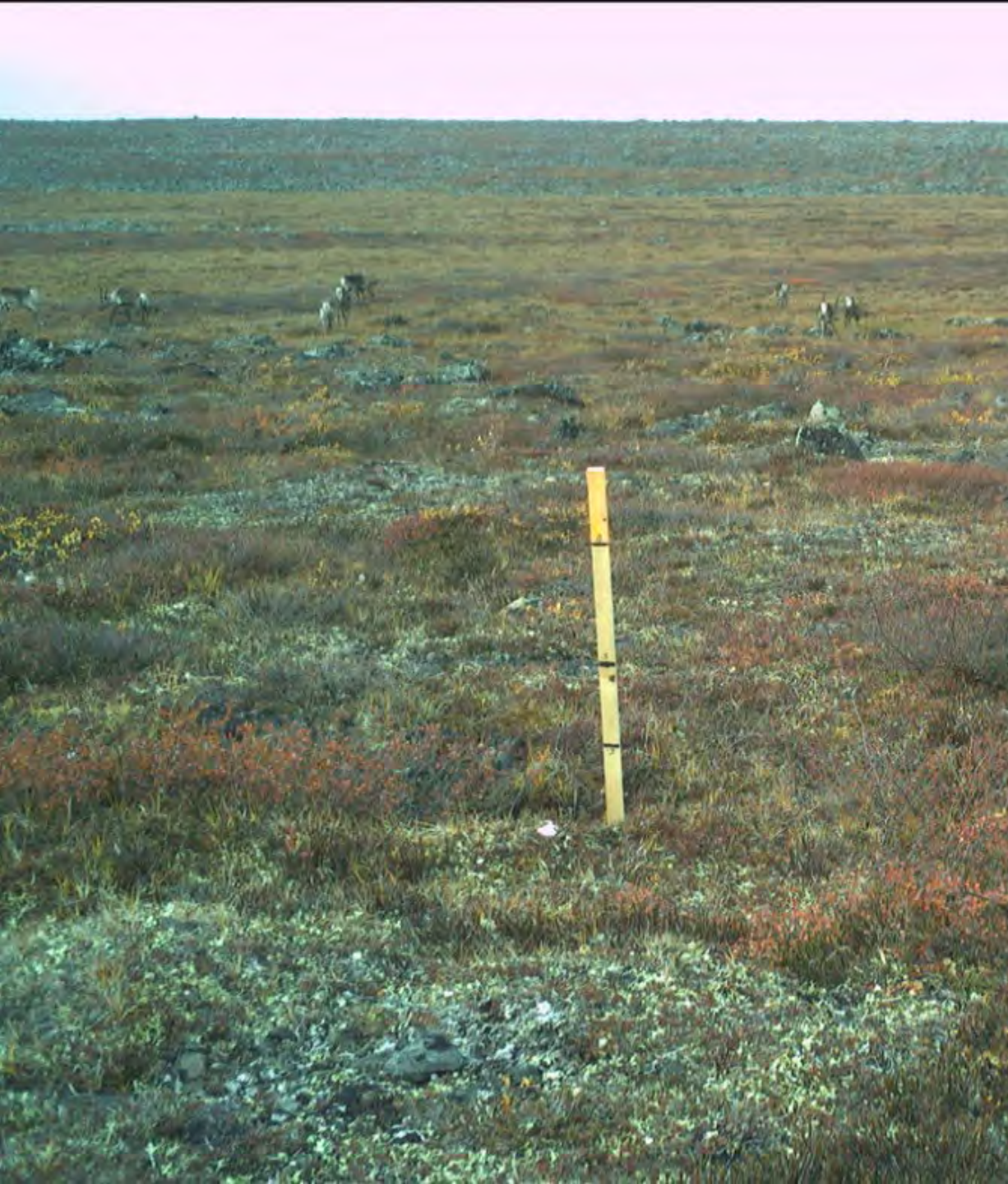
- Review Action Items

Day 2

Friday, September 12, 2025

9:00 – 10:30 am	Day 1 Re-Cap Impact Assessment: Determining Significance Gavin Law & Jason Prno
10:30 – 10:45 am	Break
10:45 – 12:00 pm	Caribou: Protection Measures & Monitoring Mike Settingington & Jason Prno
12:00 – 1:00 pm	Lunch
1:00 – 3:00 pm	Caribou: Protection Measures & Monitoring Continued Mike Settingington & Jason Prno
3:00 – 3:30 pm	Summary of Action Items and Closing Gavin Law

Impact Assessment – Determining ‘Significance’

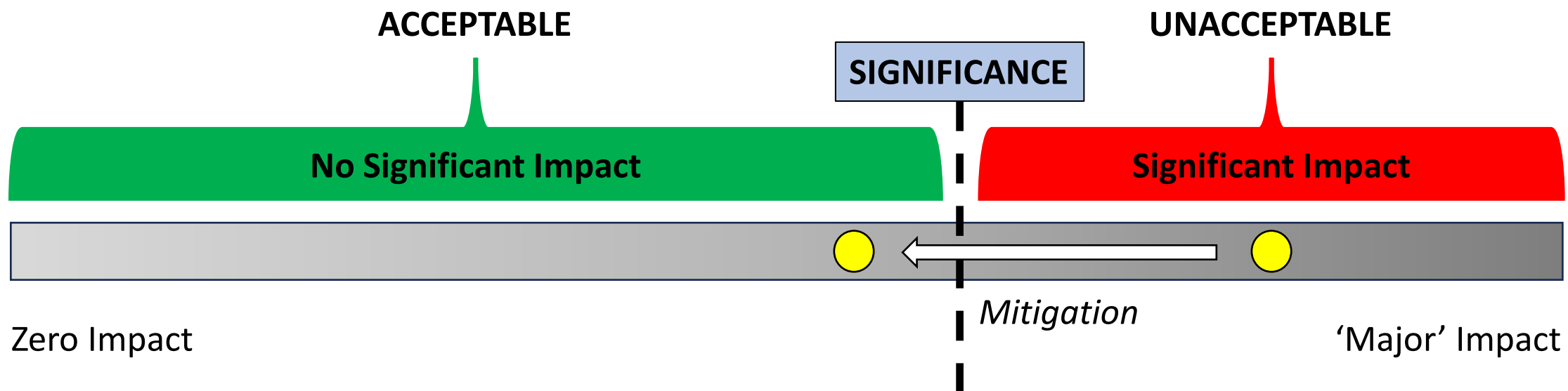


Determining ‘Significance’

- WKR is required to assess the ‘significance’ of the Project’s potential impacts on caribou and other topics.
- Significance has been described as the *importance* or *acceptability* of a potential impact or change. It typically considers:
 - Size of area likely to be affected
 - Ecosystemic sensitivity
 - Historical, cultural, and archaeological importance
 - Size of human and animal populations likely to be affected
 - Nature, magnitude, and complexity of impacts
 - Probability of impacts occurring
 - Frequency and duration of impacts
 - Reversibility of impacts
 - Cumulative impacts

The 'Significance Spectrum'

Adapted from Ehrlich and Ross (2015)



IAG Feedback

- While western scientists have methods for determining significance, we want to hear directly from Inuit:
 - What would make the Project more *acceptable* to Inuit? (i.e. Project impacts are 'non-significant')
 - What would make the Project *unacceptable* to Inuit? (i.e. Project impacts are 'significant')
 - What are the most *important* impacts WKR needs to focus on?
 - What additional protection and monitoring measures are needed to make the Project *acceptable* to Inuit?
- Potential considerations:
 - Community values, well-being, resilience, sustainability

Caribou – Proposed Protection Measures & Monitoring



Caribou – Proposed Protection Measures & Monitoring

Wildlife Protection

- **Caribou Conscious Road Design** — Provide Inuit access, include caribou-friendly features, and apply lessons from past projects and engagement.
 - **Inuit Knowledge, Management** — An Inuit-owned company will build and manage the road using Inuit knowledge to guide design, operations, and management while benefiting Inuit and protecting wildlife and land.
- =====
- **Access Management** — Controlled with gates, permits for harvesters, driver training, and user reminders through signage and info booths.
 - **Traffic Management** — Managed with stops for wildlife, monitoring, speed limits, closures, and dust control.



Traffic Management

- Wildlife has the right of way: vehicles will stop at safe distances for wildlife crossing
- Traffic will be managed based on field observations and herd-level remote monitoring
- Lower speed limits, convoys, and road closures will be used to mitigate disturbance
- Dust control measures will be used when needed

GRAYS BAY ROAD AND PORT PROJECT— PROTECTING CARIBOU



Caribou Conscious Road Design

- Road route will provide access to Inuit Owned Land for Inuit
- Road segments with high potential of caribou crossing will be built with flatter side slopes and finer material
- Design based on lessons learned from existing road projects and extensive engagement

GRAYS BAY ROAD AND PORT PROJECT— PROTECTING CARIBOU



Access Management

- Access will be controlled with gates at each end of the road
- Access for harvesting will be managed through a permitting system agreed upon by both the KIA and HTO
- Commercial drivers will be required to complete training
- Signage and info booths will remind road users of rules

