



Grays Bay Road and Port Project Impact Statement

Volume 1 – Main Document



Grays Bay Road and Port Impact Statement



Volume 1 Impact Statement Summary YOU ARE HERE
Main Document

Volume 2 Introduction, Project Description and Alternatives
1 – Introduction 2 – Project Components and Activities 3 – Knowledge and Literature Cited

Volume 3 Inuit Knowledge, Indigenous Knowledge, Community Knowledge and Perspectives
4 – Inuit Knowledge, Indigenous Knowledge, And Community Knowledge 5 – Integrating Inuit, Indigenous, and Community Values and Perspectives 6 – Public Engagement 7 – Regional Historical Overview 8 – Knowledge and Literature Cited

Volume 4 Effects Assessment Methodology
9 – Effects Assessment Methodology 10 – Knowledge and Literature Cited

Volume 5 Atmospheric Environment
11 – Assessment of Potential Effects on Air Quality 12 – Climate 13 – Assessment of Potential Effects on Noise and Vibration

Volume 6 Terrestrial Environment
14 – Assessment of Potential Effects on Terrain, Soils, and Permafrost 15 – Assessment of Potential Effects on Vegetation 16 – Assessment of Potential Effects on Caribou 17 – Assessment of Potential Effects on Birds 18 – Assessment of Potential Effects on Other Terrestrial Wildlife

Volume 7 Freshwater Environment
19 – Assessment of Potential Effects on Water Resources 20 – Assessment of Potential Effects on Freshwater Fish & Fish Habitat

Volume 8 Marine Environment
21 – Assessment of Potential Effects on Marine Water and Sediment 22 – Assessment of Potential Effects on Marine Fish and Fish Habitat 23 – Assessment of Potential Effects on Marine Mammals

Volume 9 Human Environment
24 – Assessment of Potential Effects on Traditional Land, Marine, and Resource Use 25 – Assessment of Potential Effects on Food Security and Food Sovereignty 26 – Assessment of Potential Effects on Community Health and Well-being 27 – Assessment of Potential Effects on Employment and Economy 28 – Assessment of Potential Effects on Infrastructure and Services 29 – Assessment of Potential Effects on Non-Traditional Land, Marine, and Resource Use 30 – Assessment of Potential Effects on Heritage Resources

Volume 10 Additional Assessments and Conclusions
31 – Holistic Assessment 32 – Cumulative Effects Assessment Overview 33 – Transboundary Effects Assessment 34 – Accidents and Malfunctions 35 – Effects of the Environment on the Project 36 – Conclusion

Volume 11 Management Plans
37 – Management Plans

Grays Bay Road and Port Fact Sheet



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 Kogloktokyoak (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

Table of Contents

English

Non-Technical Summary	NTS-1
Executive Summary	ES-1
MD.1 Introduction	MD-1
MD.1.1 Proponent Information	MD-3
MD.1.2 Project Development History	MD-3
MD.1.3 Regulatory Regime	MD-4
MD.1.4 Land Tenure.....	MD-5
MD.1.5 Project Overview and Location	MD-5
MD.1.6 Project Purpose and Need.....	MD-10
MD.2 Project Components and Activities	MD-11
MD.2.1 Project Design Considerations	MD-11
MD.2.1.1 Precautionary Principle	MD-11
MD.2.2 Project Phases.....	MD-12
MD.2.3 Future Development	MD-12
MD.2.4 Alternatives	MD-13
MD.2.5 Economic and Employment Information	MD-14
MD.2.6 Detailed Scope of the Project	MD-15
MD.2.6.1 Project Components	MD-15
MD.2.6.2 Project Activities.....	MD-22
MD.3 Knowledge Perspectives	MD-29
MD.3.1 Inuit Knowledge, Indigenous Knowledge, and Community Knowledge	MD-29
MD.3.1.1 Managing Confidential Information	MD-30
MD.3.2 Integrating Inuit, Indigenous, and Community Values and Perspectives	MD-31
MD.3.2.1 Inuit Knowledge, Values, and Perspectives.....	MD-31
MD.3.2.2 Indigenous Knowledge, Values, and Perspectives.....	MD-33
MD.3.2.3 Community Knowledge, Values, and Perspectives	MD-33
MD.3.2.4 Integration Methodology	MD-33
MD.3.3 Public Engagement.....	MD-34
MD.3.4 Regional Historical Overview	MD-36
MD.4 Effects Assessment Methodology	MD-37
MD.5 Atmospheric Environment.....	MD-38
MD.5.1 Air Quality	MD-39
MD.5.1.1 Baseline	MD-40
MD.5.1.2 Project Effects	MD-40
MD.5.1.3 Cumulative Effects	MD-41
MD.5.1.4 Significance.....	MD-42
MD.5.1.5 Mitigation, Management, and Enhancement Measures	MD-42
MD.5.2 Climate.....	MD-42
MD.5.2.1 Climate Profile.....	MD-43
MD.5.2.2 Greenhouse Gas Emissions	MD-43
MD.5.2.3 Climate Change Risk Assessment.....	MD-44

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

MD.5.3	Noise and Vibration	MD-45
MD.5.3.1	Baseline	MD-45
MD.5.3.2	Project Effects	MD-45
MD.5.3.3	Cumulative Effects	MD-46
MD.5.3.4	Significance	MD-46
MD.5.3.5	Mitigation, Management, and Enhancement Measures	MD-47
MD.5.4	Atmospheric Environment Impact Statement	MD-47
MD.6	Terrestrial Environment	MD-48
MD.6.1	Terrain, Soils and Permafrost	MD-49
MD.6.1.1	Baseline	MD-50
MD.6.1.2	Project Effects	MD-50
MD.6.1.3	Cumulative Effects	MD-51
MD.6.1.4	Significance	MD-51
MD.6.1.5	Mitigation, Management, and Enhancement Measures	MD-51
MD.6.2	Vegetation	MD-52
MD.6.2.1	Baseline	MD-52
MD.6.2.2	Project Effects	MD-52
MD.6.2.3	Cumulative Effects	MD-53
MD.6.2.4	Significance	MD-54
MD.6.2.5	Mitigation, Management, and Enhancement Measures	MD-54
MD.6.3	Caribou	MD-54
MD.6.3.1	Baseline	MD-54
MD.6.3.2	Project Effects	MD-55
MD.6.3.3	Cumulative Effects	MD-57
MD.6.3.4	Significance	MD-58
MD.6.3.5	Mitigation, Management, and Enhancement Measures	MD-58
MD.6.4	Birds	MD-58
MD.6.4.1	Baseline	MD-58
MD.6.4.2	Project Effects	MD-59
MD.6.4.3	Cumulative Effects	MD-60
MD.6.4.4	Significance	MD-60
MD.6.4.5	Mitigation, Management, and Enhancement Measures	MD-60
MD.6.5	Other Terrestrial Wildlife	MD-60
MD.6.5.1	Muskox	MD-60
MD.6.5.2	Moose	MD-62
MD.6.5.3	Grizzly Bear	MD-64
MD.6.5.4	Wolverine	MD-66
MD.6.5.5	Significance	MD-68
MD.6.5.6	Mitigation, Management, and Enhancement Measures	MD-68
MD.6.6	Terrestrial Environment Impact Statement	MD-68
MD.7	Freshwater Environment.....	MD-69
MD.7.1	Water Resources	MD-70
MD.7.1.1	Baseline	MD-70
MD.7.1.2	Project Effects	MD-71
MD.7.1.3	Cumulative Effects	MD-72
MD.7.1.4	Significance	MD-72
MD.7.1.5	Mitigation, Management, and Enhancement Measures	MD-72
MD.7.2	Freshwater Fish and Fish Habitat	MD-73
MD.7.2.1	Baseline	MD-73
MD.7.2.2	Project Effects	MD-73
MD.7.2.3	Cumulative Effects	MD-74
MD.7.2.4	Significance	MD-74

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

	MD.7.2.5 Mitigation, Management, and Enhancement Measures	MD-74
MD.7.3	Freshwater Environment Impact Statement	MD-75
MD.8	Marine Environment	MD-76
MD.8.1	Marine Water and Sediment	MD-77
	MD.8.1.1 Baseline	MD-77
	MD.8.1.2 Project Effects	MD-78
	MD.8.1.3 Cumulative Effects	MD-79
	MD.8.1.4 Significance	MD-79
MD.8.2	Marine Fish and Fish Habitat	MD-79
	MD.8.2.1 Baseline	MD-79
	MD.8.2.2 Project Effects	MD-80
	MD.8.2.3 Cumulative Effects	MD-81
	MD.8.2.4 Significance	MD-81
MD.8.3	Marine Mammals	MD-81
	MD.8.3.1 Baseline	MD-82
	MD.8.3.2 Project Effects	MD-82
	MD.8.3.3 Cumulative Effects	MD-83
	MD.8.3.4 Significance	MD-84
MD.8.4	Mitigation, Management and Enhancement Measures	MD-84
MD.8.5	Marine Environment Impact Statement	MD-84
MD.9	Human Environment.....	MD-85
MD.9.1	Traditional Land, Marine, and Resource Use	MD-87
	MD.9.1.1 Baseline	MD-87
	MD.9.1.2 Project Effects	MD-87
	MD.9.1.3 Cumulative Effects	MD-90
	MD.9.1.4 Significance	MD-90
	MD.9.1.5 Mitigation, Management, and Enhancement Measures	MD-90
MD.9.2	Food Security and Food Sovereignty	MD-91
	MD.9.2.1 Baseline	MD-92
	MD.9.2.2 Project Effects	MD-92
	MD.9.2.3 Cumulative Effects	MD-93
	MD.9.2.4 Significance	MD-93
	MD.9.2.5 Mitigation, Management, and Enhancement Measures	MD-94
MD.9.3	Community Health and Well-being	MD-94
	MD.9.3.1 Baseline	MD-94
	MD.9.3.2 Project Effects	MD-95
	MD.9.3.3 Cumulative Effects	MD-98
	MD.9.3.4 Significance	MD-98
	MD.9.3.5 Mitigation, Management, and Enhancement Measures	MD-99
MD.9.4	Employment & Economy	MD-100
	MD.9.4.1 Baseline	MD-100
	MD.9.4.2 Project Effects	MD-100
	MD.9.4.3 Cumulative Effects	MD-102
	MD.9.4.4 Significance	MD-103
	MD.9.4.5 Mitigation, Management, and Enhancement Measures	MD-103
MD.9.5	Infrastructure & Services	MD-104
	MD.9.5.1 Baseline	MD-104
	MD.9.5.2 Project Effects	MD-104
	MD.9.5.3 Cumulative Effects	MD-106
	MD.9.5.4 Significance	MD-106
	MD.9.5.5 Mitigation, Management, and Enhancement Measures	MD-106

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

MD.9.6	Non-traditional Land, Marine, and Resource Use	MD-107
MD.9.6.1	Baseline	MD-107
MD.9.6.2	Project Effects	MD-107
MD.9.6.3	Cumulative Effects	MD-109
MD.9.6.4	Significance	MD-109
MD.9.6.5	Mitigation, Management, and Enhancement Measures	MD-109
MD.9.7	Heritage Resources	MD-110
MD.9.7.1	Baseline	MD-110
MD.9.7.2	Project Effects	MD-110
MD.9.7.3	Cumulative Effects	MD-111
MD.9.7.4	Significance	MD-111
MD.9.7.5	Mitigation, Management, and Enhancement Measures	MD-111
MD.9.8	Human Environment Impact Statement.....	MD-111
MD.10	Additional Assessments and Conclusions	MD-112
MD.10.1	Holistic Assessment.....	MD-112
MD.10.2	Cumulative Effects Assessment Overview	MD-113
MD.10.3	Transboundary Effects Assessment	MD-114
MD.10.4	Accidents and Malfunctions	MD-115
MD.10.5	Effects of the Environment on the Project	MD-116
MD.11	Management Plans	MD-118
MD.12	References.....	MD-120

Inuinnaqtun

Nutauniqhaugituq Naitumik Uqauhiq.....	NTS-1
Aulapkaiyinin Naittuq Titiraqhimayuq	ES-1
MD.1 Kangiqhipkaidjut.....	MD-1
MD.1.1 Havaakhap Pivalliatirininga Naunaitkutit	MD-3
MD.1.2 Havaaqhangit Pivalliadjutikharnik Ilitquhingit.....	MD-4
MD.1.3 Maligaliqinikkut Atuqtakhangit	MD-4
MD.1.4 Nunami Pigiaqniq	MD-6
MD.1.5 Havaakhap Naunaijautait Najugaallu.....	MD-6
MD.1.6 Havaakhaq Pidjutikhaa Ihariagiyaalu.....	MD-10
MD.2 Havaaqhangit Ilangit Hulilukaarutikhangitlu.....	MD-12
MD.2.1 Havaakhaq Qanurinnikhanik Ihumagijakhat	MD-12
MD.2.1.1 Qajaginikkut Hivunikhaliurutikhat	MD-13
MD.2.2 Havaaghap Ilangit	MD-13
MD.2.3 Hivunirmi Pivalliadjutikharnik	MD-14
MD.2.4 Ahiagut	MD-15
MD.2.5 Maniliurnikkut Havaaghanullu Naunaitkutit	MD-16
MD.2.6 Naunaijattiaqhimajut Qanurinnikhait Havaakhap.....	MD-17
MD.2.6.1 Havaami Ilagiyait.....	MD-17
MD.2.6.2 Havaakhap Hulidjutait	MD-25
MD.3 Ilihimanig Ihumagiyaayut.....	MD-32
MD.3.1 Inuit Qauyimayainik, Nunaqaqqaarhimayut Qauyimayainik, Nunamingnilu Qauyimayainik	MD-32
MD.3.1.1 Munagihimaaqtun Hiamitiqtukhaungitunik Naunairutingnik.....	MD-34
MD.3.2 Ilaliutiblugit Inuit, Nunaqaqqaqtut, uvalu nunallaat Ukpigiyait uvalu Ihumagiyait	MD-34
MD.3.2.1 Inuit Qaujimagatuqangit, Ukpirijait, Ihumagijaillu	MD-35
MD.3.2.2 Nunaqaqqaarhimayut Ilihimaninnga, Ilumuurutingit, Qanuqtut ihumagiyangillu	MD-36
MD.3.2.3 Nunagiyamikni Ilihimanig, Ilumuurutingit, Ihumagiyangillu	MD-37
MD.3.2.4 Ilaliutiniqmut Qanuriliurutinga.....	MD-37
MD.3.3 Inungnut Ilaupkainiq.....	MD-38
MD.3.4 Nunami Taimani Qanuriniga	MD-40
MD.4 Hulaqutinun Ihivgiugutit Atugahat.....	MD-40
MD.5 Hilap Avatingit.....	MD-41
MD.5.1 Hilap Qanuginia	MD-43
MD.5.1.1 Tadjia Qanurinniit.....	MD-43
MD.5.1.2 Havaaqhangit Ayungnautiqarniaqtun.....	MD-43
MD.5.1.3 Angikliyuumiqtuq Qanuriliurutingit.....	MD-45
MD.5.1.4 Anginiqhaq	MD-46
MD.5.1.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-46
MD.5.2 Hilaup Hila	MD-46
MD.5.2.1 Hilap Qanuriniga	MD-47
MD.5.2.2 Puyuum Anialailaqtata Anianiit	MD-47
MD.5.2.3 Hilaup Aalannguqtirninga Hivuranarnig Qauyihaidjutikhaq	MD-48
MD.5.3 Nipaaqngit Hayuknigilu	MD-49
MD.5.3.1 Tadjia Qanurinniit.....	MD-49