GRAYS BAY ROAD AND PORT PROJECT— PROTECTING CARIBOU



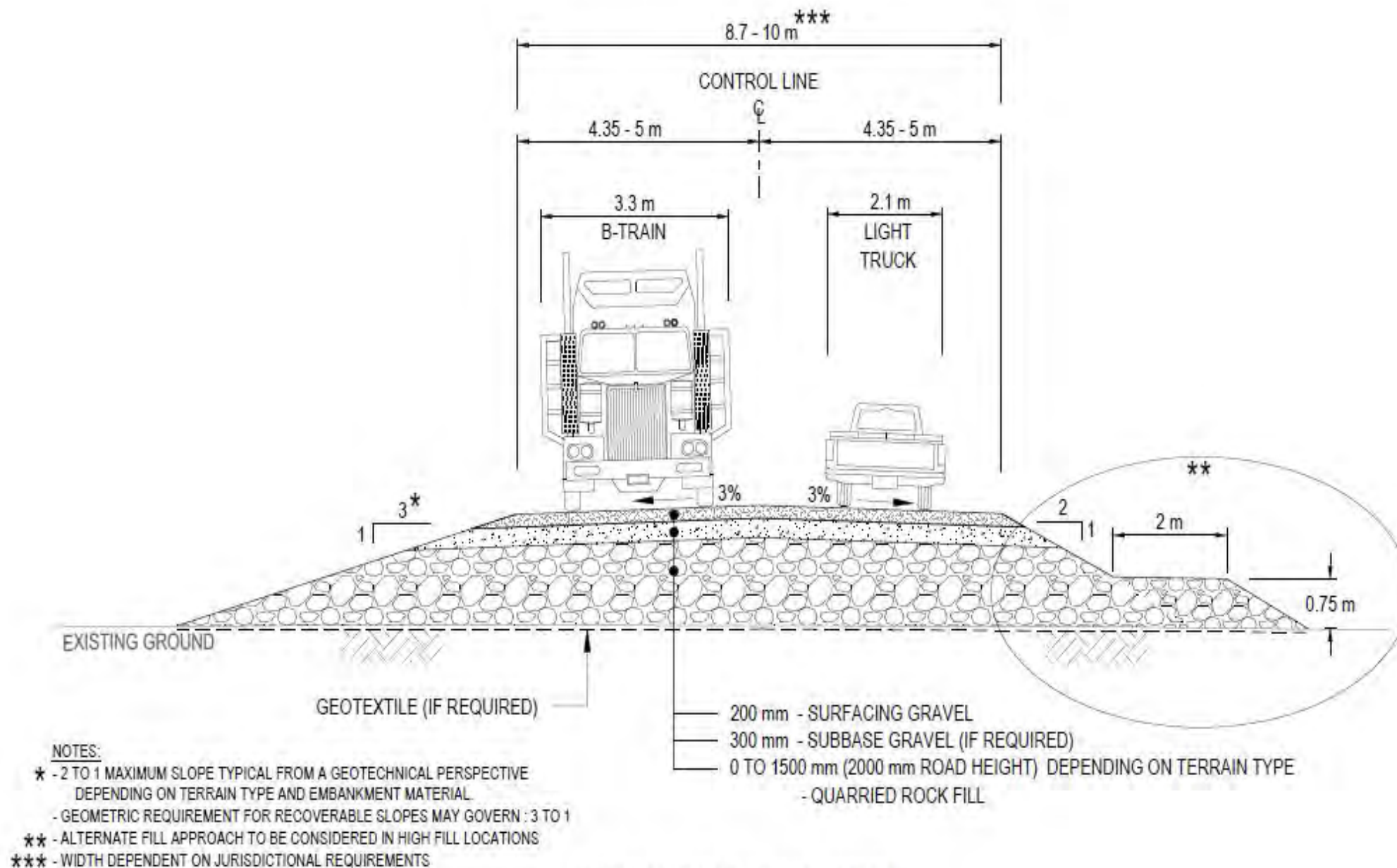
Inuit Knowledge, Inuit Management

- Road will be built and managed by West Kitikmeot Resources Corp, an Inuit-owned, Inuit-led company
- Inuit and Community knowledge will inform road design and use
- Project relies on Inuit Knowledge from design to operation of the road, traffic, and port
- Benefit Inuit AND protect caribou, the land, and other wildlife

GRAYS BAY ROAD AND PORT PROJECT— PROTECTING CARIBOU

IAG Recommendations

Wildlife Protection
Close roads temporarily during caribou migration
Incorporate mobile caribou protection zones
Remove snow windrows in winter to allow caribou passage
Avoid roads through caribou calving grounds and migration routes
Blend design into the landscape
Collaborate with the GNWT Department of Environment and Climate Change to obtain wildlife data



TYPICAL ROAD FILL SECTION



Wildlife – Marine – Icebreaking

- **Migration Concerns** — Potential impacts of icebreaking on Dolphin and Union (DU) caribou migration.
- **Timing** — Icebreaking in the Western Arctic can occur mid-July to mid-October; DU migration happens in April and mid-October/November.
- **Approval Process** — Icebreaking must be requested and is prioritized by the Canadian Coast Guard (CCG).
- **Service Denial** — Can occur if trusted leaders (e.g., mayor, Indigenous representatives) request delay or cancellation.
- **Community Control** – Authorization from community or Indigenous leaders is required to break fast ice, adding an extra layer of oversight.

GBRP Caribou Protection/Mitigation

- Migration
- Calving/Post Calving
- Summer movement
- Fall migration
- Winter (Dolphin and Union)
- Infrastructure
 - Road
 - Port facilities
- Disturbance
 - Sight
 - Sound
 - Smell

GBRP-specific Mitigation

Structural and Infrastructure

- Road banks
 - Height
 - Slope
 - Quarries

Maintenance

- Quarry operations — sensitive timing
- Maintenance traffic

Behavioural (Road Users)

- Traffic management
 - Traffic limits
 - Traffic convoy
 - Traffic stoppage
 - Road closure
- Dust Control
- Port operations in winter are limited to reduce disturbance to DU caribou



Management and Effects Monitoring Options

IAG Recommendations

Environmental Management & Monitoring

Develop dust, erosion, noise, and sediment control plans

Develop adaptive management plans that can be revised if needed

Begin environmental monitoring early, before construction

Develop monitoring strategies for long-term impact tracking

Access & Land Use

Create an access management and enforcement plan

Maintain community access to traditional areas and cabins

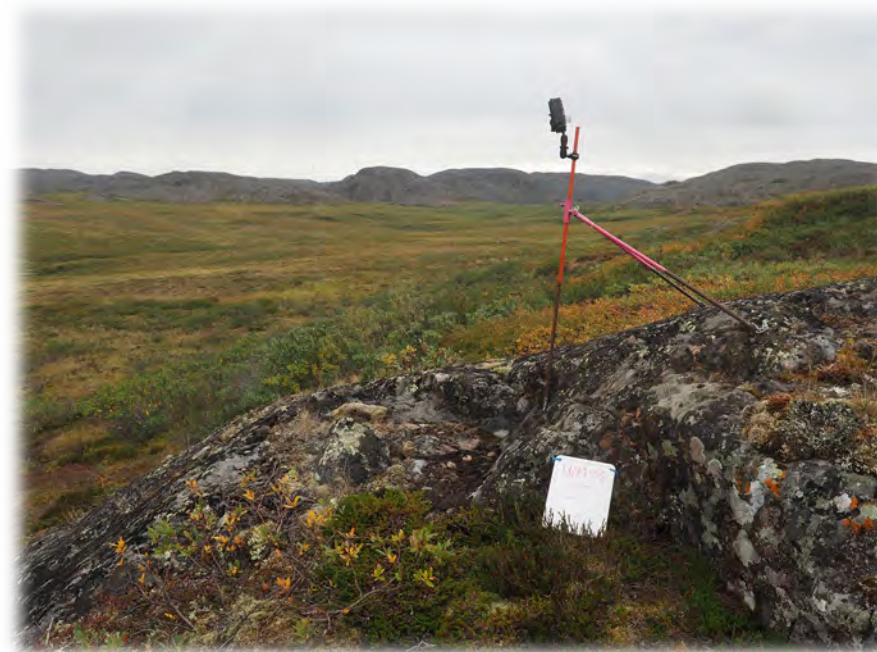
Focus on education/training, not hunting restrictions

Monitoring Options

- Collars
- Satellite Images
- On-site observations
- Community-driven
- Early warning (collars)
- Broad-scale movement (collars)
- Distribution (collars)
- Habitat conditions



<https://arctic-caribou.com/the-herds/tracking-the-caribou/>



IAG Feedback

- Are the protection and monitoring measures proposed for caribou appropriate?
- If not, what other measures should WKR be considering?



Koana
Qujanaqutiit
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Merci
Thank You



Appendix 6B

Grays Bay Road and Port Project Kitikmeot Communities Engagement Plan

Grays Bay Road and Port Project

Kitikmeot Communities Engagement Plan

Version 1.1

June 2024

Project No.: 123514868



Summary

The *Kitikmeot Communities Engagement Plan* outlines who West Kitikmeot Resources (WKR) will talk to about the Grays Bay Road and Port Project, how information is shared and how feedback is incorporated into project planning and design. WKR is committed to building positive long-term relationships with Kitikmeot communities and carrying out meaningful engagement regarding the Grays Bay Road and Port Project.

Revision Table

Version	Author/Reviewer	Notes	Date	Sent To
1.0	Nunami Stantec	First draft sent to WKR	June 19, 2024	WKR
1.1	SHC	Revised scope to Kitikmeot Communities Engagement Plan	June 24, 2024	WKR

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Abbreviations

IAG	Inuit Advisory Group
KIA.....	Kitikmeot Inuit Association
km.....	kilometer
NIRB.....	Nunavut Impact Review Board
The Company.....	West Kitikmeot Resources Corp
The Plan	Kitikmeot Communities Engagement Plan
The Project.....	Grays Bay Road and Port Project
WKR.....	West Kitikmeot Resources Corp

Glossary

Engagement	Engagement is a broad process of two-way communication with Kitikmeot Communities throughout the life of a project through a variety of activities and communication methods, with an emphasis on building positive long-term relationships in the community
Engagement Lead	Designated main point of contact for WKR engagement.
Community Members	Collectively known in the Kitikmeot Communities Engagement Plan as interested and affected members of and potentially affected Kitikmeot communities.
Kitikmeot Inuit Association	A not-for-profit designated Inuit organization with community-elected leadership representing the Inuit people of the Kitikmeot Region of Nunavut. Their goal is to support Kitikmeot Inuit, providing them with more educational, employment, and business opportunities (KIA 2024).
Kitikmeot Region	The most western region of the Nunavut territory. It consists of the southern and eastern parts of Victoria Island with the adjacent part of the mainland and includes five permanent communities of: Cambridge Bay, Gjoa Haven, Kugaaruk, Kugluktuk and Taloyoak.
Potentially affected communities	Communities that are expected to be eco-systematically or socio-economically influenced by the project.