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

	MD.5.3.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-49
	MD.5.3.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-50
	MD.5.3.4	Anginiqhaq	MD-51
	MD.5.3.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-51
MD.6		Nunamiutanik Avatauyunik.....	MD-52
MD.6.1		Nunallaaq, Nunallaqhiurniq uvalu Permafrost	MD-54
	MD.6.1.1	Tadja Qanurinniit.....	MD-54
	MD.6.1.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-54
	MD.6.1.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-55
	MD.6.1.4	Anginiqhaq	MD-56
	MD.6.1.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-56
MD.6.2		Nauttiat.....	MD-57
	MD.6.2.1	Tadja Qanurinniit.....	MD-57
	MD.6.2.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-57
	MD.6.2.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-59
	MD.6.2.4	Anginiqhaq	MD-59
	MD.6.2.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-59
MD.6.3		Tuktuut	MD-60
	MD.6.3.1	Tadja Qanurinniit.....	MD-60
	MD.6.3.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-60
	MD.6.3.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-63
	MD.6.3.4	Anginiqhaq	MD-64
	MD.6.3.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-64
MD.6.4		Kopanoat.....	MD-65
	MD.6.4.1	Tadja Qanurinniit.....	MD-65
	MD.6.4.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-65
	MD.6.4.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-66
	MD.6.4.4	Anginiqhaq	MD-67
	MD.6.4.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-67
MD.6.5		Allanik Nunaqaqtut Uumayut	MD-67
	MD.6.5.1	Omingmak.....	MD-67
	MD.6.5.2	Tuktukvak.....	MD-69
	MD.6.5.3	Akhak	MD-71
	MD.6.5.4	Kalvik.....	MD-73
	MD.6.5.5	Anginiqhaq	MD-76
	MD.6.5.6	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-76
MD.6.6		Nunamiutanik Avatauyunik Aktuqniginik Uqauhiq	MD-77
MD.7		Imanga Avatingit.....	MD-78
MD.7.1		Immaqn timer ihuaqtut.....	MD-80
	MD.7.1.1	Tadja Qanurinniit.....	MD-80
	MD.7.1.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-80
	MD.7.1.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-81
	MD.7.1.4	Anginiqhaq	MD-82
	MD.7.1.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-82
MD.7.2		Tahikmiutat Iqaluit Iqaluit Nayuqpaktait	MD-83
	MD.7.2.1	Tadja Qanurinniit.....	MD-83
	MD.7.2.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-83
	MD.7.2.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-84
	MD.7.2.4	Anginiqhaq	MD-84
	MD.7.2.5	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-85

MD.7.3	Imanga Avatiliqinikkut Hulaqutinun Uqaqtait	MD-85
MD.8	Tariumi Avatingit.....	MD-86
MD.8.1	Tagiyuyumi Imaq Qanuritmangaangitlu	MD-88
MD.8.1.1	Tadja Qanurinniit.....	MD-88
MD.8.1.2	Havaaqhangit Ayungnautiqarniaqtun	MD-88
MD.8.1.3	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-89
MD.8.1.4	Anginiqhaq	MD-90
MD.8.2	Tariumi Iqaluit uvalu Iqaluit Nayugait.....	MD-90
MD.8.2.1	Tadja Qanurinniit.....	MD-90
MD.8.2.2	Havaaqhangit Ayungnautiqarniaqtun	MD-91
MD.8.2.3	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-92
MD.8.2.4	Anginiqhaq	MD-92
MD.8.3	Tariumi Huradjat	MD-93
MD.8.3.1	Tadja Qanurinniit.....	MD-93
MD.8.3.2	Havaaqhangit Ayungnautiqarniaqtun	MD-93
MD.8.3.3	Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit.....	MD-95
MD.8.3.4	Anginiqhaq	MD-95
MD.8.4	Ihuaqhautini, Munarijutinik Naunaiyaqniganiklu Ihuaqhivaalirutinik Pigiarutit	MD-95
MD.8.5	Tariumi Avatingit Hulaqutinun Uqaqtait	MD-96
MD.9	Inuuhimayut Avatquhimayuq	MD-97
MD.9.1	Pitquhiit Nunamun, Imarmun, Uumayuq Atuqtittainiq	MD-100
MD.9.1.1	Tadja Qanurinniit.....	MD-100
MD.9.1.2	Havaaqhangit Ayungnautiqarniaqtun	MD-100
MD.9.1.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-103
MD.9.1.4	Anginiqhaq	MD-104
MD.9.1.5	Ihuaqhautini, Munarijutinik Naunaiyaqniganiklu Ihuaqhivaalirutinik Pigiarutit	MD-104
MD.9.2	Niqikhaqarnikkut Niqikhaqarnikkut Aulapkaidjutikkullu	MD-105
MD.9.2.1	Tadja Qanurinniit.....	MD-105
MD.9.2.2	Havaaqhangit Ayungnautiqarniaqtun	MD-106
MD.9.2.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-107
MD.9.2.4	Anginiqhaq	MD-108
MD.9.2.5	Ingattaqtailinahuariniq, Munariniq, unalu Ihuarhainiq Qanuriliurutit	MD-108
MD.9.3	Nunani Aanniaqtailinikkut Inuuhiringnaqtumiklu	MD-109
MD.9.3.1	Tadja Qanurinniit.....	MD-109
MD.9.3.2	Havaaqhangit Ayungnautiqarniaqtun	MD-109
MD.9.3.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-113
MD.9.3.4	Anginiqhaq	MD-114
MD.9.3.5	Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit.....	MD-114
MD.9.4	Havaakhat Maniliurutikhallu	MD-115
MD.9.4.1	Tadja Qanurinniit.....	MD-115
MD.9.4.2	Havaaqhangit Ayungnautiqarniaqtun	MD-116
MD.9.4.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-118
MD.9.4.4	Anginiqhaq	MD-119
MD.9.4.5	Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit.....	MD-119
MD.9.5	Aulapkaidjutikhanik Kivgaqtuidjutikhaniklu	MD-120
MD.9.5.1	Tadja Qanurinniit.....	MD-120
MD.9.5.2	Havaaqhangit Ayungnautiqarniaqtun	MD-121
MD.9.5.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-122
MD.9.5.4	Anginiqhaq	MD-123
MD.9.5.5	Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit.....	MD-123

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

MD.9.6	Pitquhiungitut Nunat, Tariumi, uvalu Ikayuutikkut Atuqniit	MD-124
MD.9.6.1	Tadja Qanurinniit.....	MD-124
MD.9.6.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-124
MD.9.6.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-126
MD.9.6.4	Anginiqhaq	MD-126
MD.9.6.5	Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit.....	MD-127
MD.9.7	Pitquhikkut Ikayuutit.....	MD-127
MD.9.7.1	Tadja Qanurinniit.....	MD-127
MD.9.7.2	Havaaqhangit Ayungnautiqarniaqtun.....	MD-128
MD.9.7.3	Angikliyuumiqtuq Qanuriliurutingit.....	MD-128
MD.9.7.4	Anginiqhaq	MD-128
MD.9.7.5	Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit.....	MD-129
MD.9.8	Inungnut Avatingnut Aktuutauyunik Uqaqtait.....	MD-129
MD.10	Ilaliutihimayut Ihivgiugutit uvalu Iniqtigutit	MD-130
MD.10.1	Ukpiriyakkut Naunaiyainiq	MD-130
MD.10.2	Katitiqhimayut Ayungnautiqagtunik Ihivriudjutikhang Naittumik	MD-132
MD.10.3	Nunat Kikliitigut Hulaqutit Ihivgiugutit.....	MD-133
MD.10.4	Aaniqtut uvalu Ihuitumik Auladjutit.....	MD-135
MD.10.5	Aktuanit Avatauyumit Havaami.....	MD-136
MD.11	Munagidjutikkut Upalungaiyautit	MD-137

Inuktitut

ᓄᓇᑦᑭᑦᑕᑦᑕᑦ ᓄᓇᑦᑭᑦᑕᑦ	NTS-1
ᐱᐅᑕᑦᑕᑦᑕᑦ ᓄᓇᑦᑭᑦᑕᑦ	ES-1
MD.1 ᐱᑦᑕᑦᑕᑦᑕᑦ	MD-1
MD.1.1 ᐱᓇᑦᑭᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦᑕᑦ	MD-3
MD.1.2 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᓇᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-4
MD.1.3 ᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-4
MD.1.4 ᓄᓇᑦᑕᑦ ᑕᑦᑕᑦᑕᑦᑕᑦ	MD-6
MD.1.5 ᐱᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᓄᓇᑦᑕᑦᑕᑦᑕᑦ	MD-6
MD.1.6 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-10
MD.2 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-12
MD.2.1 ᐱᑦᑕᑦᑕᑦᑕᑦ ᑕᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-12
MD.2.1.1 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-12
MD.2.2 ᐱᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-13
MD.2.3 ᑕᓄᑦᑕᑦᑕᑦ ᐱᓇᑦᑕᑦᑕᑦ	MD-14
MD.2.4 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-15
MD.2.5 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-16
MD.2.6 ᓄᓇᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-17
MD.2.6.1 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦ	MD-17
MD.2.6.2 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-25
MD.3 ᑕᓄᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦ	MD-32
MD.3.1 ᐱᓄᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦ, ᓄᓇᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦ ᓄᓇᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦ	MD-32
MD.3.1.1 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-33
MD.3.2 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᓄᓇᑦᑕᑦᑕᑦ, ᓄᓇᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦ ᓄᓇᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦ	
ᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-34
MD.3.2.1 ᐱᓄᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-34
MD.3.2.2 ᓄᓇᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦ ᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-36
MD.3.2.3 ᓄᓇᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-36
MD.3.2.4 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-37
MD.3.3 ᓄᓇᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-38
MD.3.4 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-40
MD.4 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓄᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-41
MD.5 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦ	MD-42
MD.5.1 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦ	MD-43
MD.5.1.1 ᐱᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦ	MD-44
MD.5.1.2 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-44
MD.5.1.3 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦ	MD-46
MD.5.1.4 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-46
MD.5.1.5 ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦᑕᑦᑕᑦ, ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ	MD-46

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
 April 2026

MD.5.2	ᑭᓚᑭᓐ ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-47
	MD.5.2.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-48
	MD.5.2.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-48
	MD.5.2.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-49
MD.5.3	ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-49
	MD.5.3.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-50
	MD.5.3.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-50
	MD.5.3.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-51
	MD.5.3.4 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-51
	MD.5.3.5 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-52
MD.5.4	ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-52
MD.6	Terrestrial Environment	MD-53
MD.6.1	ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-55
	MD.6.1.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-55
	MD.6.1.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-55
	MD.6.1.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-56
	MD.6.1.4 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-56
	MD.6.1.5 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-57
MD.6.2	ᑭᓚᑭᓐ.....	MD-57
	MD.6.2.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-57
	MD.6.2.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-58
	MD.6.2.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-59
	MD.6.2.4 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-59
	MD.6.2.5 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-60
MD.6.3	ᑭᓚᑭᓐ.....	MD-60
	MD.6.3.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-60
	MD.6.3.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-61
	MD.6.3.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-63
	MD.6.3.4 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-64
	MD.6.3.5 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-64
MD.6.4	ᑭᓚᑭᓐ.....	MD-65
	MD.6.4.1 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-65
	MD.6.4.2 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-65
	MD.6.4.3 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-66
	MD.6.4.4 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-67
	MD.6.4.5 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-67
MD.6.5	ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-67
	MD.6.5.1 ᑭᓚᑭᓐ.....	MD-67
	MD.6.5.2 ᑭᓚᑭᓐ.....	MD-69
	MD.6.5.3 ᑭᓚᑭᓐ.....	MD-71
	MD.6.5.4 ᑭᓚᑭᓐ.....	MD-73
	MD.6.5.5 ᑭᓚᑭᓐ.....	MD-76
	MD.6.5.6 ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-76
MD.6.6	ᑭᓚᑭᓐ ᑭᓚᑭᓐ.....	MD-77



**WEST
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MD.9.3	መደራረቢያ ለፍጥነት ማሻሻያ ስራዎች ላይ ለሚደረግ ስራ ዕቅድ ማረጋገጫ	MD-108
MD.9.3.1	ልማት ስራዎች ለማረጋገጥ	MD-108
MD.9.3.2	ለጥራት ማረጋገጫ ስራዎች	MD-108
MD.9.3.3	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-112
MD.9.3.4	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-112
MD.9.3.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-113
MD.9.4	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-114
MD.9.4.1	ልማት ስራዎች ለማረጋገጥ	MD-114
MD.9.4.2	ለጥራት ማረጋገጫ ስራዎች	MD-115
MD.9.4.3	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-117
MD.9.4.4	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-117
MD.9.4.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-118
MD.9.5	መደራረቢያ ለፍጥነት ማሻሻያ ስራዎች ላይ ለሚደረግ ስራ ዕቅድ ማረጋገጫ	MD-119
MD.9.5.1	ልማት ስራዎች ለማረጋገጥ	MD-119
MD.9.5.2	ለጥራት ማረጋገጫ ስራዎች	MD-119
MD.9.5.3	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-121
MD.9.5.4	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-121
MD.9.5.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-121
MD.9.6	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-122
MD.9.6.1	ልማት ስራዎች ለማረጋገጥ	MD-123
MD.9.6.2	ለጥራት ማረጋገጫ ስራዎች	MD-123
MD.9.6.3	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-125
MD.9.6.4	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-125
MD.9.6.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-125
MD.9.7	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-126
MD.9.7.1	ልማት ስራዎች ለማረጋገጥ	MD-126
MD.9.7.2	ለጥራት ማረጋገጫ ስራዎች	MD-126
MD.9.7.3	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-127
MD.9.7.4	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ	MD-127
MD.9.7.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-127
MD.9.8	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-128
MD.10	የቴክኖሎጂ ማሻሻያ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-129
MD.10.1	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-129
MD.10.2	በጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-130
MD.10.3	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-131
MD.10.4	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-133
MD.10.5	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-134
MD.11	ለጥራት ማረጋገጫ ስራዎች ላይ ማረጋገጫ ስራዎች	MD-135

French

Résumé non technique.....	NTS-1
Sommaire	ES-1
MD.1 Introduction	MD-1
MD.1.1 Renseignements sur le promoteur.....	MD-3
MD.1.2 Historique de l'élaboration du projet	MD-4
MD.1.3 Régime réglementaire	MD-5
MD.1.4 Régime foncier.....	MD-6
MD.1.5 Aperçu et emplacement du projet :.....	MD-6
MD.1.6 But et besoin du projet.....	MD-10
MD.2 Composantes et activités du projet.....	MD-12
MD.2.1 Facteurs à prendre en compte pour la conception du projet.....	MD-12
MD.2.1.1 Principe de précaution	MD-13
MD.2.2 Phases du projet.....	MD-13
MD.2.3 Aménagements futurs.....	MD-14
MD.2.4 Solutions de rechange	MD-15
MD.2.5 Données économiques et sur l'emploi.....	MD-16
MD.2.6 Portée détaillée du projet.....	MD-17
MD.2.6.1 Composantes du projet.....	MD-17
MD.2.6.2 Activités du projet.....	MD-26
MD.3 Perspectives du savoir.....	MD-34
MD.3.1 Savoir inuit, savoir autochtone et savoir communautaire	MD-34
MD.3.1.1 Gestion des renseignements confidentiels	MD-35
MD.3.2 Intégration des valeurs et perspectives inuites, autochtones et communautaires	MD-36
MD.3.2.1 Savoir, valeurs et perspectives inuits	MD-36
MD.3.2.2 Savoir, valeurs et perspectives autochtones	MD-38
MD.3.2.3 Savoir, valeurs et perspectives communautaires	MD-39
MD.3.2.4 Méthodologie d'intégration.....	MD-39
MD.3.3 Mobilisation du public	MD-40
MD.3.4 Aperçu historique régional	MD-42
MD.4 Méthodologie de l'évaluation des répercussions	MD-43
MD.5 Résumé du volume – Portée de l'évaluation du milieu atmosphérique.....	MD-44
MD.5.1 Qualité de l'air	MD-46
MD.5.1.1 Base de référence.....	MD-46
MD.5.1.2 Répercussions du projet	MD-46
MD.5.1.3 Effets cumulatifs.....	MD-48
MD.5.1.4 Importance	MD-49
MD.5.1.5 Mesures d'atténuation, de gestion et d'amélioration	MD-49
MD.5.2 Climat.....	MD-49
MD.5.2.1 Profil climatique.....	MD-50
MD.5.2.2 Émissions de gaz à effet de serre.....	MD-51
MD.5.2.3 Évaluation des risques liés aux changements climatiques.....	MD-51
MD.5.3 Bruit et vibration.....	MD-52
MD.5.3.1 Base de référence.....	MD-52
MD.5.3.2 Répercussions du projet	MD-53
MD.5.3.3 Effets cumulatifs.....	MD-54

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
 April 2026

	MD.5.3.4	Importance	MD-54
	MD.5.3.5	Mesures d'atténuation, de gestion et d'amélioration	MD-54
MD.5.4		Énoncé des répercussions sur le milieu atmosphérique	MD-55
MD.6		Résumé du volume – Portée de l'évaluation du milieu terrestre	MD-56
MD.6.1		Terrain, sols et pergélisol.....	MD-58
	MD.6.1.1	Base de référence.....	MD-58
	MD.6.1.2	Répercussions du projet	MD-59
	MD.6.1.3	Effets cumulatifs.....	MD-60
	MD.6.1.4	Importance	MD-60
	MD.6.1.5	Mesures d'atténuation, de gestion et d'amélioration	MD-60
MD.6.2		Végétation.....	MD-61
	MD.6.2.1	Base de référence.....	MD-61
	MD.6.2.2	Répercussions du projet	MD-61
	MD.6.2.3	Effets cumulatifs.....	MD-63
	MD.6.2.4	Importance	MD-63
	MD.6.2.5	Mesures d'atténuation, de gestion et d'amélioration	MD-64
MD.6.3		Caribou	MD-64
	MD.6.3.1	Base de référence.....	MD-64
	MD.6.3.2	Répercussions du projet	MD-65
	MD.6.3.3	Effets cumulatifs.....	MD-67
	MD.6.3.4	Importance	MD-68
	MD.6.3.5	Mesures d'atténuation, de gestion et d'amélioration	MD-69
MD.6.4		Oiseaux.....	MD-69
	MD.6.4.1	Base de référence.....	MD-69
	MD.6.4.2	Répercussions du projet	MD-70
	MD.6.4.3	Effets cumulatifs.....	MD-71
	MD.6.4.4	Importance	MD-71
	MD.6.4.5	Mesures d'atténuation, de gestion et d'amélioration	MD-71
MD.6.5		Autres éléments de la faune terrestre.....	MD-72
	MD.6.5.1	Bœuf musqué.....	MD-72
	MD.6.5.2	Orignal.....	MD-74
	MD.6.5.3	Ours grizzli	MD-76
	MD.6.5.4	Carcajou	MD-78
	MD.6.5.5	Importance	MD-81
	MD.6.5.6	Mesures d'atténuation, de gestion et d'amélioration	MD-81
MD.6.6		Énoncé des répercussions sur le milieu terrestre.....	MD-81
MD.7		Résumé du volume – Portée de l'évaluation du milieu d'eau douce	MD-82
MD.7.1		Ressources en eau	MD-84
	MD.7.1.1	Base de référence.....	MD-84
	MD.7.1.2	Répercussions du projet	MD-84
	MD.7.1.3	Effets cumulatifs.....	MD-86
	MD.7.1.4	Importance	MD-86
	MD.7.1.5	Mesures d'atténuation, de gestion et d'amélioration	MD-86
MD.7.2		Poisson d'eau douce et habitat du poisson	MD-87
	MD.7.2.1	Base de référence.....	MD-87
	MD.7.2.2	Répercussions du projet	MD-88
	MD.7.2.3	Effets cumulatifs.....	MD-89
	MD.7.2.4	Importance	MD-89
	MD.7.2.5	Mesures d'atténuation, de gestion et d'amélioration	MD-89
MD.7.3		Énoncé des répercussions sur le milieu d'eau douce	MD-90

MD.8	Résumé du volume – Portée de l'évaluation du milieu marin	MD-91
MD.8.1	Eaux et sédiments marins	MD-93
MD.8.1.1	Base de référence.....	MD-93
MD.8.1.2	Répercussions du projet	MD-93
MD.8.1.3	Effets cumulatifs.....	MD-94
MD.8.1.4	Importance	MD-95
MD.8.2	Poissons de mer et leur habitat	MD-95
MD.8.2.1	Base de référence.....	MD-95
MD.8.2.2	Répercussions du projet	MD-95
MD.8.2.3	Effets cumulatifs.....	MD-97
MD.8.2.4	Importance	MD-97
MD.8.3	Mammifères marins	MD-97
MD.8.3.1	Base de référence.....	MD-97
MD.8.3.2	Répercussions du projet	MD-98
MD.8.3.3	Effets cumulatifs.....	MD-100
MD.8.3.4	Importance	MD-100
MD.8.4	Mesures d'atténuation, de gestion et d'amélioration	MD-100
MD.8.5	Énoncé des répercussions sur le milieu marin	MD-101
MD.9	Résumé du volume – Portée de l'évaluation du milieu humain.....	MD-102
MD.9.1	Utilisation traditionnelle des terres, des zones marines et des ressources.....	MD-105
MD.9.1.1	Base de référence.....	MD-105
MD.9.1.2	Répercussions du projet	MD-106
MD.9.1.3	Effets cumulatifs.....	MD-108
MD.9.1.4	Importance	MD-109
MD.9.1.5	Mesures d'atténuation, de gestion et d'amélioration	MD-109
MD.9.2	Sécurité alimentaire et souveraineté alimentaire.....	MD-110
MD.9.2.1	Base de référence.....	MD-110
MD.9.2.2	Répercussions du projet	MD-111
MD.9.2.3	Effets cumulatifs.....	MD-112
MD.9.2.4	Importance	MD-113
MD.9.2.5	Mesures d'atténuation, de gestion et d'amélioration	MD-113
MD.9.3	Santé et bien-être communautaires.....	MD-114
MD.9.3.1	Base de référence.....	MD-114
MD.9.3.2	Répercussions du projet	MD-114
MD.9.3.3	Effets cumulatifs.....	MD-118
MD.9.3.4	Importance	MD-118
MD.9.3.5	Mesures d'atténuation, de gestion et d'amélioration	MD-119
MD.9.4	Emploi et économie	MD-120
MD.9.4.1	Base de référence.....	MD-120
MD.9.4.2	Répercussions du projet	MD-121
MD.9.4.3	Effets cumulatifs.....	MD-123
MD.9.4.4	Importance	MD-124
MD.9.4.5	Mesures d'atténuation, de gestion et d'amélioration	MD-124
MD.9.5	Infrastructures et services.....	MD-125
MD.9.5.1	Base de référence.....	MD-125
MD.9.5.2	Répercussions du projet	MD-126
MD.9.5.3	Effets cumulatifs.....	MD-127
MD.9.5.4	Importance	MD-128
MD.9.5.5	Mesures d'atténuation, de gestion et d'amélioration	MD-128
MD.9.6	Utilisation non traditionnelle des terres, des zones marines et des ressources.....	MD-129
MD.9.6.1	Base de référence.....	MD-129
MD.9.6.2	Répercussions du projet	MD-130
MD.9.6.3	Effets cumulatifs.....	MD-131

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Table of Contents
April 2026

	MD.9.6.4	Importance	MD-132
	MD.9.6.5	Mesures d'atténuation, de gestion et d'amélioration	MD-132
MD.9.7		Ressources patrimoniales	MD-133
	MD.9.7.1	Base de référence.....	MD-133
	MD.9.7.2	Répercussions du projet	MD-133
	MD.9.7.3	Effets cumulatifs.....	MD-134
	MD.9.7.4	Importance	MD-134
	MD.9.7.5	Mesures d'atténuation, de gestion et d'amélioration	MD-134
MD.9.8		Étude d'impact sur le milieu humain	MD-134
MD.10		Évaluations et conclusions supplémentaires.....	MD-135
MD.10.1		Évaluation globale.....	MD-135
MD.10.2		Aperçu de l'évaluation des effets cumulatifs	MD-136
MD.10.3		Évaluation des effets transfrontaliers.....	MD-138
MD.10.4		Accidents et défaillances	MD-139
MD.10.5		Effets de l'environnement sur le projet	MD-140
MD.11		Plans de gestion	MD-141

English

Table MD.1.1	Permits, Licences, and Authorizations Required for the Grays Bay Road and Port Project	MD-4
Table MD.1.2	Project Component Locations (Approximate)	MD-6
Table MD.2.1	Project Components.....	MD-16
Table MD.3.1	<i>Inuit Qaujimajatuqangit</i> Principles and their Application in Engagement and in the JS.....	MD-32

Table MD.1.1	Laisit, Laisit, uvalu Angirutit Piyakhat haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaaq.....	MD-5
Table MD.1.2	Havaaghap Ilanga Nayugaa (Qanituani).....	MD-10
Table MD.2.1	Havaaghap Ilangit.....	MD-18
Table MD.3.1	<i>Inuit Qauyimayatuqangit Hivunikhaliurutikhangit uuktuutikhangitlu ilaulukaarnikkut uvanilu IS-mi</i>	MD-35

[illegible]

Tableau MD.1.1	Permis, licences et autorisations requis pour le projet de la route et du port de Grays Bay	MD-5
Tableau MD.1.2	Emplacements des composantes du projet (approximatifs).....	MD-10
Tableau MD.2.1	Composantes du projet.....	MD-19
Tableau MD.3.1	Les principes <i>Qaujimaqatuqangit</i> inuits et leur application dans la mobilisation et dans l'ERE	MD-37

English

Figure NTS.1	Regional Context.....	NTS-2
Figure ES.1	Grays Bay Road Typical Cross-Section (3H:1V).....	ES-9
Figure MD.1.1	Project Overview	MD-7