1 Introduction

West Kitikmeot Resources Corp. (WKR; the Company) is an Inuit-owned, Inuit-led company, based in Cambridge Bay, Nunavut. WKR is primarily focused on the advancement of the Grays Bay Road and Port Project (the Project). The Company's largest shareholder is a wholly-owned subsidiary of the Kitikmeot Inuit Association (KIA).

The Project includes a deep-water port in Grays Bay, and a 230-kilometre (km) all-season road to Contwoyto Lake, in the Kitikmeot Region of Nunavut. The Project will connect a largely inaccessible region of Nunavut to marine and overland transportation systems, thus facilitating access to previously undeveloped critical mineral resources in the Kitikmeot Region. The port will further serve as Canada's first and only deep-water port in the western Arctic, strategically located at the mid-point of the Northwest Passage.

The Project reflects many years of planning and studies by previous proponents of the Project, including the KIA, Government of Nunavut, and MMG (as Izok Corridor Project). The Project is a transformational initiative of national significance that will help to define northern economic development throughout the 21st century. The Project will help to bridge the significant infrastructure gap that Canada's North currently faces by creating a transportation backbone that improves the quality of life in northern communities and overcomes barriers to regional economic and business development.

In November 2023, WKR completed an agreement with the Government of Canada and the KIA to become the proponent and developer of the Project.

1.1 Purpose

WKR engages with interested and affected members of Kitikmeot communities (Community Members) to:

- Ensure the Project rationale, proposed design, components and impacts are fully understood by Community Members;
- Receive input to improve, alter or beneficially modify proposed design and components;
- Understand Community Members' interests and concerns; and
- Jointly resolve Community Members' concerns.

The objectives of this Kitikmeot Communities Engagement Plan (Plan) are to:

- Support transparent, effective, and respectful communication with Community Members regarding the Project;
- Outline the Project’s approach for seeking information and feedback to meet impact assessment process requirements and support Project design;
- Provide methods and considerations for engagement with Community Members;
- Support relationship development and sharing of Project-related information with Community Members; and
- Support the development of engagement processes specific to each engaged group, as applicable and requested.

1.2 Scope

This Plan was prepared in accordance with Nunavut Impact Review Board (NIRB) guidance; WKR endeavors to “operate under the principle that public participation is an important element of an open and balanced impact assessment process” (NIRB 2020). The Plan has been further developed through both analysis of previous proponent’s engagement outcomes, and recent preliminary engagement with Kitikmeot Community Members.

This Plan is focused on engagement with Kitikmeot communities and is applicable throughout Project planning and impact assessment.

WKR acknowledges that engagement with other interested and affected parties, including communities and Indigenous groups and governments located outside of Nunavut, will be required and has been commenced. This wider engagement, while similar in approach, is currently the subject of separate engagement planning process.

1.3 Plan Management

This Plan is reviewed annually at a minimum by the Engagement Lead or designate and is revised as needed to reflect outcomes of ongoing engagement and needs of both Community Members and WKR.

This Plan is effective upon approval, is valid throughout the impact assessment phase of the Project, and may be updated from time to time.

A copy of this Plan is maintained on the corporate server in a manner such that it is accessible to workers. A copy is also maintained in any field office locations.

1.4 Proponent Contact Information

Table 1.1 outlines the proponent contacts and information.

Table 1.1 Proponent Contacts and Information

Item	Detail
Project Name	Grays Bay Road and Port Project
Proponent	West Kitikmeot Resources Corp.
Address	Head office: P.O. Box 6, 30B Mitik Street, Cambridge Bay, NU XOB OCO Project office: Suite 2110, 500 4 Ave SW, Calgary, AB T2P 2V6
Responsible Executive	Elliot Holland, Chief Operating Officer eholland@westkit.ca 867.446.0309
Principal Contact	Gavin Law, Environment Manager & Engagement Lead glaw@westkit.ca 403.837.5677
Website	www.westkit.ca

2 Location & Engagement Focus

The Project is entirely located within the Kitikmeot Region of Nunavut as shown in Figure 2.1. Project components are located on Crown land and Inuit Owned Lands and in federal waters. Distance (in kms) from permanent communities to the port are summarized in Table 2.1.

Table 2.1 Distance in km from communities to the Port

Community	Distance to the Port (km)
Cambridge Bay	280
Gjoa Haven	630
Kugaaruk	880
Kugluktuk	180
Taloyoak	730

Figure 2.1 Grays Bay Road and Port Project



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Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

3 Potentially Affected Communities and Parties

WKR identified potentially affected Kitikmeot communities, based on proximity to the Project, the potential to be affected by the Project, and previous impact screenings of the Project. The following are the identified potentially affected Kitikmeot communities:

- Cambridge Bay;
- Kugluktuk;
- Gjoa Haven;
- Kugaaruk;
- Taloyoak.

Within these communities, WKR engages with the following wherever possible and appropriate:

- Kitikmeot Inuit Association, including leadership, staff and Community Liaison Officers;
- Elected officials;
- Hamlet/Municipal Staff;
- Hunters and Trappers Organizations;
- Community groups including those for elders, youth, women and businesses;
- Local federal and territorial government staff; and
- Public.

4 Engagement Principles and Methods

WKR is committed to meaningful, transparent, respectful and appropriate engagement with Community Members. WKR endeavors to understand local customs and social dynamics, to build long-term community relationships through clear communication, and actively listening to and seeking to understand community interests.

4.1 Engagement Principles

WKR acknowledges the importance of public participation at all stages of the impact assessment process. WKR intends to engage Community Members about the Project and related activities in a way that is ongoing, informative, consultative and participatory, enabling Community Members participation in the development of the Project, as per NIRB guidance (NIRB 2020).

WKR's engagement approach is informed by the following principles that the NIRB has outlined to guide the Proponent in carrying out public consultation:

- Consultation should be part of an ongoing relationship;
- Consultation is a two-way communication process; and
- Consultation leads to action (NIRB 2020).

4.2 Methods

WKR engages with Community Members consistently through formal written correspondence, email correspondence, phone calls, in-person and virtual meetings, presentations, and online engagement tools. Communications are primarily with the designated contact person for each organization, as identified during preliminary engagement.

WKR implements the following communication strategies when carrying out its engagement:

- Provide advanced notice using a combination of print, local and social media;
- Schedule regular Project updates, responsive to Community Members' needs;
- Utilize a variety of methods, including those listed in Table 3.1, based on Community Members' need and meeting content;
- Provide suitable opportunities for potentially impacted Community Members to learn about the Project;
- Prepare slide decks for use during individualized meetings with specific Community Member organizations;
- Make meeting materials available to Community Members;
- Share current information on the Project and WKR through a variety of platforms including posters, information sheets, website, social media, email;
- Provide a timely and thorough response to information requests;
- Offer alternative opportunities to learn about and provide input into the Project, such as technical workshops and meetings on Project design aspects; and
- Document participation, input received, actions taken and follow-up required.

To achieve the engagement principles set out by NIRB and apply its engagement strategies, WKR has developed methods discussed below in Table 4.1, which may be updated from time to time in response to WKR and Community Members' needs.

Table 4.1 Engagement Methods

Method	Description
Public Meetings	<p>Public meetings are open to all members of a community. WKR will provide Project information and updates, solicit feedback, and be available to answer the public's questions.</p> <p>Public meetings will be interpreted and notes will be taken by WKR.</p> <p>Formats may vary including virtual open houses, town halls or in-person community meetings.</p>
Meetings with interested members of Kitikmeot Communities	<p>Meetings with key community stakeholder groups will be conducted to provide Project updates, discuss Project-related topics, and solicit feedback as appropriate.</p> <p>Meetings will be interpreted and minutes will be taken by WKR.</p>
Inuit Advisory Group (IAG)	<p>An IAG will be convened to receive and consider Project information that relates to the environment and wildlife, to provide advice to WKR and KIA about potential environmental or wildlife impacts or concerns, and to hear and attempt to resolve concerns from community members related to environmental and wildlife aspects of Project.</p>
Site Visits	<p>Visits to the Project site will be provided to select interested parties as operational conditions permit</p>
Social Media	<p>WKR will maintain a website that provides timely information on the Project.</p> <p>Email distribution lists and social media feeds will also be utilized to share Project-related information.</p>
Other Distribution - Materials	<p>Other informational materials (e.g., handouts, posters) will be made available in Kitikmeot Communities to share Project-related information.</p> <p>These documents or their executive summaries will be translated as appropriate.</p>
Radio Shows	<p>Radio shows provide a way to share Project-related information with a wide audience. Radio shows can be of a call-in nature where WKR can answer the public's questions, or of an informational nature where only Project updates are provided. WKR will participate in these shows as invited by broadcasters.</p>
Participation in Community Events	<p>Participation provides a way to share Project-related information and interact with the public.</p>

4.3 Culturally Appropriate Engagement

Preliminary engagement activities were undertaken with Hunters and Trappers Organizations, Hamlet and Municipal Councils, and the Kitikmeot public to understand important aspects for holding in-person meetings as well as means to communicate upcoming in-person meetings and project information. WKR has taken the feedback given into consideration for engagement plannings, and endeavors to adhere to the following, where possible:

- Hold community visits during times that land users are not typically out on the land;
- Use a combination of communication methods such as advertising on social media, announcing on local radio stations as well as flyers posted in local businesses;
- Provide language services including spoken and written translation;
- Host public meetings at times preferred by the relevant community;
- Welcome children at public meetings;
- Visits with elementary and high school students to present the Project, if invited; and
- Meet with residents with unique needs one-on-one or otherwise as requested/required.

5 Engagement Outcomes

To meet its engagement goals and objectives, WKR uses input gathered from engagement to directly influence Project decisions, and demonstrate through ongoing engagement activities how their specific input was or was not incorporated and why.