Piksa NTS.1	Avikturhimayumi Ittuq.....	NTS-2
Piksa ES.1	Atuqpagait Apqutit Iliuraivikhat Ilangani (3H:1V)	ES-10
Piksa MD.1.1	Avikturhimayumi Ittuq.....	MD-7

[illegible]

Figure NTS.1	Contexte régional.....	NTS-2
Figure ES.1	Section transversale typique de la route Grays Bay (3H:1V)	ES-10
Figure MD.1.1	Aperçu du projet.....	MD-7

List of Appendices

Appendix A	Concordance Table
Appendix B	Mitigations and Commitments

Abbreviations

ACPI	air contaminants of potential interest
ANFO	ammonium nitrate and diesel fuel
AQI	Air Quality Index
ARD	acid rock drainage
BCH	Bathurst Caribou Herd
BMP	best management practices
CCRA	Climate Change Risk Assessment
CEA	cumulative effects assessment
CIRNAC	Crown-Indigenous Relations and Northern Affairs Canada
DFO	Fisheries and Oceans Canada
DUH	Dolphin and Union Herd
EMS	Environmental Management System
ERA	Ecological Risk Assessment
FIFO	fly-in fly-out
FTE	full-time equivalent
GDP	gross domestic product
GHG	greenhouse gas
GN	Government of Nunavut
Grays Bay Port	deep water port at Grays Bay on the Coronation Gulf
Grays Bay Road	230-kilometre all-season controlled access road
HADD	harmful disruption or destruction
HSSE	health, safety, security & environment
HTO	Hunters and Trappers Organization
IAG	Inuit Advisory Group

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Abbreviations
April 2026

IOL.....	Inuit Owned Lands
IS	Impact Statement
ITK.....	Inuit Tapiriit Kanatami
LAA.....	Local Assessment Area
ML	metal leaching
NIRB.....	Nunavut Impact Review Board
NO ₂	nitrogen dioxide
NSA	Nunavut Settlement Area
NT.....	Northwest Territories
NTI.....	Nunavut Tunngavik Incorporated
NTKP.....	Naonaiyaotit Traditional Knowledge Project
NU	Nunavut
NWB	Nunavut Water Board
PDA	Project Development Area
PM ₁₀	inhalable particulate matter with an aerodynamic diameter less than 10 µm
PM _{2.5}	respirable particulate matter with an aerodynamic diameter less than 2.5 µm
Project, the	Grays Bay Road and Port Project
RAA	Regional Assessment Area
RF.....	reasonably foreseeable
RFI.....	reasonably foreseeable induced
RHO	Regional Historical Overview
RSF	resource selection function
SAR	Valued Component
SARA.....	Species at Risk Act
SEMP	Socio-economic Monitoring Program
SO ₂	sulphur dioxide

SOCC	species of conservation concern
SOG	standards, objectives and guideline
TAH	Total Allowable Harvest
TARP	Trigger Action Response Plan
TCWR.....	Tibbitt to Contwoyto Winter Road
TLMRU	Traditional Land, Marine, and Resource Use
TSP	total suspended particulate
VC	Valued Component
WKR.....	West Kitikmeot Resources Corp.
WMMP.....	Wildlife Mitigation and Monitoring Plan
ZOI	zone of influence

Symbols and Units of Measure

°C	degrees Celsius
CO _{2e}	carbon dioxide equivalent
ha	hectare
km.....	kilometre
km/h.....	kilometres per hour
km ²	square kilometre
L	litre
m	metre
m ²	square metre
m ³	cubic metre
MW	megawatt
t	tonnes

Non-Technical Summary

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, has prepared an Impact Statement (IS) for the Grays Bay Road and Port Project (the “Project”). The Project is a proposed deep water port and all-season road development located within the Kitikmeot Region of Nunavut (Figure NTS.1). The IS meets the requirements outlined in the Nunavut Lands Claim Agreement and the Nunavut Impact Review Board (NIRB) Guidelines for the Preparation of an Impact Statement for the Grays Bay Road and Port Project (NIRB File No. 24XN038; NIRB 2026).

The IS contains a detailed description of current (baseline) conditions in the area where the Project is proposed, including aspects of the physical environment (such as vegetation and wildlife) and the human environment (such as employment and use of the land). The IS then describes how the environment could change when the Project is constructed and while it is being operated and maintained in the long term. Based on these predicted changes, the IS outlines what steps can be taken to avoid or reduce negative changes (also known as mitigation measures) and help inform decisions on how the Project should move forward. This non-technical summary presents the findings of the IS and includes key predicted effects, mitigation measures, and follow-up programs for the Project. By review of the information within, and through the NIRB process, opportunities are provided for the public to participate in the review process.

Project Overview

The Project has two main parts:

- Development and operation of a deep water port at Grays Bay in the Coronation Gulf (Grays Bay Port)
- Construction and operation of a 230 km all-season controlled access road (Grays Bay Road), including the construction and operation of Jericho Station (former Jericho mine area), a laydown / staging area where access to the all-season road will connect to the northern end of the Tibbitt to Contwoyto Winter Road (TCWR). It will also include the annual construction of a winter road that connects the all-season road at Jericho Station to the approved TCWR alignment on Contwoyto Lake (*Tahikyoak*) at the lake's shoreline

The main goal of the Project is to build shared-use infrastructure to connect the Kitikmeot by land and sea.

The key benefits of the Project are:

- **Economic – Transformative Benefits**

By improving access to critical mineral deposits, the Project will result in the creation of approximately 670 full-time equivalent (FTE) jobs in Nunavut each year during construction from direct employment by the Project and jobs resulting from related spending. By 2040, the Project is expected to add about \$750 million each year to Nunavut's economy – about an 18% increase from 2024.

- **Community and Social – Supply Chain Resilience**

Improved access and infrastructure also means people and goods will be able to move around more easily and safely – strengthening community resupply resilience in the Kitikmeot Region.

- **Sovereignty and Security – Strategic Presence**

As the first deep water port in the western Arctic, the Project will allow for year-round strategic presence in the region strengthening Canada's ability to operate, protect, and assert its interests in the increasingly active Northwest Passage.

The Project is a transformative Inuit-led and Inuit-owned infrastructure initiative that will deliver long-term economic growth, improved safety and supply chain reliability for communities, and a strengthened strategic presence in the western Arctic – providing lasting benefits for Inuit, Nunavut, and Canada.

Project Phases

The schedule for this assessment is conceptual and follows a phased approach, consisting of:

- The **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.
- The **Operations and Maintenance phase** of the Project will start in 2035 and will continue in perpetuity.

When each phase starts and how long it lasts will depend on regulatory approvals and seasonal constraints such as the short open-water season and winter road access. The road is planned to be built year-round starting from the north (Grays Bay Port) and south (Jericho Station) and meeting somewhere in the middle. There are no closure and reclamation plans for the Project because it is permanent infrastructure, but any areas used only temporarily during construction will be reclaimed.

Project Alternatives

There are few other ways to achieve the benefits this Project is anticipated to provide. Different locations and routes have been studied over many years, informed by Inuit, Indigenous, and Community Knowledge, technical studies, guidance from regulators, and feedback received through engagement. In 2016, an alternate road alignment that avoids the mapped core calving grounds from the Government of Nunavut was evaluated. This option was not carried forward because it was longer, through more challenging terrain, and result in more habitat loss and increased noise, dust, traffic, and human activity. The selected option (Grays Bay) was chosen because it best balances community needs, environmental protection, and long-term benefits while reducing land disturbance. In 2017, it was identified as the preferred alternative by the Kitikmeot Inuit Association and the Government of Nunavut based on connectivity and a centrally located port for marine transportation and safety.

Economic and Employment Information

WKR's procurement and training strategies prioritize local and Inuit participation through Project employment and business opportunities. These strategies aim to strengthen family incomes, reduce outmigration, and support knowledge and skill transfer, factors that contribute to community cohesion.

Construction, operations, and maintenance of the Project will rely on a fly-in fly-out (FIFO) workforce living in remote camps. Specialized work during construction will likely require personnel from outside the region (e.g., specialized port construction contractors/workers), also on a FIFO rotational schedule.

During construction, 200 to 500 people are expected to be employed annually, with jobs expected to be approximately 10% management, 50% skilled, and 40% unskilled workforce. WKR expects the Construction phase to be largely staffed by contractors, due to the shorter-term nature of the work.

The operational workforce for the Project will be smaller and include approximately 42 personnel based at the port for both port and road operations, and 12 personnel based at Jericho Station; comprised of approximately 5% management, 50% skilled, and 45% unskilled workforce. Most operations and maintenance workers are anticipated to be residents of Kitikmeot communities.

Closure and reclamation activities for areas of temporary disturbance will require only a small workforce, carried out concurrently with final construction and commissioning by the construction workforce.

Project Components and Activities

The Project Development Area (PDA) is the area where all parts of the Project will take place. It includes both permanent infrastructure and temporary work areas, as well as extra space in case the design needs to change as studies continue. The PDA has been divided into six sub-areas based on project components and activities:

- **Port PDA (Marine-based Infrastructure)** – Construction of new marine based infrastructure, including two large vessel wharves, tug/medium vessel wharf, barge landing area, marine navigational aids, and a small craft harbour including boat launch ramp
- **Port PDA (Landside Infrastructure)** – Construction of new landside infrastructure, including permanent accommodations, and other buildings; all-season gravel access roadways; public use area; bulk fuel storage facility, fuel pipelines, and refueling facilities; water intakes, desalination, and treatment plants; utilities, waste management facilities, laydown, and storage areas (temporary and permanent), renewable power generation, and diesel generators
- **Aerodrome PDA** – Construction of a new facility, including an approximately 1,800 m airstrip and taxiway, apron, all-season access road, vehicle parking, and associated infrastructure, east of the Grays Bay Port.
- **Road PDA** – Construction of new infrastructure, including an all-season, controlled access road connecting the Grays Bay Port to Jericho Station and a winter road that connects Jericho Station to the northern terminus of the TCWR at the shoreline of Contwoyto Lake. Access to the Grays Bay Road will be gated and on Inuit Owned Land. The Road PDA includes area for construction and final siting of multiple watercourse crossings (bridges and culverts), quarries, mobile construction camps, and staging and storage areas.
- **Jericho Station PDA** – Construction of new facility components and upgrading of existing infrastructure at Jericho Station (within the area of the existing mine site) including tan airstrip and taxiway, access road and parking, staging and storage areas, permanent accommodations and associated infrastructure, and refueling facilities.
- **Grays Bay Winter Road PDA** – Construction of a winter road from Jericho Station to the shoreline of Contwoyto Lake, where it will be connected annually to the approved TCWR.

Knowledge Perspectives

Through engagement activities, three main categories of knowledge have been considered and integrated into the Project and this assessment: Inuit Knowledge (including verified Inuit Knowledge), Indigenous Knowledge, and Community Knowledge. The primary source of verified Inuit Knowledge was a Project-specific report called *Kitikmiut Knowledge of the Proposed Kogloktokyoak (Grays Bay) Port and Road Project* (Banci and Spicker 2024) which was put together by the Kitikmeot Inuit Association and its consultants from the Naonaiyaotit Traditional Knowledge Project (NTKP).

WKR, as well as the previous proponents, the Government of Nunavut and the Kitikmeot Inuit Association, have been engaging on the Project since 2016. 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. This information was reviewed and put into an internal knowledge tracking database. The database was categorized into Valued Component (VC)-specific topics and then reviewed, considered, and integrated where appropriate into project planning and the IS.

Summary of Effects Assessment

The Valued Components were chosen based on the IS Guidelines, as well as feedback from ongoing engagement, Inuit Knowledge, understanding of effects pathways and receptors, applicable regulations and policy, and professional judgment.

Atmospheric Environment (Volume 5)

An evaluation of the potential influence of the Grays Bay Road and Port Project on air quality or noise and vibration predicted residual effects and cumulative effects to be **not significant**.

- **Air Quality** – Project activities may cause dust and emissions from equipment use, vehicles, power generation, blasting, and road use. To manage these effects, the Project will develop and apply an Air Quality Management Plan that includes maintaining equipment, controlling dust, designing blasting to reduce emissions, and monitoring air quality so changes can be addressed if needed. With the planned measures, the Project's effects on air quality during Project construction and operations and maintenance are predicted to be **not significant**.
- **Climate and Meteorology** – The Project will release greenhouse gas emissions (which lead to climate change) to the atmosphere from activities during construction, operations, and maintenance. To manage risks of climate change, adaptation strategies were developed, which include, but are not limited to, engineering controls, routine inspections, maintenance, and monitoring, and firebreaks to address the risks and improve Project resilience and guide design.
- **Noise and Vibration** – The Project will create noise and vibration mainly from activities such as road construction, quarrying, blasting, aircraft use, and vehicle traffic during both construction and operations. Measures to keep noise and vibration levels low will be guided by continued engagement with Inuit communities and include engineering controls, good operating practices, and site-specific measures. After these measures are applied, noise is expected to be moderate and ongoing during construction and then for a shorter, medium-term period during operations, while vibration will be occasional and limited to specific activities. Project effects on noise and vibration are predicted to be **not significant**.

Terrestrial Environment (Volume 6)

An evaluation of the potential influence of the Grays Bay Road and Port Project on terrain, soils and permafrost, vegetation, caribou, birds, and other terrestrial wildlife predicted residual effects and cumulative effects to be **not significant**.

- **Terrain, Soils, and Permafrost** – Ground disturbance during construction, operations, and maintenance, could result in changes to landforms and terrain. Potential effects may include change in landforms and terrain, increased erosion, loss, compaction, contamination, and change in progressive soil reclamation suitability, terrain stability with landslides in terrain that is susceptible to mass movement. During the assessment, the PDAs were defined as larger than the Project footprint so there can be minor changes to the layout during detailed design. During the assessment it was assumed the full PDA would be disturbed, but disturbance will only be the Project footprint. To some degree, building on permafrost is unavoidable, but with the application of mitigation measures, the effects of terrain, soils, and permafrost are expected to be **not significant**.
- **Vegetation** – The Project will affect vegetation within and near the PDA through activities like land clearing, road building, quarrying, and equipment use. This assessment respects the cultural value of vegetation for the Kitikmiut. Mitigation measures to manage potential effects include reducing the footprint of the Project to reduce habitat loss, using previously disturbed areas, developing plans and control programs, and using adaptive management. With these measures, effects on community diversity, plants of cultural importance, and wetland function are predicted to be **not significant**.
- **Caribou** – Caribou (*tuktu*) are the lifeblood of the Kitikmiut and serve as a cultural keystone species. The Kitikmiut recognize only three types of *tuktu*: mainland caribou, island caribou, and Peary caribou; the Project interacts with mainland caribou and island caribou. To align with Kitikmiut perspectives, separate assessments are completed for mainland caribou, which are best represented by the Bathurst Caribou Herd (BCH), and island caribou represented by the Dolphin and Union Herd (DUH). The Project footprint is considerably smaller than the PDA, which provides flexibility to adjust routing to avoid sensitive habitat features. With the application of mitigations, including those identified as priorities by the IAG, residual Project and cumulative effects on mainland and island caribou are predicted to be **not significant**.
- **Birds** – Project activities may result in habitat changes and increased mortality risk from incidental take, collisions with vessels, vehicles, and equipment, aircraft, and Project infrastructure. Mitigation measures include reducing the footprint, avoiding the migratory bird nesting period, dust suppression, speed limits, noise muffling equipment, and implementing buffers around sensitive wildlife features. Project effects on birds are predicted to be **not significant** as the Project is not expected to influence the viability or persistence of bird populations.

- **Other Terrestrial Wildlife (Muskox, Moose, Grizzly Bear, Wolverine)** – The assessment for the Project focuses on the potential effects on four key indicator species to represent the Other Terrestrial Wildlife Valued Component (VC): muskox (*omingmak*; *Ovibos moschatus*), moose (*tuktukvak*; *Alces alces*), grizzly bear (*akhak*; *Ursus arctos horribilis*), and wolverine (*kalvik*; *Gulo gulo*). Project activities, such as earthworks, can remove suitable habitat, and result in indirect effects, such as sensory disturbance or increased hunter access. Mitigation measures to manage potential effects include reducing the footprint of the Project to reduce habitat loss, dust suppression, noise controls, and timing restrictions, access controls, traffic management, posted speed limits, and wildlife-right-of-way procedures, will be applied to minimize collision and mortality risks. With these mitigation measures, the Project effects on other terrestrial wildlife are predicted to be **not significant**.

Freshwater Environment (Volume 7)

An evaluation of the potential influence of the Grays Bay Road and Port Project on water resources, and freshwater fish and fish habitat predicted residual effects and cumulative effects to be **not significant**

- **Water Resources** – Water is required for the Project for a number of uses, such as human consumption and dust suppression. Where water will be withdrawn (i.e., port intake lakes, outlet streams) the Project may affect surface water quantity. No groundwater extraction is planned for this Project. Surface water quality will be monitored during watercourse crossing construction and borrow and quarry operations. While not expected to affect water quality in the long term, potential changes to the distribution of permafrost in the shallow subsurface may not be reversible. Key actions include erosion and sediment control, dust control and suppression, water management infrastructure, management of metal leaching and acid rock drainage, improved handling of explosives to reduce nitrogen mobilization, and spill prevention for hydrocarbons and potentially other chemicals. With these measures, Project effects on surface water quantity and quality, and sediment quality are predicted to be **not significant**.
- **Freshwater Fish and Fish Habitat** – Project activities may alter, disrupt, or remove fish habitat through physical disturbance of watercourses, change in flow patterns, and construction of permanent infrastructure. The Project may influence surface water quantity, surface water and sediment quality, and groundwater quality through construction of the road, stream crossings, borrow sources, landside Port and Aerodrome, and camps. Key measures include designing water crossings to protect natural water flow and fish movement, using erosion and sediment controls, limiting in-water work during sensitive periods, safely relocating fish when needed, carefully managing water use and spills, reclaiming temporary work areas, regularly inspecting crossings, and adjusting actions if monitoring shows unexpected effects. With these measures, Project effects on Freshwater Fish and Fish Habitat are predicted to be **not significant**.

Marine Environment (Volume 8)

An evaluation of the potential influence of the Grays Bay Road and Port Project on marine water and sediment, marine fish and fish habitat, and marine mammals predicted residual effects and cumulative effects to be **not significant**.

- **Marine Water and Sediment** – The Project may temporarily affect marine water and sediment through activities such as dredging, blasting, infrastructure installation, desalination and wastewater treatment system discharge, and vessel traffic. Key measures include designing roads and water crossings to protect wildlife and water flow, controlling dust and emissions through equipment maintenance and dust suppression, limiting noisy activities during sensitive times for wildlife and land users, and managing waste, fuel, and wastewater to prevent contamination. With these measures, Project effects on marine water and sediment are predicted to be **not significant**.
- **Marine Fish and Fish Habitat** – The Project may affect marine fish and fish habitat through direct habitat loss, sensory disturbance, and mortality/injury risk. Roads, port facilities, and water crossings will be designed to protect natural water flow, and fish passage. Fish populations are not expected to change as a result of the Project. The Project is expected to maintain compliance with applicable guidelines and protect the integrity of marine ecosystems and Inuit use of the marine environment. With the proposed measures, Project effects on marine fish and fish habitat are predicted to be **not significant**.
- **Marine Mammals** – The Project may affect marine mammals through direct habitat loss, sensory disturbance, and mortality/injury risk. Key measures include reducing the footprint of the Project to reduce habitat loss, management of noise generating marine construction activities, and speed limits and operational protocols for vessels. No long-term or permanent population-level residual effects are anticipated as a result of a change in habitat, behaviour caused by sensory disturbance, or risk of mortality and/or injury; therefore, Project effects on marine mammals are predicted to be **not significant**.

Human Environment (Volume 9)

An evaluation of the potential influence of the Project on TLMRU, food security and sovereignty, community health and well-being, employment and economy, infrastructure and services, non-traditional land, marine and resource use, and heritage resources residual effects and cumulative effects are predicted to be **not significant**.

- **Traditional Land, Marine, and Resource Use** – For as long as it can be remembered, Kitikmiut and other affected Indigenous groups have engaged in traditional land, marine, and resource use (TLMRU) activities that have become central to their way of life, culture, language, governance systems, and well-being. WKR has engaged and will continue to engage with the primary Inuit organization with rights and responsibilities in the Project area, the Kitikmeot Inuit Association, along with government. WKR will notify communities of project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods. With the proposed measures, Project effects on TLMRU are predicted to be **not significant**.

- **Food Security and Food Sovereignty** – The Project will affect food security and food sovereignty both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence. A new transportation route to the western Arctic will strengthen supply chain resiliency by creating alternative access to essential goods. While there may be some effects to availability and stability of reliable country food, the Project will not cause long-lasting or major changes to the availability or perceived quality of country foods, or to how communities access store-bought foods. Therefore, Project effects on food security and food sovereignty are predicted to be **not significant**.
- **Community Health and Well-being** – The Project will affect community health and well-being both positively and negatively. There may be increased funding (resulting from revenue and taxes) to support health and social resourcing and programming, including health infrastructure and services. The Project is not expected to put extra pressure on the already often overburdened services available, nor reduce the quality of care. While the FIFO schedule of employment may increase stress and homesickness, Project-related employment and income may alleviate stress from financial pressures. The Project is not expected to cause harm to people's health from pollution or noise. Therefore, with measures and plans in place, the Project effects on community health and well-being are predicted to be **not significant**.
- **Employment and Economy** – Nunavut's labour force has lower participation and employment rates and higher unemployment rates compared to the national average. Cost of living in Nunavut is high relative to the rest of Canada, especially the cost of food. The Project is expected to contribute to positive effects on economic development and opportunities through increased economic activity, contributions to gross domestic product (GDP), employment, education and training, and business opportunities. The Project will strengthen resupply by providing additional access to the Kitikmeot Region. WKR will have programs and plans in place to support local Inuit employment, training, and procurement. Project effects on employment and economy are predicted to be **not significant**.
- **Infrastructure and Services** – Nunavut's harsh climate, remoteness, high costs, and short construction seasons make infrastructure difficult to build and maintain and Nunavut faces a major infrastructure gap compared to the rest of Canada. The Project may affect infrastructure and services both positively and adversely through a change in community infrastructure and access to public services or utilities, a change in accommodations and housing availability, a change in transportation infrastructure, and a change in community resupply. WKR will have programs and plans in place to manage adverse effects to infrastructure and services such as increased demand on the TCWR. Therefore, the Project effects are predicted to be **not significant**.
- **Non-traditional Land, Marine, and Resource Use** – Inuit self-determination in land and resource management in the Kitikmeot Region supported by economic development is an objective of the Nunavut Land Claims Agreement. Kitikmeot Inuit Association views the road alignment across IOL as a benefit to Inuit as a result of providing greater access to areas under IOL designations. The Project will be built on both IOL and Crown land. Potential effects of the Project may include changes in access to and use of land and resources for mining, changes in

access to and use of land and resources for commercial harvesting, tourism and recreation, and changes in access to and waters used for marine navigation. WKR will manage and control access to the road, port, and airstrip through clear plans and agreements, keep communities informed, working openly with neighbours, and making informed decisions through ongoing engagement. With measures and plans in place, the Project effects on non-traditional land, marine, and resource use are predicted to be **not significant**.

- **Heritage Resources** – Heritage resources are deeply interwoven with the culture and history of Kitikmiut and the Kitikmeot Region has been used by people for a long time, since long before the current communities existed. The Project may affect heritage resources through disturbance associated with activities on the ground surface, such as grading, excavating, vehicle traffic and use of workspaces during construction activities. The regulator () responsible for managing heritage resources in Nunavut is the Department of Culture and History, GN. As the Project moves forward and with regulatory review, archaeological field studies (AIs) will be required for the PDA. Provided that requirements issued by the regulators for assessment, mitigation, avoidance and consultation are fulfilled, the Department of Culture and History recognizes no residual effects on heritage resources; therefore, the Project effects on heritage resources are predicted to be **not significant**.

Project Assessment Conclusions

Each VC within the IS was evaluated using the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. Inuit, Indigenous, and Community Knowledge, alongside western science, were identified as the key sources of understanding in evaluating the Project's potential effects.

Measures will be in place to reduce or manage potential negative effects of the Project and remaining effects are not expected to cause major or lasting harm. The Project will also have many positive effects, particularly for training, employment, and the economy. Overall, the Project is not anticipated to have significant residual effects to the atmospheric, terrestrial, freshwater, marine, or human environment.

Therefore, the assessment of the effects of the Project is predicted to be **not significant**.

Cumulative Effects Assessment Conclusions

Cumulative effects are the combined effects of the Project and other past, present, and future activities, as well as natural changes like climate change. A Project Inclusion List identified 129 physical activities (e.g., mines, exploration, roads, communities, marine traffic) that may interact with the effects of the Project. Remote conditions, long distances from the Project, and relatively low activity levels mean cumulative effects are currently rare, though they could emerge depending on future development choices.

One of the goals of the Project is to spur economic development to benefit the Kitikmeot. With mine development, increased traffic, or new infrastructure in the region, the cumulative effects are likely to be more noticeable. Even then, the overall effects are expected to remain generally low to moderate and **not significant**.

More meaningful cumulative effects emerge only in future scenarios where the Project supports additional mine development, increased transportation, or new regional infrastructure. Even then, effects remain generally low to moderate and **not significant**. With this economic development, the total positive effects, particularly for training, employment, and the economy, are also expected to increase.

Transboundary Assessment Conclusions

Under NIRB guidance, transboundary effects are defined as project-related impacts occurring outside the Nunavut Settlement Area (NSA) or impacts within the NSA that originate from project activities occurring outside it. While the Project is located entirely within the Kitikmeot Region of the NSA, there are several VCs with potential for transboundary effects including: caribou, birds, other terrestrial wildlife, marine mammals, traditional land, marine, and resource use (TLMRU), food security and food sovereignty, community health and well-being, employment and economy, and infrastructure and services. All of the other VCs are predicted not to result in transboundary effects as their project-related changes remain within locally defined assessment areas inside the NSA.

Some wildlife that move across territorial borders could be affected by the Project, mainly due to noise, changes in movement, and the combined effects of other activities. Migratory caribou may be affected across Nunavut and NT because they travel long distances and may encounter multiple disturbances. However, effects on migratory birds, muskox, moose, grizzly bears, and wolverine are expected to be small or negligible, and mostly limited to areas near the Project. Marine mammals could also be affected across regions by underwater noise and ship traffic, which may increase the risk of vessel strikes. These effects are expected to happen infrequently, be short-term, and not significant because shipping volumes will be limited and mitigation measures will be in place.

Socioeconomic transboundary effects may occur through changes to harvested wildlife availability, cross border worker travel, community health dynamics, shifts in employment and income distribution, and increased demand on infrastructure such as the TCWR, health and emergency services in Yellowknife, and regional transportation networks. While the Project is likely to have both positive and negative effects, measures and management plans will be in place to reduce negative effects, promote positive effects, and allow adjustments to be made as needed and as informed by ongoing engagement with Kitikmiut, other Indigenous groups, and other potentially affected communities throughout the life of the Project.

Executive Summary

Grays Bay Road and Port Project (the “Project”) is a proposed deep water port and all-season road development located within the Kitikmeot Region of Nunavut. West Kitikmeot Resources Corp. (WKR) is the proponent and developer of the Project. WKR was 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.

The Project has two primary components:

- Development and operation of a deep water port at Grays Bay on the Coronation Gulf (Grays Bay Port)
- Construction and operation of a 230-kilometre (km) all-season controlled access road (Grays Bay Road), including the construction and operation of Jericho Station. The road will connect the port to the northern terminus of the Tibbitt to Contwoyto Winter Road (TCWR) at Jericho Station. It will also include the annual construction of a winter road linking the all-season road at Jericho Station to the approved TCWR alignment on Contwoyto Lake (*Tahikyoak*) at the lake's shoreline.