WKR informs all Kitikmeot Communities as to how their input is considered. This will be achieved by:

- Maintaining a record of engagement of activities and feedback provided;
- Implementing an engagement database that tracks engagement feedback and associated WKR actions and commitments with respect to the feedback provided to inform decision-making at all organizational levels; and
- Demonstrating, through ongoing engagement, WKR's tangible and meaningful consideration of input provided, even if the input was not ultimately incorporated into the Project.

Table 5.1 outlines an example of the engagement data that are being collected and stored in the engagement database.

Table 5.1 Engagement Record Fields

Category	Description
Date	Indicates when the engagement occurred
Engagement type	Type of interaction (i.e.: in-person meeting, phone call, email, etc.)
Proponent Representative	WKR representative
Meeting Location	Where in-person meeting was held
Attendees/Recipients	Name of individuals and position
Attendees/Recipients Organization	Organization of individuals
Summary	Brief description of engagement activities
Issues	Describe main comments discussed
Documents (materials provided)	Information that was provided (i.e.: handouts, maps, etc.)
Action Items	If follow-up is required
Follow-up Date	When timeframe follow-up is required
Responsible	Person/organization responsible for action items
Status	Completeness of the action items

6 References

Kitikmeot Inuit Association 2024. Available at: <https://www.kitia.ca/>

Nunavut Impact Review Board (NIRB). 2020. Proponent's Guide – NIRB Technical Guide Series. February 2020. Available at:
<https://www.nirb.ca/publications/guides/NIRB%20Proponents%20Guide.pdf>

Appendix 6C

Current Engagement Meetings (2024 to 2025)

Grays Bay Road and Port Project – Impact Statement
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Appendix 6C: Current Engagement Meetings (2024 to 2025)
 March 2026

Table 6C.1 Current Engagement Activities led by WKR (2024 to 2025)

Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kitikmeot Region Residents and Organizations			
Kitikmeot Inuit Association	March 6, 2024	Prospectors & Developers Association of Canada Conference 2024	Participants discussed the Project including schedule, IAG restart, planning and engagement, access and licensing, and Critical Mineral Infrastructure Fund application update.
	April 15, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Kugluktuk)
	April 17, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Kugluktuk)
	April 18, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Cambridge Bay)
	April 19, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Cambridge Bay)
	May 2, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Kugaaruk)
	May 3, 2024	Kitikmeot Inuit Association	An informal introductory meeting with the Kitikmeot Inuit Association took place. No notes were taken. (Taloyoak)
	July 15, 2024	Virtual Meeting	Participants discussed the Project, engagement, and topics of interest.
	July 22, 2024	Virtual Meeting	Participants discussed WKR's Peoples and Communities research.
	August 9, 2024	Virtual Meeting	Participants discussed WKR's Peoples and Communities research.
	October 29, 2024	Kitikmeot Inuit Association Office	WKR and Kitikmeot Inuit Association had an informal meeting. Kitikmeot Inuit Association provided a tour through the community.
	November 1, 2024	Kitikmeot Inuit Association Office	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and current status. The Kitikmeot Inuit Association emphasized the importance of caribou and wildlife.
	November 4, 2024	Kitikmeot Inuit Association Office	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and current status. Mitigation measures were discussed focusing on wildlife passage, safety, harvesting, and road use.

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Appendix 6C: Current Engagement Meetings (2024 to 2025)
 March 2026

Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kitikmeot Inuit Association (cont'd)	November 13, 2024	Kitikmeot Inuit Association Office	Informal meeting with Kitikmeot Inuit Association. Thanked Kitikmeot Inuit Association representative for their support in arranging community meetings.
	November 14, 2024	Kitikmeot Inuit Association Office	Informal meeting with Kitikmeot Inuit Association. Thanked Kitikmeot Inuit Association representative for their support in arranging community meetings.
	February 5, 2025	Virtual Meeting	Meeting to discuss Kitikmeot Inuit Association support for WKR to offer Small Vessel Operator Proficiency Training in Kugluktuk.
	February 6, 2025	Kitikmeot Inuit Association Office	Meeting to discuss capacity funding and intervener status.
	February 20, 2025	Kitikmeot Inuit Association Office	Informal meetings during the Aqsarniit tradeshow.
	April 29, 2025	Kitikmeot Inuit Association Office	Informal catch-up and meeting to discuss the Project.
	June 3, 2025	Kitikmeot Inuit Association Office	An update on the Project was provided, including current status in the NIRB process and upcoming items such as an updated process map, a summary of community scope and guidelines meetings, and a review of the draft scope and guidelines issues.
	July 7, 2025	Virtual Meeting	Monthly meeting to discuss the progress of the Project. WKR provided an update on the Project that included an updated process map, a summary of community scope and guidelines meetings issued by the NIRB, and a review of the draft scope and guidelines issued.
	July 22, 2025	Kitikmeot Inuit Association Office	Participants discussed capacity funding and Kitikmeot Inuit Association participation in the review of the Project.
	September 2, 2025	Kitikmeot Inuit Association Office	Participants discussed land tenure questions Kitikmeot Inuit Association had regarding IOL access, water and wildlife compensation, and Inuit benefits. Participants also discussed status of IS chapters and WKR's concerns with the delays they have seen in the regulatory process.
	September 18, 2025	Virtual Meeting	WKR met with Kitikmeot Inuit Association to discuss outcomes of the September IAG workshop.
	September 24, 2025	Virtual Meeting	Monthly update meeting to discuss current regulatory status, IAG workshop debrief, (Environmental Impact Screening Committee (EISC) submission, and IS status.

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Appendix 6C: Current Engagement Meetings (2024 to 2025)
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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kitikmeot Inuit Association (cont'd)	October 28, 2025	Virtual Meeting	Monthly update meeting to discuss current regulatory status, IAG workshop debrief, EISC submission, and IS chapter status.
	November 12, 2025	Kitikmeot Inuit Association Office	Informal project update meeting during visit to Gjoa Haven for a community meeting.
	November 13, 2025	Kitikmeot Inuit Association Office	Informal meeting due to a short visit to Kugaaruk for a community meeting. Invited Vincent to the meeting, if he was able to attend.
Burnside HTO	August 7, September 11, October 8, November 20, December 3, 4, 9, 11, 16, 2024	Emails	Emails exchanged to arrange a meeting and to notify when WKR would be coming to Cambridge Bay, including in the fall for their second round of community meetings for an update on the Grays Bay Road and Port. WKR requested a meeting.
	February 12, 2025	Letter	Letter received from Burnside HTO notifying WKR that they do not wish to be engaged further on the Project.
Cambridge Bay	April 18, 2024	Luke Novoligak Community Hall	WKR discussed the Project, introducing WKR, and outlining the Project, the road and port, the Project timeline, and upcoming 2024 environmental studies. Participants discussed training and local employment opportunities, and raised concerns about wildlife protection (caribou migration, habitat, and overharvesting)
	November 1, 2024	Luke Novoligak Community Hall	WKR discussed the Project, highlighting the Project, the road and port, the Project timeline, and upcoming 2024 environmental studies. Community members inquired about wildlife cameras and employment.
	May 2, 2025	Luke Novoligak Community Hall	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.
	May 5, 2025	Luke Novoligak Community Hall	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.

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Appendix 6C: Current Engagement Meetings (2024 to 2025)
March 2026

Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Cambridge Bay (cont'd)	November 6, 2025	Cambridge Bay	WKR provided an update on the Grays Bay Road and Port Project, highlighting WKR including the road and port, project timeline, completed baseline environmental studies, and the project's current status.
Cambridge Bay NIRB Scoping and Guidelines Workshop	December 2-3, 2025	Cambridge Bay	Attended the NIRB's Scoping and Guidelines workshop. Listened to community feedback and answered questions when asked. Presented an update on the GBRPP.
Cambridge Bay Hamlet	April 19, 2024	Cambridge Bay Hamlet Office	WKR discussed project updates and schedules, employment, and other opportunities, including options for a live-aboard boat. Community and commercial benefits including interest in renewable energy was expressed. The Hamlet recommended the following: <ul style="list-style-type: none"> • Testing components in Arctic conditions • Consulting National Renewable Energy Laboratories) • Engaging Aurora Energy Systems, a local renewable energy business • Reviewing the Community Solar Project handout provided by the Hamlet
	October 31, 2024	Cambridge Bay Council Chambers	WKR provided a Project overview including timeline, 2025 environmental studies, and status. Council members shared the importance of emergency response planning and using Inuit Knowledge.
Ekaluktutiak HTO (Cambridge Bay)	April 19, 2024	Ekaluktutiak Hunters and Trappers Organization	WKR representatives arrived to meet Beverly at our schedule time. Unfortunately we were unable to meet due to conflicting schedules
	November 1, 2024	Ekaluktutiak Hunters and Trappers Organization	WKR provided a Project overview including timeline, 2025 environmental studies, project and status. Ekaluktutiak Hunters and Trappers Organization (EHTO) also inquired about Project effects on travel and access and unauthorized hunting. EHTO shared the importance of hiring youth for the Project.
	November 12, 2024	Ekaluktutiak Hunters and Trappers Organization	WKR provided a Project overview including timeline, 2025 environmental studies, and status. EHTO shared the importance of hiring youth and inquired about how the camp would be powered.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Gjoa Haven	May 6, 2024	Gideon Qitsualik Community Memorial Hall; Gjoa Haven Gideon Qitsualik Memorial Hall	WKR provided input on training needs and employment opportunities for local residents. Community members shared the need for search and rescue. Concerns were raised about spills, impacts to future generations, dust, vehicle-wildlife mortality, affects to vegetation, wildlife protection, including caribou migration routes, calving areas, and habitat impacts. Meetings covered potential marine impacts and port development details. A community member recommended building a culvert for caribou so that their migration is not affected.
	November 14, 2024	Gideon Qitsualik Memorial Hall	Gjoa Haven community members inquired about employment opportunities, infrastructure requirements, water crossings, and cost of living.
	November 12, 2025	Gjoa Haven	WKR provided an update on the Grays Bay Road and Port Project, highlighting WKR including the road and port, project timeline, completed baseline environmental studies, and the project's current status.
Gjoa Haven Hunters and Trappers Association	May 6, 2024	Gjoa Haven Hunter's Trappers Association Office	Meetings covered potential marine impacts and port development details. Provided an overview of the Project, timeline, and upcoming field programs, and environmental studies.
	November 14, 2024	Gjoa Haven HTA Office	WKR had an informal meeting with the Gjoa Haven HTA representative in Gjoa Haven to provide a project update and updated presentation material.
	November 13, 2025	Gjoa Haven HTA Office	Informal project update meeting during visit to Gjoa Haven for a community meeting.
Gjoa Haven Hamlet	May 5, 2024	Gjoa Haven Hamlet Office	WKR provided a Project overview, information regarding winter access and stockpiling supplies. Gjoa Haven Hamlet shared that muskox and caribou are returning to the area. Gjoa Haven expressed concern regarding low school attendance and emphasized the need for community-led initiatives to prepare youth for future employment. Gjoa Haven expressed concern regarding caribou migration, polar bears, grizzly bears, and muskox around the roads. Gjoa Haven emphasized the importance of local knowledge in understanding the land and wildlife.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Gjoa Haven Hamlet (cont'd)	March 18, 2025	Yellowknife	Informal meeting in the Yellowknife airport with the Mayor of Gjoa Haven. Discussed the project, and WKR asked if the frequency of correspondence on the project was sufficient. The Mayor confirmed that it was.
Inuit Advisory Group	December 19, 2024	Kuugaq Café	Meeting to discuss participation in WKR Inuit Advisory Group.
	March 20 - 21, 2025	Kugluktuk	IAG members discussed the Project, with focus on VC selection, project effects and muskox.
	September 11-12, 2025	Kugluktuk	IAG members discussed the Project, with focus on caribou effects and mitigation measures.
ITK, NTI, Kitikmeot Inuit Association	May 2025	Virtual meeting	Participants discussed the Project as one of interest.
Kiiliniq High School (Cambridge Bay)	October 31, 2024	Kiiliniq High School	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Students shared that employment, training, and cost of living were important to consider.
Kitikmeot Regional Wildlife Board - Annual General Meeting	November 6, 2024	Tree of Peace Friendship Centre Yellowknife, NT	WKR presented an update on the Project and upcoming 2025 environmental studies, including Geotechnical drilling at the port site on the sea ice.
	October 29-30, 2025	Yellowknife	WKR attended the Annual General Meeting, listening to the community updates and initiatives. provided any feedback or questions about the GBRPP.
Kugaaruk	May 1, 2024	Kugaaruk Community Hall (same building as the Hamlet Office)	WKR presented the Grays Bay Road and Port Project and upcoming 2025 environmental studies. Community members expressed concern regarding the cost of living
	October 29, 2024	Kugaaruk Community Hall	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Members inquired about which communities would receive shipments from the port.
	November 13, 2025	Kugaaruk Community Hall	WKR provided an update on the Grays Bay Road and Port Project, highlighting WKR including the road and port, project timeline, completed baseline environmental studies, and the project's current status.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugaaruk Hamlet	May 1, 2024	Kugaaruk Hamlet Office	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Hamlet members inquired about wildlife cameras/monitors and employment opportunities for Kitikmiut. Hamlet members shared information regarding the presence of grizzly bears near Cambridge Bay.
	October 29, 2024	Kugaruuk Hamlet Office	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Council members shared their support for the Project as it would increase training and employment opportunities. Council members expressed concern regarding blasting and the impacts on wildlife, dust, the material used for the road, and effects on water quality
Kugaaruk HTO	October 30, 2024	HTA Office - Kugaaruk	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status.
	April 27, 2025	Explorer Hotel	WKR discussed the importance of Inuit Knowledge being incorporated into projects and having Inuit engaged.
Kugaaruk High School	October 29, 2024	Kugaaruk High School	Participants discussed training needs and employment opportunities for local residents. Concerns were raised about wildlife protection, including caribou migration routes and habitat impacts. Potential marine impacts and port development details were also discussed.
Kugluktuk	April 16, 2024	Colin Adjun Community Hall	WKR discussed the Project, highlighting, the road and port, the project timeline, and upcoming 2024 environmental studies. Community members inquired about the live-aboard vessel, job opportunities, community consultation, and wildlife monitoring. Community members expressed concern regarding effects on caribou including movement, calving grounds, and population decline.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugluktuk (cont'd)	November 4, 2024	Colin Adjun Community Hall	Community members inquired about dust suppression techniques, airstrip at the port, roadside assistance, and Project duration. WKR shared that road watering was a mitigation strategy for dust suppression. WKR confirmed the presence of an airstrip at the port and provided information about roadside assistance. WKR stated the Project would take 10 years to construct, with operations beginning in 2035.
	March 19, 2025	Colin Adjun Community Hall	WKR discussed the GBRPP, WKR, project timeline, project phases and schedules, environmental phases and schedules, environmental assessment overview and Inuit Knowledge.
	March 24, 2025	Nunavut Arctic College	WKR Offered Small Vessel Operator Proficiency & Small Domestic Vessel Basic Safety Course in Kugluktuk
	March 25, 2025	Nunavut Arctic College	WKR Offered Small Vessel Operator Proficiency & Small Domestic Vessel Basic Safety Course in Kugluktuk
	March 26, 2025	Nunavut Arctic College	WKR Offered Small Vessel Operator Proficiency & Small Domestic Vessel Basic Safety Course in Kugluktuk
	March 27, 2025	Nunavut Arctic College	WKR Offered Small Vessel Operator Proficiency & Small Domestic Vessel Basic Safety Course in Kugluktuk
	March 28, 2025	Nunavut Arctic College	WKR Offered Small Vessel Operator Proficiency & Small Domestic Vessel Basic Safety Course in Kugluktuk
	April 30, 2025	Colin Adjun Community Hall	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.
	September 12, 2025	Colin Adjun Community Hall	WKR invited the community of Kugluktuk to a Community Feast to enjoy caribou and muskox and meet WKR. WKR provided a brief overview of the Project and thanked the community for their warm welcome each time they visited.
	November 5, 2025	Colin Adjun Community Hall	WKR provided an update on the Grays Bay Road and Port Project, highlighting WKR including the road and port, project timeline, completed baseline environmental studies, and the project's current status.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugluktuk Angoniatit Association HTO	April 16, 2024	Kugluktuk HTO Office	WKR discussed the Project, highlighting the road and port, the project timeline, and upcoming 2024 environmental studies. The discussions were followed by a question-and-answer period for feedback on the project. Kugluktuk HTO emphasized the importance of caribou and other wildlife. Kugluktuk HTO expressed concern regarding caribou movement and shared that the Beverly caribou herd should be included in the assessment. Kugluktuk HTO shared results from a study for Cod and Char and stated that there was no fish migration when vessel traffic increased. Kugluktuk HTO recommended to use snowblowers to clear the snow as graders cause windrows that act as barrier for caribou travel.
	November 5, 2024	Kugluktuk HTO Office	WKR and Kugluktuk HTO discussed concerns regarding effects on caribou and road alignment.
	April 30, 2025	Virtual Meeting	WKR had an informal meeting to follow up on a request from the Kugluktuk HTA regarding providing names of individuals participating in WKR's Inuit Advisory Group. WKR provided the names and shared a copy of the report document Inuit Knowledge. WKR also provided updates on the Project.
	May 21, 2025	Virtual Meeting	WKR discussed the Project, WKR, project timeline, project phases and schedules, environmental phases and schedules, environmental assessment overview and Inuit Knowledge.
	August 12, 2025	Grays Bay	Conducted a tour of the Grays Bay port site
	September 10, 2025	Kugluktuk Angoniatit Association Office,	WKR met with Kugluktuk HTA following up on a request to appoint a member of the HTA as a special advisor for WKR's IAG group.
	Kugluktuk Hamlet	April 16, 2024	Kugluktuk Hamlet