WKR has prepared an Impact Statement to identify and assess potential environmental and socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the Nunavut Impact Review Board (NIRB) Guidelines for the Preparation of an Impact Statement for the Grays Bay Road and Port Project (NIRB File No. 24XN038; NIRB 2026).

Project Purpose and Need

The Project's principal purpose is to create multi-user, multi-use infrastructure that will connect the Kitikmeot by land and sea, for the benefit of Inuit and Canadians. This vital infrastructure will meet the needs for economic development by unlocking the critical mineral wealth of the Kitikmeot, create resilient community infrastructure and re-supply, and strengthened Inuit and Canadian sovereignty and security over the Northwest Passage. Key benefits of the Project are as follows:

- **Economic – Transformative Benefits**

Substantial economic benefits for the Kitikmeot by unlocking the critical mineral wealth of the Kitikmeot Region. By 2040, it is expected that the project will have enabled approximately \$0.75 billion in additional annual gross domestic product (GDP) growth, roughly an 18% increase over Nunavut's 2024 GDP, which is a transformative impact on the territory's economic landscape. In addition, the Project will support significant employment growth (direct and indirect), creating an estimated 670 full-time equivalent (FTE) jobs in Nunavut each year during construction.

Employment opportunities during operations and maintenance, including those jobs created by Project-related expenditure on goods and services, are estimated at approximately 390 FTEs, providing long-term opportunities for local workers and businesses.

- **Community and Social – Supply Chain Resilience**

Meaningful improvements for communities across the Kitikmeot Region. A new transportation route to the western Arctic will strengthen supply chain resiliency by creating alternative access to essential goods. The development also enhances safety for both marine and land travel, supporting more reliable and secure movement within the Coronation Gulf and throughout the Northwest Passage. These improvements will benefit residents, local industries, and essential service providers within the region.

- **Sovereignty and Security – Strategic Presence**

Establish the first deep water port in the western Arctic, enabling critical year-round strategic presence in the region. The facility will be capable of berthing and resupplying a range of Canadian vessels, including Coast Guard ships, Royal Canadian Navy Arctic Offshore Patrol Ships, Canadian Patrol Submarines, and Polar Icebreakers. This added capability strengthens Canada's ability to operate, protect, and assert its interests in the increasingly active Northwest Passage.

These key benefits represent a transformative Inuit-led and Inuit-owned infrastructure initiative that is positioned to deliver long-term economic growth, improved safety and supply chain reliability for communities, and a strengthened strategic presence in the western Arctic—advancing lasting benefits for Inuit, Nunavut, and Canada.

Project Phases

The schedule for this assessment is conceptual and follows a phased approach, consisting of:

- The **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.
- The **O&M phase** of the Project will start in 2035 and will continue in perpetuity.

The timing and duration of both phases are contingent on regulatory approvals and may be influenced by seasonal constraints, including the short open-water season and limitations associated with winter road access. Mobilization of equipment and materials is generally expected to occur over a three-month period in summer for the Grays Bay Port, and over a three-month period in winter for Jericho Station. Construction is anticipated to proceed year-round, with work advancing simultaneously from both the northern (Grays Bay Port) and southern (Jericho Station) ends of the Project. The Project components are considered permanent infrastructure, therefore, there are no plans for closure and reclamation of these components. Areas required for construction only will be reclaimed according to permit conditions and will be described in the Progressive Reclamation Plan to be developed for the Project.

Project Alternatives

There are limited alternatives to realize the potential benefits that the Project can deliver. Concepts for the Project have been evolving for over 30 years; as such, a considerable number of studies regarding alternative means of carrying out various components of the Project have been conducted. Project design and evaluation of the alternatives have been informed by Inuit, Indigenous, and Community Knowledge, technical studies, regulatory guidance, and feedback received through engagement.

Two alternative options for siting (Port East of Kugluktuk [Maligut] and Road to Izok Lake; Bathurst Inlet Road and Port) were ruled out during evaluation in consideration of Inuit knowledge, potential effects, and given that they do not provide key benefits of connectivity for future mining projects and security and sovereignty presence within the Northwest Passage. In 2016, an alternate road alignment was evaluated to avoid overlap of the published mapping of core calving grounds from the Government of Nunavut, which has subsequently been used in the Nunavut Planning Commission's Draft Nunavut Land Use Plan. However, this alignment was not carried forward because the longer corridor through more challenging terrain would require substantially more land disturbance and construction materials, expanding the project footprint resulting in greater overall habitat loss and increasing direct habitat loss. The larger disturbed area would also cause increased indirect habitat loss due to increased noise, dust, traffic, and human activity. These impacts did not align with the design approach informed by Inuit Knowledge, which seeks to minimize land disturbance and protect key wildlife areas. The route also avoided important areas of IOL, contradicting the design objective to support Inuit access to and use of these lands.

In addition to the environmental concerns noted, the more rugged topography associated with this alternative would lead to higher construction and long-term maintenance costs, as well as increased safety risks for road users.

In 2017, the Grays Bay location was identified as the preferred alternative by the Kitikmeot Inuit Association and the Government of Nunavut based on connectivity and a centrally located port for marine transportation and safety. Further evaluation of the preferred option included consideration of individual components, such as:

- Alternative port locations nearby
- Alternative marine wharf structure type
- Alternative road type

Design-related alternatives within the preferred configuration of the Project will continue to be evaluated during the design process to confirm the feasibility of the preferred option and to reduce or avoid potential environmental effects. Engagement will continue throughout all phases of the Project, with input being considered in decision-making and planning for the life of the Project.

Economic and Employment Information

WKR's procurement and training strategies are designed to prioritize local and Inuit participation through Project employment and business opportunities, further reinforcing strong social ties. These strategies aim to strengthen family incomes, reduce outmigration, and support knowledge and skill transfer, factors that contribute to community cohesion.

Construction and operations and maintenance of the Project will rely on a fly-in fly-out (FIFO) workforce living in remote camps. The FIFO rotational schedule will allow construction and operations and maintenance workers to alternate between living in camps and their home communities, facilitating regional employment on the Project. Specialized work during construction is likely to require personnel from outside the region (e.g., specialized port construction contractors/workers), also on a FIFO rotational schedule. To support the training and employment of Inuit and create opportunities for Inuit and Northern businesses, WKR will develop and implement a training strategy to identify specific skill requirements for

employment on the Project and to work with local and regional training and educational facilities to increase opportunities for local Inuit employment, and to implement on-the-job training and apprenticeship programs. WKR will also implement workplace policies that support inclusive hiring, retention, and advancement of Inuit employees.

During construction, 200 to 500 people are expected to be employed annually, with jobs expected to be approximately 10% management, 50% skilled, and 40% unskilled workforce. WKR expects the Construction phase to be largely staffed by contractors, due to the shorter-term nature of the work.

Mobilization to and from the Project will be via regular chartered flights from designated pick-up points. Travel to the designated pick-up points may be via commercial air carriers. During construction, workforce accommodation includes mobile and stationary camps that move as construction progresses. Each stationary camp can accommodate up to 80 people and each mobile camp about 40 people. Mobile and stationary camps will provide basic healthcare, emergency, and recreation facilities and services.

The operational workforce for the Project will be smaller and include approximately 42 personnel based at the port for both port and road operations, and 12 personnel based at Jericho Station; comprised of approximately 5% management, 50% skilled, and 45% unskilled workforce. Most operations and maintenance workers are anticipated to be residents of Kitikmeot communities. Permanent accommodations for the operational workforce will be equipped with offices, kitchen, basic healthcare, emergency services, and recreational facilities, and will be serviced with electrical power, potable water, and wastewater treatment facilities.

Closure and reclamation activities for areas of temporary disturbance will require only a small workforce, carried out concurrently with final construction and commissioning by the construction workforce.

Detailed Scope of the Project

The components and activities forming part of the Project reflect its principal purpose – to create multi-user, multi-use infrastructure that will connect the Kitikmeot Region by land and sea, for the benefit of Inuit and Canadians. The Project's definition is guided by the following principles:

- Health and safety requirements
- User needs (including needs of communities, security, and mining users)
- Incorporation of Inuit, Indigenous, and Community Knowledge
- Public participation and engagement
- Engineering and environmental requirements and considerations
- Climate change resilience

The Project Development Area (PDA) delineated for the Project encompasses the physical footprint of all project components and activities, including both permanent and temporary disturbances, as well as space to accommodate potential design changes based on ongoing studies and investigations. The PDA has been divided into six sub-areas based on project components and activities:

- **Port PDA (Marine-based Infrastructure)** – Construction of new marine based infrastructure, including two large vessel wharves, tug/medium vessel wharf, barge landing area, marine navigational aids, and a small craft harbour including boat launch ramp
- **Port PDA (Landside Infrastructure)** – Construction of new landside infrastructure, including permanent accommodations, and other buildings; all-season gravel access roadways; public use area; bulk fuel storage facility, fuel pipelines, and refueling facilities; water intakes, desalination, and treatment plants; utilities, waste management facilities, laydown, and storage areas (temporary and permanent), renewable power generation, and diesel generators
- **Aerodrome PDA** – Construction of a new facility, including an approximately 1,800-metre (m) airstrip and taxiway, apron, all-season access road, vehicle parking, and associated infrastructure, east of the Grays Bay Port.
- **Road PDA** – Construction of new infrastructure, including an all-season, controlled access road connecting the Grays Bay Port to Jericho Station and a winter road that connects Jericho Station to the northern terminus of the TCWR at the shoreline of Contwoyto Lake. Access to the Grays Bay Road will be gated and on Inuit Owned Land. The Road PDA includes area for construction and final siting of multiple watercourse crossings (bridges and culverts), quarries, mobile construction camps, and staging and storage areas.
- **Jericho Station PDA** – Construction of new facility components and upgrading of existing infrastructure at Jericho Station (within the area of the existing mine site) including tan airstrip and taxiway, access road and parking, staging and storage areas, permanent accommodations and associated infrastructure, and refueling facilities.
- **Grays Bay Winter Road PDA** – Construction of a winter road from Jericho Station to the shoreline of Contwoyto Lake, where it will be connected annually to the approved TCWR.

Project Activities

Prior to the Construction phase, an initial mobilization period will take place over six months (anticipated 2029), which will include establishing a temporary fuel storage and dispensing area, camp accommodations, and material and equipment staging. Initial access to the Project will include air, overland, and sea, and is described in more detail below.

Major construction is anticipated to begin in 2029 and take approximately five years (final demobilization of equipment and construction workforce at the end of 2034). Construction of the road will generally be advanced concurrently from the port at the north end, and from Jericho Station at the south end of the Project. Construction of land-based components is expected to take place year-round except for temporary shutdowns which may be required for safety or wildlife protection. Near-shore and marine-based infrastructure will most likely be constructed primarily during the open-water season. Areas required for construction only (e.g., temporary laydown areas, temporary quarries) will be reclaimed

according to permit conditions and as described in the Progressive Reclamation Plan developed for the Project.

The project components constructed by WKR are multi-user, multi-use facilities that will be of private/contracted user benefit in perpetuity; therefore, there are no plans for closure and reclamation of these components. The use of the facilities will be by third parties; however, operations and maintenance of the facilities will be managed by WKR.

Site Access

Initial access to the Grays Bay Port area will be primarily by sea, using established shipping routes through the Northwest Passage from ports on the St. Lawrence River near Montreal, with alternatives from northern ports like Hay River, Inuvik, and Tuktoyaktuk or western Canada ports as needed.

A temporary airstrip will be constructed early in the Project to provide critical air access for personnel and consumables. This will serve the port, aerodrome, and the northern portion of the road corridor until permanent facilities are operational and is anticipated to be later incorporated as part of the road footprint. At Jericho Station, there is an existing airstrip that is anticipated to be operational for the Project. Air transport will remain an important means of personnel transport and material resupply during Construction and Operations and Maintenance phases.

From the south, construction equipment and supplies will travel via the TCWR. Annually starting the first year of construction, a 3 km winter road (typically 10 m wide over land) will be constructed annually starting in December/January and maintained through early spring to connect the TCWR and Jericho Station. The winter road will be used for initial construction equipment mobilization and resupply for construction equipment, materials, and fuel annually until construction is completed. This connection to the TCWR is anticipated to be required seasonally through the Operations and Maintenance phase, unless a permanent all-season alternative is built. Annual construction of the TCWR from the Contwoyto Lake shoreline to the Nunavut (NU)/Northwest Territories (NT) border is not considered part of the project scope, as the activity has been previously screened for these works and activities.

Site Preparation and Earthworks

Clearing of vegetation will be limited to areas where direct disturbance is necessary for construction activities and components. Based on the topography of the Grays Bay Port, the area will require granular fill and embankments, while other areas of exposed bedrock will be blasted and leveled. The depth of the granular embankment sections will be confirmed after considering the permafrost regime through further geotechnical investigations and analysis during detailed design phases. Exposed bedrock that is blasted will be used as fill in areas where appropriate. Material will be stockpiled onsite in locations within the PDA for use throughout construction.

Drilling and blasting will occur at quarries and rock cuts using primarily ammonium nitrate and diesel fuel ([ANFO]-based) explosives stored securely in designated areas. While embankment construction and blasting will take place year-round, blasting size and timing will take into consideration applicable sensitive periods for wildlife, fish and migratory birds. An Explosives Management Plan will be developed to outline the management practices and requirements pertaining to the relevant laws, regulations, and

permits issued for the Project that aim to reduce the environmental and safety risks of manufacturing, transporting, storing, handling, and using explosives.

Material and Equipment Management

Marine-based transportation will serve as the primary supply chain for construction and operations and maintenance. During the open water season, goods, equipment, and materials will be shipped annually via cargo freighters, barges, and fuel tankers, with most materials planned to arrive from Quebec ports by sealift. Shipping from western Canadian ports may also be used to supply specific equipment or materials. If required, approximately three barges per year from either Hay River, Inuvik, or Tuktoyuktuk, NT ports may also support the transport of goods during the short open-water season during the Construction phase.

Permanent laydown areas will be developed for use during both the Construction and Operations and Maintenance phases of the Project. Laydown areas will accommodate loading, unloading, and storage of containerized or breakbulk cargo from aircraft or semi-truck transportation on the TCWR. The number, location, and size of laydown areas will be confirmed as design of the Project progresses and as third-party users needs are confirmed.

Buildings and Access Roads

A variety of buildings, both temporary and permanent, are required for the Project. All buildings are expected to be prefabricated or pre-engineered. Temporary buildings include mobile camps and associated facilities that will be moved as Project construction progresses. In some cases, these temporary buildings will become permanent infrastructure as the Project moves into the Operations and Maintenance phase. Temporary buildings not required for operations and maintenance of the Project will be removed.

Permanent buildings include accommodations and administrative spaces, maintenance (e.g., vehicle wash/maintenance bay) and supply storage (heated, refrigerated, and bulk covered storage), temporary refuge at the port and Jericho Station, and an air terminal building for the aerodrome. Facilities at the port and Jericho Station will be available for use by travelers in emergency situations, and, to allow for safe travel along the Grays Bay Road emergency shelters will be constructed for use in inclement weather or other emergency situations.

Associated required infrastructure, such as service and utility connections, access roads (i.e., gravel roads), and parking spaces are included within the PDA. Design of local access roads will address winter darkness, slow traffic, and safety between public and commercial vehicles and will support large vehicles and equipment such as fuel trucks. Permanent buildings, associated infrastructure, and access roads, will be constructed during the Construction phase and continue to be used through the Operations and Maintenance phase. Ongoing maintenance of access roads will include snow clearing, grading, watercourse crossing maintenance and repair, as required.

Adjacent to the small craft harbour, an area for public use will be developed. This will consist of vehicle access and parking to facilitate short-term community use. For safety reasons, access to construction sites will be restricted, with alternative access points available, as required.

Grays Bay Road

For the safety of users, access control will be established during construction and continue through operations and maintenance of the road. Operations and maintenance of the Grays Bay Road will continue to be managed from both the north and south: administration offices at the port for the northern half of the road and Jericho Station for the southern half. Given the potential use of the road by large and heavy vehicles and transport trucks, concurrently with light vehicles, road access will be controlled through sign-in protocols and radio check-ins for user safety. Controlled access is also to address concerns regarding the potential for increased pressure on harvested resources raised through engagement for the Project. The road will be gated at both ends on IOL, with approved vehicle access managed by staff. Movement along the road will be managed through the use of a Road Management Plan.

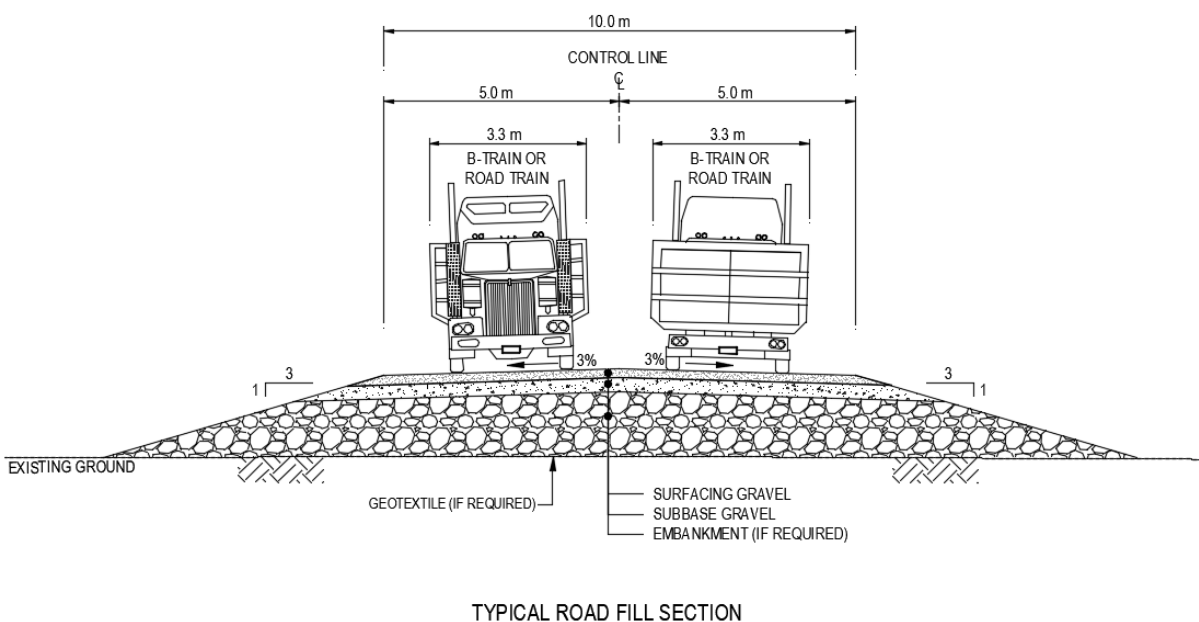
Road embankments will be constructed using cut and fill methods where required, with excavated bedrock reused to balance the use of on-site materials. The depth of the granular embankments will be based on permafrost regime and further geotechnical investigation and analysis during the detailed design phase. Figure ES.1 illustrates an example of a typical cross-section anticipated for the Grays Bay Road. This typical cross-section features a 3H:1V side slope, which, from a safety perspective, represents a gradient that reduces the likelihood of vehicle rollover if a vehicle goes off the roadway. Geotechnically, this slope is also preferred for embankments exceeding 3 m in height and is favoured for sections underlain by Type IV (high thaw sensitivity) terrain.

Consideration of the potential effects of the Project on wildlife, particularly caribou, have and will continue to influence the design of the road and the development of the Road Management Plan. Specific examples include:

- Embankments will be constructed at a 3H:1V or flatter slope, where necessary, to facilitate caribou movements across the road
- Embankment slope surface at high potential crossing locations will be finished with finer material, similar to a well graded 150 millimetres minus aggregate, where possible
- Baseline studies and monitoring of caribou movement along the road will determine what areas along the road have the highest crossing potential
- Project road design speed is variable in consideration of the safety of road users and potential effects to wildlife (e.g., collisions) – generally 60 kilometres per hour (km/h) with sections up to 80 km/h where feasible, and speed reductions to account for weather conditions and wildlife activity
- Development of a Road Management Plan outlining procedures for road use when wildlife (including caribou) are present, including implementation of reduced speed zones and radio communication protocol.
- Restricted road use during sensitive periods or when caribou are observed in close proximity to the road

Ongoing maintenance will rely on a network of permanent quarries along the alignment, supplying 50,000–100,000 cubic metres (m³) of granular material annually for resurfacing and repairs. Winter maintenance will focus on snow clearing to maintain traffic safety, while summer work will include dust suppression, embankment repairs, and upkeep of watercourse crossings. Weather-related closures are expected, and emergency shelters may be required to support stranded travelers during storms. Additional operations and maintenance activities include environmental monitoring, and spill and emergency response.

Figure ES.1 Grays Bay Road Typical Cross-Section (3H:1V)



Borrow Pits and Quarry Sites

Temporary and permanent quarries and borrow sources will be located along the road PDA, including within the Port PDA, Aerodrome PDA, and Jericho Station PDA, as source material for the roads. Quarries are anticipated to be located approximately every 7 km along the road, with every third quarry becoming a permanent source of road material for maintenance. A permanent quarry at the port will also be maintained through the Operations and Maintenance phase to support the annual 50,000 m³ to 100,000 m³ of granular material required for maintenance.

Areas of temporary disturbance that are no longer required following construction will be reclaimed according to permit conditions and as described in the Progressive Reclamation Plan developed for the Project.

Watercourse Crossings

Watercourse crossings along the road will include bridges, open bottom culverts, and closed culvert crossing structures depending on the span, watercourse high-water mark, surrounding land/terrain conditions, and watercourse navigability. All watercourse crossing structures will be designed to meet requirements related to flow, fish passage, navigation protection (where applicable), and fisheries protection (where applicable). Crossing structures will be designed based on hydrotechnical, fisheries, environmental, navigational, and geotechnical considerations at each location.

Watercourse crossings include:

- 18 major crossings – structures greater than 5 m, single or multi-span bridges
- approximately 40 crossings – structures between 1.5 m to 5 m, bridge-sized closed or open-bottom culverts
- approximately 74 minor crossings – small-diameter culverts, less than 1.5 m in diameter
- indeterminate number – drainage culverts installed along the road alignment to prevent ponding along the side of the road embankment

Where possible, construction of the watercourse crossings will be done in winter, but where necessary, summer construction will involve installation of temporary crossings to facilitate continual movement of material and equipment. Prefabricated bridge and culvert components will be staged and delivered via the TCWR or sealift. During construction and maintenance, in-stream work at stream crossings will comply with the requirements and regulations of Fisheries and Oceans Canada (DFO) and the *Fisheries Act*.

Watercourse crossings will be maintained along with the road through the Operations and Maintenance phase.

Fuel Management and Power Generation

Shore connections for vessels will be established at the port using flexible fuel lines or direct connections, enabling efficient transfer of bulk fuel between ships and landside storage. Jericho Station will have minimal fuel storage, with most fuel stored at the port and resupplied by tanker truck. A permanent fuel storage facility at the port will feature secondary containment, phased tank installation (initially 10 million litres (L), expandable to 160 million L), and above-ground pipelines suited for Arctic conditions. The port may also include a 1 megawatt (MW) alternative energy system (wind, solar, battery) to reduce diesel reliance. Power generation will be provided by modular diesel plants: four units (6 MW total) at the port and two units (3 MW total) at Jericho Station, with capacity designed to meet routine and peak demands efficiently. These components will be established during construction and continue through operations and maintenance.

Marine-Based Infrastructure

The Grays Bay Port will feature:

- two deep water wharves designed for large vessels up to 100,000 deadweight tonnes including ore-bulk-oil carriers and other large vessels, such as naval and tanker ships
- a medium vessel wharf with dedicated mooring for the operation of up to three tugs for berthing assistance, and vessels such as Coast Guard and Arctic and Offshore Patrol Ships
- a barge landing area with two barge berths – providing a barge ramp for front-end loading and unloading of barges, and an adjacent barge wharf structure for side loading and unloading
- a small craft harbour accommodating approximately 24 vessels
- navigational infrastructure to guide mariners

The wharf structures may use either concrete caissons or steel sheet/pipe piles, both requiring underwater preparation, while the barge landing area is anticipated to comprise a landmass extending beyond the shore and surrounded by containment dyke rock, providing a barge ramp for front-end loading and unloading of barges, and an adjacent barge wharf structure for side loading and unloading. The small craft harbour will support safe, seasonal access for community vessels, and is anticipated to feature a concrete boat ramp to allow for launching of vessels from road-legal trailers.

Construction of marine-based infrastructure is expected to begin during the open water season in the second year of construction (2030). Construction within the marine environment is planned to be year-round, including for the wharf areas, barge landing area, and small craft harbour, as necessary and as weather / ice conditions permit. To facilitate supply access, construction of one of the barge berths at the barge landing area will be prioritized. Construction will be phased in that the first barge berth will become operational before construction of the second berth begins.

The large vessel wharves and medium vessel wharf, barge landing area and small craft harbour at Grays Bay Port will be operated during ice-free conditions, which is generally forecasted from late June through October, with annual variation depending on weather conditions and will not be available for use between December to May, annually. For safety, public access and use of the small craft harbour will not be available until construction at the port is complete (except in emergency circumstances).

During operations and maintenance, project activities at the port are anticipated to include communications, coordination, and scheduling of third-party vessel calls and moorage, berthing assistance through tugs and lines personnel, infrastructure maintenance, emergency response (including spills), and environmental monitoring.

Water Management

Water for the Project will be sourced from approved local supplies for construction, operational, and maintenance needs, following all regulatory requirements. Infrastructure will include insulated, self-draining piping and freeze protection to suit Arctic conditions. There are two potential freshwater lake sources along the northern portion of the Grays Bay Road. At one or both of these locations, an intake and prefabricated pumphouse will be constructed on a prepared foundation. The treatment will either be

integrated within the pumphouse or at a standalone water treatment plant at the port. An optional freshwater intake and pumphouse may be developed at Contwoyto Lake. Fire suppression systems will be in place, and all water infrastructure will be designed for reliability and environmental protection in the northern climate.

If desalination is conducted, a prefabricated desalination plant will be installed on a prepared foundation at the port. The seawater intake would likely be on the east side of the Grays Bay peninsula near the Small Craft Harbour, and outlet likely on the west side of the peninsula near the Barge Landing area.

Water withdrawal and treatment will be established during construction, and maintained to the extent necessary during operations and maintenance.

Waste and Wastewater Management

All waste materials will be managed in compliance with Canadian and territorial regulations, guided by a Waste Management Plan and ongoing personnel training. Wastewater from camps and construction will be treated onsite or transported for treatment, with all discharges meeting Canadian guidelines. Additional systems for fire suppression, potable water, and stormwater management will be implemented to meet environmental standards and protect local water bodies and permafrost. Both hazardous and non-hazardous waste will be handled according to regulatory requirements, with secondary containment and spill management procedures in place to safeguard water quality.

Waste and wastewater management will be established during construction, and maintained to the extent necessary during operations and maintenance.

Future Development

As previously defined, the Project's principal purpose is to create multi-use infrastructure that will connect the Kitikmeot by land and sea, with a key benefit being increased access to generate long-term economic benefits for Inuit and Nunavut. As such, the conceptual layout includes several considerations for a future-ready Project to serve growing third-party user needs. These components are summarized as follows:

- The Project includes an approximately 1,800 m gravel airstrip with taxiway at the Grays Bay Port. The location of the airstrip has been sited to allow for expansion to an approximately 2,400 m airstrip, if required. This expansion would also require modifications to local topography to meet regulatory requirements for approach and take-off distances/heights.
- The bulk fuel storage area at the Grays Bay Port will include a gravel pad and secondary containment area to allow for capacity of 160 million L at full build out; however, fuel needs identified for the Project and currently anticipated user group needs are 10 million L of fuel. The installation of two, 5-million L Low Sulphur Diesel Light tanks will be completed as part of the Project. Increased fuel storage would require additional tanks to be installed in the future. There is also fuel storage planned for Jericho Station, with an initial capacity of approximately 250,000 L, and potential future expansion for storage of up to 20 million L if required for third-party needs.