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugluktuk High School	November 4, 2024	Kugluktuk High School	WKR discuss the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Students expressed concern regarding caribou movement. Students also inquired on how they would benefit through employment opportunities.
Taloyoak	May 3, 2024	Taloyoak Hamlet Office	WKR discussed the Project, highlighting the road and port, the project timeline, and upcoming 2024 environmental studies.
	November 12, 2024	Taloyoak Community Hall	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Community members recommended surveys on marine mammals and ongoing engagement with Inuit. Community members expressed interest in lower cost of living. Members inquired about sealifts and barges at the port, community benefits, road enforcement, employment, and project lifespan.
	April 24, 2025	Taloyoak Community Hall	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.
	April 25, 2025	Taloyoak Community Hall	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.
	November 14, 2025	Taloyoak	WKR provided an update on the Grays Bay Road and Port Project, highlighting WKR including the road and port, project timeline, completed baseline environmental studies, and the project's current status.
Taloyoak Hamlet	November 12, 2024	Taloyoak Council Chambers	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and status. Council members shared that wildlife must be monitored once the Project begins. Council members expressed concern regarding shipping effects on marine mammals, fish and wildlife. Concern was also expressed regarding increased access and accidental spills. Council members emphasized prioritizing Inuit hiring for the Project.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Taloyoak Hamlet (cont'd)	May 2, 2024	Taloyoak Hamlet	WKR discussed the Project, highlighting the road and port, the project timeline, and upcoming 2024 environmental studies.
Taloyoak Umarulirigut Association	May 2, 2024	Taloyoak Umarulirigut Association	WKR discussed the Project, highlighting the road and port, the project timeline, and upcoming 2024 environmental studies. Taloyoak Umarulirigut Association. inquired about which communities would be employed, and road enforcement. Taloyoak Umarulirigut Association. expressed concern regarding effects on caribou, migration patterns, and calving grounds. Taloyoak Umarulirigut Association. also expressed concern regarding traffic, effects on Arctic char, and wildlife.
	November 12, 2024	Taloyoak Umarulirigut Association (HTO) Office	WKR provided a project overview to Taloyoak Umarulirigut Association.
	March 18, 2025	Yellowknife	Informal meeting in the Yellowknife airport with Taloyoak HTO Manager. Discussed the project, and WKR asked if the frequency of correspondence on the project was sufficient. Taloyoak HTO Manager confirmed that it was.
Ekaluktutiak HTO, Taloyoak HTA, Kugaaruk HTO, and Kugluktuk HTA	December 18, 2025	ArcticNet Conference, Calgary	Informal meeting discussing the project and Christmas lunch celebration
Other Indigenous Groups			
Athabasca Denesųliné NeNe Land Corporation	August 9, 2024	Notification Letter	Athabasca Denesųliné NeNe Land Corporation received general project update.
	October 16, 2025	Saskatoon	Athabasca Denesųliné NeNe Land Corporation met with NIRB and WKR to discuss the Project. Concerns regarding caribou, change in caribou movement, change in migratory birds' movement, cultural effects from the Project, cost of living, and increased access to traditional hunting areas were expressed. Athabasca Denesųliné NeNe Land Corporation also expressed concern regarding the effects of caribou from noise, traffic, and dust.
Det'on Cho Management LP	June 19, 2024	Yellowknife	Introductory meeting to discuss WKR and the Gray's Bay Road and Port Project.
Ghotelnene K'odtineh Dene	June 24, 2024	Notification Letter	Ghotelnene K'odtineh Dene received general project update.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Gwich'in Tribal Council	June 24, 2024	Notification Letter	Gwich'in Tribal Council received general project update.
Inuvialuit Regional Corporation	June 28, 2024	Virtual Meeting	WKR presented a PowerPoint presentation on the Project highlighting project benefits, timeline, an overview of the Nunavut regulatory processes, and upcoming environmental studies.
	May 14, 2025	Inuvik	Introductory discussion about Grays Bay Road and Port project, Arctic Security Corridor and West Kitikmeot Resources Corp. This was a follow-up to the NIRB Scoping and Guidelines meeting to provide further clarity of on WKR plans.
	September 17, 2025	Virtual Meeting	Discussed EISC letter and confirmed that WKR would submit the project for screening
Inuvik	May 13, 2025	Inuvik Complex	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.
Łutsel K'e Dene First Nation	June 24, 2024	Notification Letter	Łutsel K'e Dene First Nation received general project update.
Northwest Territory Métis Nation	August 2, 2024	Notification Letter	Northwest Territory Métis Nation received general project update.
North Slave Métis Alliance	June 24, 2024	Notification Letter	North Slave Métis Alliance received general project update
Paulatuk Hunters and Trappers Committee	August 14, 2025	Notification Letter	Paulatuk Hunters and Trappers Committee received general project update.
Sahtu Secretariat Incorporated	June 24, 2024	Notification Letter	Sahtu Secretariat Incorporated received general project update.
Tłı̨chǔ Government - Resource Management Working Group	September 13, 2024	Virtual Meeting	WKR provided a presentation overview of the Project. The Tłı̨chǔ Government Resource Management Working Group inquired about seasonal road closures to enable caribou migration.
Tłı̨chǔ Investment Corporation	June 24, 2024	Notification Letter	The Tłı̨chǔ Government received general project update.
Wek'èezhìı Renewable Resources Board	August 1, 2024	Notification Letter	Wek'èezhìı Renewable Resources Board received general project update.
Yellowknife	May 15, 2025	Chateau Nova	Attended the NIRB's Scoping and Guideline session. Listened to community feedback and answered questions when asked. WKR understood that this was the NIRB's meeting and did not comment unless asked.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Yellowknives Dene First Nation	October 15, 2024	Virtual meeting	WKR provided an overview presentation to Yellowknives Dene First Nation and a discussion on the Transboundary Connection in the Slave Geological Province (SGP) and Nunavut.
	January 21, 2025	Vancouver	Discussed the Grays Bay Road and Port Project and potential connections to Slave Geological Province Corridor.
	February 5, 2025	Yellowknife	Discussed the Grays Bay Road and Port Project and potential connections to Slave Geological Province Corridor.
Other Potentially Affected Communities and Residents			
Kitikmeot Chamber of Commerce	October 31, 2024	Kitikmeot Chamber of Commerce	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's current status. Kitikmeot Chamber of Commerce inquired about access management, cultural awareness programs for employment, and infrastructure requirements for the road.
	October 3, 2025	Virtual Meeting	WKR presented an update on the Project.
Kitikmeot Corporation	February 8, 2024	Kitikmeot Corporation Office, Cambridge Bay	Discuss Grays Bay Project Application status.
	November 1, 2024	Kitikmeot Corporation Office, Cambridge Bay	WKR discussed the Project, highlighting the road and port, project timeline, and upcoming environmental studies.
Kitikmeot Socio-economic Monitoring Committee	October 16-17, 2025	Cambridge Bay	WKR provided an update to Government of Nunavut, Kitikmeot Inuit Association, CIRNAC, B2Gold Nunavut, Agnico Eagle, Nunavut Housing Corporation, RCMP, and Kitikmeot School Operations on the Grays Bay Road and Port Project and participated in discussions on Kitikmeot socio-economic monitoring results.
Government Agencies			
CIRNAC	March 6, 2024	Prospectors & Developers Association of Canada Conference 2024	Meeting to discuss Grays Bay Road and Port Project, including WKR and Project details. Discussed cooperation with CanNor.
	November 5, 2024	Community Building, Kugluktuk NU	WKR met with CIRNAC and discussed the Project, highlighting WKR, including the road and port, project timeline, 2025 environmental studies
	January 29, 2025	Virtual Meeting	Meeting to discuss water license application and CIRNAC comment period
	February 20, 2025		WKR provided a Project overview including timeline, 2025 environmental studies, and project status.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
CIRNAC (cont'd)	June 25, 2025	Iqaluit	WKR discussed the Grays Bay Road and Port Project, highlighting West Kitikmeot Resources, including the road and port and how they fit into the Arctic Security Corridor, project timeline, and the project phases and schedules.
	July 23, 2025	Virtual Meeting	Discussed the status of northern participants' funding release and also other funding opportunities to support participation in the GBRPP review process.
	August 15, 2025	Virtual Meeting	Discussed request from EISC for WKR to submit a project description
	October 24, 2025	Virtual Meeting	Discussed the Project scope as it pertains to the Tibbitt to Contwoyto Winter Road.
CanNor	March 6, 2024	Prospectors & Developers Association of Canada Conference 2024	Meeting to discuss Grays Bay Road and Port Project, including WKR and Project details. Discussed cooperation with CanNor.
	July 29, 2024	Virtual Meeting	WKR provided a copy of the presentation, project map, and a copy of the handout issued to community members during WKR's first round of community engagement.
	August 21, 2025	Virtual Meeting	Discussed request from EISC for WKR to submit a project description.
Compass Resource Management	May 29, 2025	Virtual Meeting	Participants discussed what industry would like to see updated in the 5-year review of the Bathurst Caribou Range Plan.
Environment Climate Change Canada (ECCC)	March 6, 2025	Virtual Meeting	Discussed geotechnical drilling operations and plans for waste management. ECCC provided clarity on expectations.
Fisheries and Oceans Canada (DFO)	May 29, 2024	Virtual Meeting	WKR provided a Project overview including timeline, 2025 environmental studies, and status. Discussions regarding permits, geotechnical drilling, marine traffic, marine mammal scope of work, and fish and fish habitat offsetting measures were had.
	November 27, 2024	DFO Office, Yellowknife	WKR presented the 2025 geotechnical drilling program plans at Grays Bay to DFO. Project timeline, areas of drilling operations, plans for water usage, and site clean-up once drilling is completed were discussed.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Fisheries and Oceans Canada (DFO) (cont'd)	July 4, 2025	Virtual Meeting	WKR provided an overview presentation of WKR's Marine and Freshwater programs for 2025. Discussed the approach with DFO and provided clarifications to questions asked about the program. Discussed upcoming planned tour of Grays Bay with DFO.
	July 15, 2025	Virtual Meeting	Provided an overview presentation of WKR's Marine and Freshwater programs for 2025. Discussed the approach with DFO and provided clarifications to questions asked about the program.
	July 22, 2025	Grays Bay	WKR conducted a site tour of the proposed Project port site. WKR provided an overview of port components and a summary of the marine fieldwork planned for the day. WKR inquired about offsetting measures to which the DFO stated they would provide answers upon a discussion with their team.
	November 7, 2025	Virtual Meeting	WKR met with DFO to discuss project effects assessment methods and findings.
Government of Canada – Global Affairs	October 31, 2025	Virtual Meeting	Discussed WKR's ongoing work with the Arctic Ambassador, including the Grays Bay Road and Port Project, and explored how WKR's efforts align with Canada's Arctic priorities.
Government of Northwest Territories (GNWT)	2-Aug-2024	Emails	Requested contacts for NT Interested Party Contact Information.
	January 16, 2025	Virtual Meeting	Discussion to receive GNWT maps for MCCM for Caribou & submitted licensing agreement to receive maps.
Government of Nunavut	August 16, 2024	N/A	WKR third-party consultants (EDI) provided a history of the data collection on wildlife for a previous project and then the Grays Bay Road and Port Project. An overview of the planned field program for 2024 and 2025 for the Project was provided.
	September 17, 2024	Iqaluit	WKR provided a Project overview and discussed field programs and community engagement.
	September 18, 2024	Iqaluit	Memorandum of Understanding signing ceremony between GN & WKR.
	October 11, 2024	Virtual Meeting	Meeting participants discussed establishing the group/committee and to initiate/formalize the working relationship between EDT and WKR referenced in the Memorandum Of Understanding.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Government of Nunavut (cont'd)	November 1, 2024	Helen Maksagak Centre	WKR discussed the Project, highlighting the road and port, project timeline, 2025 environmental studies, and the Project's status. WKR also provided a summary of the community concerns and feedback from when we were last in the communities, how they responded, and how they incorporated those concerns into the assessment.
	January 17, 2025	Virtual Meeting	WKR and Government of Nunavut met for the MOU quarterly meeting. EDT and WKR shared updates on the project.
	April 25, 2025	Virtual Meeting	WKR and Government of Nunavut met for the MOU quarterly meeting. EDT and WKR shared updates on the project.
	July 25, 2025	Virtual Meeting	WKR and Government of Nunavut met for the MOU quarterly meeting. EDT and WKR shared updates on the project.
	September 15, 2025	Virtual Meeting	WKR met with the GN wildlife group to review the 2024 and 2025 field season and present WKR's effects assessment for caribou, including the video outlining migrations.
Government of Nunavut - Department of Environment	November 4, 2024	Department of Environment Building	WKR provided a Project overview including road and port timeline, 2025 environmental studies, and a summary of community concerns. WKR emphasized the need for the GN input on road design and crossing strategies to minimize impacts on caribou.
	March 13, 2025	Virtual Meeting	Meeting to review the 2024 field season and present WKR's proposed plans for 2025
Government of Nunavut Department of Economic Development of Transportation	February 13, 2024	Government of Nunavut - Economic Development and Transportation Office	Participants discussed Critical Minerals Infrastructure Fund Application Support
	January 17, 2025	Virtual Meeting	MOU quarterly update, WKR provided an update on the Project.
	April 25, 2025	Virtual Meeting	MOU quarterly update, WKR provided an update on the Project.
	July 25, 2025	Virtual Meeting	MOU quarterly update, WKR provided an update on the Project.
Mackenzie Valley Environmental Impact Review Board (MVEIRB)	November 5, 2025	Virtual Meeting	Meeting to discuss next steps on the MVEIRB process to assist in finalizing the scoping and guidelines for the Grays Bay Port and Road Project to reflect transboundary impacts in the Mackenzie Valley.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Mackenzie Valley Environmental Impact Review Board (MVEIRB) (cont'd)	December 8, 2025	Yellowknife	Attended the MVEIRB's 's Transboundary engagement workshop. Listened to community feedback and answered questions when asked. Presented an update on the GBRPP
Nunavut Impact Review Board (NIRB)	February 8, 2024	NIRB Office	Meeting to discuss WKR taking over as proponents on the Grays Bay project and verifying that a new proposal will be submitted in June 2024.
	April 19, 2024	NIRB Office	WKR discussed the Project, highlighting the road and port, the project timeline, and upcoming 2024 environmental studies. The NIRB discussed caribou sensitivities and shared the importance of monitoring and tracking caribou to assess the effects from the Project. The NIRB and WKR also discussed engagement with communities and the importance of including Inuit <i>Quajimajatuqangit</i> in the submission.
	October 31, 2024	NIRB Office	WKR and the NIRB discussed the regulatory status of the Project, environmental assessment process, Environmental Impact Statement Guidelines and Structure, and cumulative effects.
	November 1, 2024	NIRB Office	WKR discussed the Grays Bay Road and Port Project, highlighting West Kitikmeot Resources, including the road and port, project timeline, 2024 environmental studies, and current status. WKR also provided a summary of the community concerns and feedback.
	January 15, February 7, April 1, May 2, June 4, 19, 27, July 4, 11, 18, 25, August 20, 28, September 2, 3, 22, October 10, 2025.	Weekly Meetings	Weekly meetings held to share WKR's status with building the Impact Statement, as well as request the NIRB to provide an update on items they were working on behalf of WKR, including an updated process map, a summary of community scope and guidelines meetings issued by the NIRB, and a review of the draft scope and guidelines issued. The NIRB indicated that once the comment period for the review of the draft scope and guidelines has ended, the process map and community summary would be released shortly afterward.
Northern Transportation and Energy Corridor	May 27, 2025	Virtual Meeting	Participants discussed Bill C-5 and concerns from groups regarding treaty rights.
	June 26, 2025	Virtual Meeting	Participants discussed Bill C-5 and concerns from groups regarding treaty rights.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Nunavut Chamber of Mines, Wek'éezhii Renewable Resources Board, Tlicho Government, YKDFN, Lutsel K'e, Beverly and Qamanirjuaq Caribou Management Board, Fort Smith Metis Alliance, North Slave Metis Alliance, Kitikmeot Regional Wildlife Board, Government of Nunavut, Caribou Guardian Coalition, Athabasca Delesuline	June 25 & 26, 2025	Yellowknife	Participants discussed the Bathurst Caribou Range Plan Review. The focus of the workshop was to develop realistic short-medium term opportunities to improve the implementation of the Range Plan. The Working Group also discussed other topics including online map staking, offsetting and compensation mechanisms, and wildfire management.
Nunavut Planning Commission	September 18, 2024	Iqaluit	WKR provided a Project overview to Nunavut Planning Commission.
	2-May-2025	Cambridge Bay	Introductory Meetings with NPC. Thanked them for the historical interactions information and support, discussed the Linear Infrastructure corridor in the LUP and how they would get that extended to the border. Johnathan provided great feedback on the topic. WKR thanked them for the help and looked forward to discussing the Project further in the future.
	25-Jun-2025	Iqaluit	WKR provided an overview of the Project and to Nunavut Planning Commission's participation in the NIRB led review of the Project, the Nunavut Marine Council, the status of the Nunavut Land Use Plan, and the process for amendments.
Nunavut Stakeholders	July 21, 2025	Email	Quarterly newsletter issued to Northern stakeholders in Nunavut, NT and Yukon.
	July 24, 2025	Email	Mitigation Measure Series issued to Northern stakeholders in Nunavut, NT and Yukon.
Nunavut Water Board	May 7, 2024	Nunavut Water Board Office	WKR and Nunavut Water Board had an introductory meeting where a brief Project overview was presented. Nunavut Water Board shared community concerns associated with dust and wildlife.
	November 14, 2024	Nunavut Water Board Office	WKR provided an update on the Project and discussed licensing and employment and training support for communities.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Nunavut Water Board (cont'd)	January 15, 2025	Virtual Meeting	WKR and Nunavut Water Board met to discuss the application. The Nunavut Water Board supports the use of seawater for land-based drilling and the Kennarctic River as a water source, provided freshwater is protected and total withdrawal does not exceed 10% of the river's instantaneous flow.
	August 6, 2025	Virtual Meeting	WKR and Nunavut Water Board discussed the detailed coordination process framework, points of entry, and level of detail needed by Nunavut Water Board to issue a Class A license.
	November 12, 2025	NWB Office	Informal project updates meeting during visit in Gjoa Haven for a community meeting.
Senate of Canada	21-Feb-2025	Ottawa	Informal introductory discussion about Grays Bay Road and Port project, Arctic Security Corridor and West Kitikmeot Resources Corp.
	27-Feb-2025	Virtual Meeting	WKR provided an overview of the Grays Bay Road and Port, highlighting WKR, Kitikmeot Inuit Association and the EA process.

Appendix 6D

Socio-economic Community-based Primary Research

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Appendix 6D: Socio-economic Community-based Primary Research
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Table 6D.1 Socio-economic Community-based Primary Research

Community	Organization	Date of interview
Kugaaruk	Hamlet of Kugaaruk	31-Oct-24
	Tammaaquik Women's Centre	29-Oct-24
	Kugaaruk Hunters and Trappers Organization	29-Oct-24
	Kugaaruk Community Liason Officer	29-Oct-24
	Kugaaruk RCMP Detachment	29-Oct-24
	Kugaaruk Northern Store	31-Oct-24
	Kugaaruk Co-op	31-Oct-24
	Kugaaruk Community Member	30-Oct-24
	Community member	31-Oct-24
	Community member	1-Nov-24
Cambridge Bay	Kitikmeot Community Futures Incorporated	6-Nov-24
	Nunavut Arctic College	16-Dec-24
	Hamlet of Cambridge Bay	5-Nov-24
	Kitikmeot Regional Health Centre	6-Nov-24
	Kitikmeot Friendship Society	14-Nov-24
	Cambridge Bay Wellness Centre	5-Nov-24
	Nunavut Housing Corporation - Kitikmeot District Office	6-Nov-24
	Cambridge Bay Housing Association	5-Nov-24
	Ekaluktutiak Hunters and Trappers Organization	12-Nov-24
	Municipality of Cambridge Bay Business Development Officer	4-Nov-24
	Kitikmeot Inuit Association Inuit Employment and Training	29-Oct-24
	Cambridge Bay RCMP Detachment	4-Nov-24
	Community Members	3-Nov-24
	Kitikmeot Foods	4-Nov-24
	Canadian Coast Guard	3-Dec-24
	High School Student	4-Nov-24
	Cambridge Bay Community Member	4-Nov-24
	Kitikmeot Inuit Association Career Services	4-Nov-24
	Business Owner	4-Nov-24
Omingmak Shelter	5-Nov-24	
Kugluktuk	Hamlet of Kugluktuk	7-Nov-24
	Kitikmeot Inuit Association Community Liason Officer	7-Nov-24
	Coppermine Outfitters/Coppermine Tours & Lodge	8-Nov-24
	Kugluktuk RCMP Detachment	8-Nov-24
	Kugluktuk High School	8-Nov-24
	Kugluktuk Co-op	8-Nov-24

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Appendix 6D: Socio-economic Community-based Primary Research
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Community	Organization	Date of interview
Kugluktuk (cont'd)	Government of Nunavut Staff	7-Nov-24
	Coast Guard Auxiliary	8-Nov-24
	Kugluktuk Community Member	8-Nov-24
	Elders	8-Nov-24
	Kikiak Contracting	9-Nov-24
	Kugluktuk Community Members	9-Nov-24
Gjoa Haven	Assistant Chief Administrative Officer	14-Nov-24
	Chief Administrative Officer	5-Dec-24
	Kativik Health Centre	14-Nov-24
	Gjoa Haven Hunters & Trappers	16-Nov-24
	Gjoa Haven RCMP Detachment	14-Nov-24
	Gjoa Haven Community member	14-Nov-24
	Housing Association	15-Nov-24
	Gjoa Haven Community member	16-Nov-24
Taloyoak	Assistant Senior Administrative Officer	19-Nov-24
	Judy Hill Memorial Health Centre	20-Nov-24
	Kitikiak Housing Association	18-Nov-24
	Taloyoak Hunters & Trappers Association	19-Nov-24
	Kitikmeot Inuit Association Community Liason Officer	18-Nov-24
	Two Oceans Outfitting	20-Nov-24
	Taloyoak RCMP Detachment	18-Nov-24
	Netsilik School	19-Nov-24
	Netsilik School	20-Nov-24
	Nunavut Arctic College	19-Nov-24
	Taloyoak Community Member	20-Nov-24
Yellowknife	Tlicho Investment Corporation	23-May-25
	Deton'Cho Corporation	22-May-25
	City of Yellowknife	6-Feb-25
	North Slave Métis Alliance	23-May-25
	Yellowknife Airport	5-May-25
	Great Slave Helicopters	15-May-25
	Black Feather	18-Jun-25

Appendix 6E

Historical Engagement Activities

Table 6E.1 Historical Engagement Activities

Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kitikmeot Region Residents and Organizations			
Cambridge Bay	December 1, 2016	Cambridge Bay	The proponents provided an overview of the Project. Cambridge Bay community inquired about employment accommodations.
Cambridge Bay Hamlet	December 1, 2016	Cambridge Bay Hamlet Chambers	The proponents provided an overview of the Project. Cambridge Bay Hamlet inquired about employment and economic opportunities.
Ekaluktutiak HTO (Cambridge Bay)	February 6, 2016	Cambridge Bay	The proponents provided an overview presentation of the Project. Ekaluktutiak HTO inquired about road length, height above the tundra, length of the airstrip, shipping, and infrastructure requirements. Ekaluktutiak HTO expressed concern regarding effects on historical sites, fishing, hunting, and caribou migration.
Gjoa Haven	November 23, 2016	Gjoa Haven	The proponents hosted a community Open House and provided an overview presentation of the Project. Members inquired about employment training, dust suppression techniques, and resources used to build the road. The proponents also hosted a Community Open House in Gjoa Haven to present on the Project.
Gjoa Haven HTO	November 23, 2016	Gjoa Haven	The proponents provided an overview presentation of the Project. Gjoa Haven HTO inquired about training courses for the Project.
Gjoa Haven Hamlet	November 22, 2016	Gjoa Haven	The proponents provided an overview presentation of the Project. Hamlet members inquired about the road route, road maintenance, and the involvement of Inuit. Hamlet members expressed concern regarding caribou crossings. Concern was also raised over high unemployment and Inuit not benefitting from the Project.
Kugaaruk	November 24, 2016	Kuugaruk	The proponents provided an overview of the Project and hosted a Community Open House to discuss the Project. Community members inquired about effects of the road on water and wildlife, employment opportunities, and accidental spills.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugaaruk Hamlet	November 24, 2016	Kugaaruk	The proponents provided an overview presentation of the Project. Hamlet members inquired about Project location, Inuit training for employment, Inuit Impact Benefit Agreements would be negotiated, and employment opportunities with the Project.
Kugaaruk HTO	November 25, 2016	Kugaaruk	The proponents provided a presentation and overview of the Project. HTO members inquired about the impacts of climate change on potential ice road to their community and Project timeline. HTO members also expressed concern regarding caribou and other wildlife. HTO members inquired if road use would be restricted during predetermined months. HTO members also expressed concern regarding icebreaking from military ships.
Kugaaruk High School	November 25, 2016	Kuugaruk	The proponents provided a presentation of the Project. Students inquired about Project timeline,
Kugluktuk	November 29, 2016	Kugluktuk	The proponents provided an overview presentation of the Project. Community members inquired about employment opportunities, youth involvement in the Project, and road route. Community members expressed concern regarding effects on caribou, shipping, and the safety of people travelling between communities. Members also expressed concern regarding effects on country food, wildlife, and the environment.
Kugaaruk	November 24, 2016	Kuugaruk	The proponents provided an overview of the Project and hosted a Community Open House to discuss the Project. Community members inquired about effects of the road on water and wildlife, employment opportunities, and accidental spills.
Kugluktuk Hamlet	November 29, 2016	Kugluktuk	The proponents provided a Project overview. Hamlet members inquired about available training opportunities, NIRB allowing more development on the road, and shared that caribou crossed the ice in fall and spring. Hamlet members inquired if ships would be travelling along the Coronation Gulf during the winter.
Kugluktuk High School	November 29, 2016	Kugluktuk	The proponents provided an overview presentation of the Project. Students inquired about Inuit employment and the planning process of the Project.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Kugluktuk Angoniatit Association Hunters' and Trappers' Organization	November 29, 2016	Kugluktuk	The proponents provided an overview presentation of the Project. HTO Members expressed concern regarding increased access and pressure on wildlife. Members also expressed concern regarding ice breaking from ships. Members inquired about the possibility of social programs.
Netsilik High School (Taloyoak)	November 21, 2016	Taloyoak	The proponents provided an overview presentation of the Project. Students inquired about employment opportunities, training, Project route, and shift work.
Qiqirtaq Ilihakvik High School	November 23, 2016	Gjoa Haven	The proponents provided a overview presentation of the Project. Students inquired about funding and opportunity for training for Project work. Students expressed concern regarding Project effects on caribou, wildlife, lakes, and rivers.
Taloyoak HTO	November 21, 2016	Taloyoak	The proponents provided an overview presentation of the Project.
Taloyoak Hamlet	November 21, 2016	Taloyoak	The proponents provided an overview presentation of the Project. Hamlet members inquired about discussions regarding their portion of the all-season road. Hamlet members inquired about the road route and if other mining companies has interest in supporting the construction of the road. Hamlet members expressed concern regarding caribou migration. Additionally, members inquired about benefits to the local economy, wildlife considerations, and community involvement.
Other Indigenous Groups			
Det'on Cho Corporation	January 26, 2017	Yellowknife	The proponents provided an overview presentation of the Project.
North Slave Metis Alliance	June 22, 2017	Yellowknife	The proponents provided an overview presentation of the Project. North Slave Metis Alliance expressed concern regarding caribou habitat.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Tłıchq Government	November 16, 2016	Yellowknife	The proponents provided an overview presentation of the Project. The Tłıchq Government expressed concern regarding the Project effects on the Bathurst caribou calving grounds. The Tłıchq Government also expressed concern regarding increased harvesting as a result of the Project. The Tłıchq Government expressed interest in job opportunities for local businesses tied to the Tłıchq Investment Corporation. The Tłıchq Government inquired about a land use plan for the Project.
Yellowknives Dene First Nation	June 23, 2017	Yellowknife	The proponents provided an overview presentation of the Project. Yellowknives Dene First Nation inquired about funding, increased access, and shared the importance of caribou and fish.
Government Agencies			
Government of Northwest Territories Lands Northern Projects Management Office The Government of the Northwest Territories Department of Environment Nunavut Impact Review Board Nunavut Water Board Wek'èezhii Renewable Resources Board MMG Ltd Kitikmeot Inuit Association Tłıchq Government	October 20, 2016	Cambridge Bay	The proponents presented an overview of the Project and the current environmental approvals. Attendees inquired about the length of construction, shipping season, and road operation season. Concerns regarding species at risk and harvesting from the road were expressed. Discussions also included a Project overview, next steps, and licensing required for the Project.
Government of Nunavut	November 28, 2016	Kugluktuk	The proponents provided an overview of the Project. Government of Nunavut inquired about Project maintenance, safety, and route. Government of Nunavut advised that the Project would result in increased access.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Government of Nunavut Cambridge Bay Hamlet Kugaaruk Hamlet Taloyoak Hamlet Indigenous and Northern Affairs Canada (INAC) Kitikmeot Inuit Association Kitikmeot Regional Socio-economic Monitoring Committee Nunavut Arctic College Sabina Gold & Silver Corp	December 1, 2016	Cambridge Bay	The proponents presented the Project during the Kitikmeot Regional Socio-economic Monitoring Committee's annual meeting.
MMG Canada NWT and Nunavut Chamber of Mines Kitikmeot Inuit Association Government of Nunavut GN -ED&T Nuna Tetrattech EBA Transition Metals GNWT Transportation CanNor Dominion Diamond Crystal Exploration Mining Association of Canada Debeers Canada	January 24, 2017	Yellowknife	The proponents provided an overview presentation of the Project. Attendees inquired about the draft Land Use Plan, road user fees, and funding for the Project.
Nunavut Impact Review Board	August 25, 2016		The proponents provided a project overview. Funding applications, MOUs, and project requirements such as timelines, federal funding, and the environmental impact statement were discussed. The NIRB and WKR discussed the role of the Kitikmeot Inuit Association in regard to the Project.
Nunavut Sivuniksavut	November 2016	Online	The proponents presented a program that is comprised of students from all over Nunavut that are enrolled in college or university in Ottawa.

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Organization	Date(s) of Engagement	Meeting Locations	Topic Description
Nunavut Water Board	November 23, 2016	Gjoa Haven	The proponents provided a Project overview to Nunavut Water Board. WKR shared information about current phase of the Project, feedback received during consultation, and discussed the Gjoa Haven community meeting that occurred on November 22, 2016. WKR shared Gjoa Haven's concerns including effects on caribou, fisheries, dusts, and mitigation plans. Attendees inquired about submission of regulatory applications.
Transport Canada	December 7, 2016	Ottawa, Ontario	The proponents provided an overview presentation of the Project. The Kitikmeot Inuit Association outlined its role in the Project partnership and shared its support for the Project.