- A concentrate storage area (190,000 square metres) is allocated within the site layout of the port landside infrastructure. The area will be a prepared gravel pad to accommodate future construction of third-party facilities (e.g., conveyor and concentrate loading systems, storage buildings).
- Future development of a permanent all-season road from the southern terminus of the Grays Bay Road at Jericho Station to the NU/NT border has been considered. This extension would be pursued as a separate project or as a future expansion of the Project. The route of this potential extension will depend on the development of an all-season road from the NT public highway system to the NU/NT border.
- The Grays Bay Road has the potential to accommodate a future utility corridor. The road PDA has been planned to consider future installation of power, communication, or other utilities adjacent to the road. While construction of these utilities is not part of this Project, an undeveloped transportation and utilities corridor has been evaluated through baseline conditions to support potential future development.

While the Project will create an access corridor and has accounted for potential future expansion of certain infrastructure components, any development, approvals, and operation by third-party users of the Project infrastructure or expansion due to third-party need, will be the responsibility of those users. The Project supports the economic and social goals of Inuit Tapiriit Kanatami (ITK), Nunavut Tunngavik Incorporated (NTI), Kitikmeot Inuit Association, the Government of Nunavut, and Canada as a whole.

Knowledge Perspectives

The Impact Statement (IS) considers the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. WKR recognizes the importance of Inuit, Indigenous, and Community Knowledge and perspectives in project planning.

The IS considers the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. 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. Through engagement activities, three main categories of knowledge have been considered and integrated into the Project and this assessment:

- **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 experiences about the human and natural environment (NIRB 2018a).¹ 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.

¹ 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 *Qaujimajatuqangit* principles, which have been incorporated into the IS.

Verified Inuit Knowledge and perspectives considered and integrated in the IS were shared through one primary source: a Project-specific report called *Kitikmiut Knowledge of the Proposed Kogloktokyoak (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-based database. 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.

- In the IS, **Indigenous Knowledge** refers to the knowledge of Indigenous Peoples and Indigenous groups outside of the Kitikmeot who assert 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 about Indigenous groups who are exercising their section 35 rights within Nunavut.
- **Community Knowledge**, which includes Local Knowledge, often reflects current observations and changes that can be confirmed through monitoring. Sources of Community Knowledge and perspectives were shared through the Inuit Advisory Group (IAG), community meetings and public feedback, and community-based primary research (61 interviews were conducted with 70 community members in-person and virtually over Microsoft Teams in October and November 2024).

WKR, as well as the previous proponents, the Government of Nunavut and the Kitikmeot Inuit Association, have been engaging on the Project since 2016. 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 Valued Component (VC)-specific topics, streamlining integration into the IS. This information has been reviewed, considered, and integrated where appropriate into project planning and the IS.

Valued Components

The selection of VCs largely reflects the list provided in the IS Guidelines, but is based on multiple factors, including ongoing engagement, Inuit Knowledge, understanding of effects pathways and receptors, applicable regulations and policy, and professional judgment.

The IS includes the following VCs:

Atmospheric Environment (Volume 5) – Air Quality, Climate and Meteorology, and Noise and Vibration

Terrestrial Environment (Volume 6) – Terrain, Soils, and Permafrost, Vegetation, Caribou, Birds, and Other Terrestrial Wildlife (Muskox, Moose, Grizzly Bear, Wolverine)

Freshwater Environment (Volume 7) – Water Resources and Freshwater Fish and Fish Habitat

Marine Environment (Volume 8) – Marine Water and Sediment, Marine Fish and Fish Habitat, and Marine Mammals

Human Environment (Volume 9) – Traditional Land, Marine, and Resource Use, Food Security and Food Sovereignty, Community Health and Well-being, Employment and Economy, Infrastructure and Services, Non-traditional Land, Marine, and Resource Use, and Heritage Resources

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components and includes six sub-areas that are described above. A Local Assessment Area (LAA) has been developed for each VC to represent the area where direct and/or indirect Project-related effects are expected to occur and can be reasonably measured, quantified, or discerned. A Regional Assessment Area (RAA) has been developed for each VC, which establishes the context (environmental setting) for evaluating the Project-related effects.

Each of the VCs are summarized below, including an overview of anticipated Project effects, mitigation measures, effects assessment, and, if applicable, cumulative effects assessment.

Atmospheric Environment (Volume 5)

The assessment of the Grays Bay Road and Port Project's potential impact on air quality, as well as noise and vibration, predicted residual and cumulative effects to be **not significant**.

Air Quality

Air quality has been assessed because of its importance to the health and well-being of people, wildlife, vegetation, and other ecosystems biota. The Project is located within the Kitikmeot Region in a remote area where air quality is largely unaffected by local industrial, residential and transportation activities. The baseline air quality in the Kitikmeot can generally be classified as pristine due to the limited number of large sources of air contaminants of potential interest (ACPI). Overall, the baseline air quality in the Air Quality LAA is considered very good.

Potential air quality effects during Project Construction and Operations and Maintenance may occur from operation of the diesel power plant at the Port and Jericho Station, the use of equipment and vehicles with combustion engines (e.g., on-road and off-road equipment and light duty vehicles and marine vessels), the detonation of explosives at the quarries, operation of aircraft, and domestic waste incineration. Potential air quality effects are also expected from the generation of fugitive dust from drilling and blasting at the quarries, surface disturbance activities including road use, and wind erosion. Predicted changes were subsequently evaluated in other VC sections for their potential effects on vegetation, caribou, freshwater fish and fish habitat, and traditional land, marine and resource use and community health and well-being.

The Project will implement an Air Quality Monitoring and Management Plan which will include best management practices (BMP) to manage air quality including:

- Vehicle and equipment operation and maintenance measures to reduce ACPI emissions from engines and exhaust systems
- Blasting design to reduce ACPI emissions
- Project design and operational practices to reduce fugitive dust emissions
- Implementing a dust control program

An air quality monitoring and adaptive management program will measure ambient particulate matter concentrations (inhalable particulate matter with an aerodynamic diameter less than 10 µm ((PM₁₀), total suspended particulate). Monitoring requirements will be reviewed and adaptive management techniques will be used to reduce emissions to within the acceptable limits, where required.

Residual effects on air quality (i.e., after application of mitigation and management measures as described below) are summarized as follows:

- Residual effects on air quality during the Construction phase are predicted to be adverse and range from low to high magnitude (depending on the predicted concentrations for ACPI), are limited to the LAA in geographic extent, and occur over a short-term duration (during the Construction phase). Although emissions will occur continuously over this time, the frequency for a change in air quality is considered an irregular event because predicted ambient concentrations at a given location are variable in time depending on meteorological conditions.
- Residual effects on air quality during the Operations and Maintenance phase are also predicted to be adverse and range from low to high magnitude, are limited to the LAA in geographic extent, and occur as irregular events over a long-term duration.

Cumulative air quality effects from past, present, and reasonably foreseeable activities are minimal because most emissions do not overlap in time or space with the Project's emissions. Cumulative residual environmental effects on air quality are not expected to increase substantially compared to the residual environmental effects on air quality from the Project alone.

With the implementation of BMPs and adaptive management strategies, Project residual effects and the cumulative residual effects on air quality during Project construction and operations and maintenance are predicted to be **not significant**.

Climate

Climate change and its impacts are of notable importance to Kitikmiut, other Indigenous groups, and other potentially affected communities as it impacts the environment and traditional land, marine, and resource use (Traditional Land, Marine, and Resource Use (TLMRU); e.g., travel, animal migrations, hunting). These groups have highlighted that the weather has become less predictable and changes in climate in the Kitikmeot Region include increased wildfires, unpredictable ice conditions, melting permafrost, decreased precipitation, and fluctuating water levels. Observed impacts of the changes in climate and weather include coastal erosion, change in snow quality, quantity, and coverage, and

changes in plants and wildlife. Examples of how the changing climate has affected communities include thinner ice and earlier melting of ice influencing seasonal travel and wildlife activities (e.g., caribou migration patterns), lower water levels influencing travel and aquatic life (e.g., Arctic char), poorer quality snow for emergency igloo building, and the rapid pace of permafrost thaw and its impact on the overall environment and traditional activities.

The Project will release greenhouse gas emissions to the atmosphere from activities during construction and operations and maintenance. A Climate Change Risk Assessment was completed for the Project which identified risks associated with the current and anticipated climate impacts on the planned Project infrastructure and assets, which included, but were not limited to, extreme weather, permafrost, and wildfires. To manage these risks, adaptation strategies were developed, which included, but were not limited to, engineering controls, routine inspections, maintenance, and monitoring, and firebreaks to address the risks and improve Project resilience and guide design.

Noise and Vibration

For Inuit, the land, water, and ice are places of peace, where quiet is part of life and essential for hunting, travel, and connection to the land. Short-term or long-term noise and vibration can disturb wildlife, make harvesting harder, and change the experience of being on the land. Potential noise and vibration effects on wildlife, including caribou, birds, marine mammals, and marine fish and fish habitat, are addressed in their respective VCs.

Inuit, Indigenous, and Community Knowledge perspectives, engagement feedback, baseline noise measurements were used to characterize the baseline conditions. Noise and vibration levels within the LAA are currently generally low, with most sounds coming from natural sources such as wind, water, and wildlife. Project activities during Construction and Operations and Maintenance activities will generate noise and vibration which may annoy permanent and seasonal residents, and land users. These activities include road building, quarrying, blasting, aircraft and traffic-related operations, and equipment use.

The Project will use engineering controls, good operating practices, and site-specific measures to keep noise and vibration levels low. These measures will be guided by continued engagement with Inuit communities. Key measures include:

- Designing blasting to reduce ground vibration and noise
- Reducing equipment idling and using natural or built barriers where possible
- Orienting camps to face away from noise sources
- In specific areas where exceedances may occur, scheduling project activities outside sensitive harvesting or migration periods, through engagement with Kitikmiut land users
- Using adaptive management to adjust mitigation if monitoring shows unexpected effects

Residual effects on noise and vibration (i.e., after application of mitigation and management measures as described below) are summarized as follows:

- Residual effects on noise levels are predicted to be of moderate magnitude within the RAA and occur continuously over a short-term duration during the Construction phase and a medium-term duration during the Operations and Maintenance phase. These effects will be reversible should Project activities cease.
- Residual effects on vibration levels will be intermittent, of short duration during Construction and medium-term duration during Operations and Maintenance, and will occur only during specific Construction, or Operations and Maintenance activities (e.g., blasting, piling). These effects will be reversible should Project activities cease.

Cumulative noise effects are predicted to be moderate in magnitude and limited to the RAA. The timing would be continuous during periods of activity, but duration would remain medium-term. No cumulative vibration effects are anticipated. After mitigation, Project residual effects and the cumulative residual effects on noise and vibration during Project construction and operations and maintenance are predicted to be **not significant**.

Terrestrial Environment (Volume 6)

The assessment of the Grays Bay Road and Port Project's potential impact on terrain, soils and permafrost, vegetation, caribou, birds, and other terrestrial wildlife, predicted residual and cumulative effects to be **not significant**.

Terrain, Soils, and Permafrost

This assessment is critical due to the sensitive permafrost environment and its integral role in supporting Inuit activities, northern ecosystems, soil development, and terrain stability. The Project area lies within the Canadian Shield and is characterized by undulating bedrock and glacial deposits. Permafrost is continuous in the entire RAA (i.e., below 90 to 100 % of the land), and in some areas, is expected to be ice-rich, making it thaw sensitive. Unique landforms are present in the RAA, such as eskers and wetlands, which can be culturally and ecologically significant for Inuit communities and wildlife. Potential effects and pathways arise primarily from ground disturbance during construction, operations, and maintenance, which could include change in landforms and terrain, increased erosion, loss, compaction, contamination, and change in progressive soil reclamation suitability, terrain stability with landslides in terrain that is susceptible to mass movement.

Mitigation strategies aim to minimize ground disturbance and protect permafrost, soil integrity, and terrain stability. Key mitigation measures include (but are not limited to):

- Using previously disturbed areas for the Project activities, infrastructure, and workspace where practical
- Selecting a road alignment that minimizes environmental impacts as much as practical
- Clearing vegetation when the ground is frozen where practical
- Favouring a fill-only approach as much as practical

- Avoiding unique landforms as much as practical
- Avoiding sensitive permafrost as much as practical
- Applying best management practices for erosion control and contamination prevention
- Developing and implementing an Erosion and Sediment Control Plan
- Developing and implementing runoff control measures and a culvert maintenance plan
- Following general guidelines for construction in permafrost terrain
- Conducting geotechnical investigations to inform design and reduce potential effects
- Conducting ongoing monitoring and engagement with Inuit to ensure management measures are effective and that unanticipated effects are addressed

To some degree, building on permafrost is unavoidable, and some localized permafrost degradation is inevitable (e.g., in sensitive terrain where ice-rich soils might be present) due to change in thermal regime resulting from ground disturbance and ongoing effects of climate change. When accounting for the methods, management measures, strategies, and monitoring efforts aimed at preventing or mitigating negative impacts due to the disturbance of permafrost, the effects on landforms and terrain conditions, soil properties, and terrain stability are considered **not significant**.

For cumulative effects, the area of Project disturbance within the RAA is limited, therefore the cumulative effects are predicted to be **not significant**.

Vegetation

For the Kitikmiut, vegetation can be vital for the health and well-being of people, wildlife, and ecosystems. It can also hold socio-economic and cultural value. This assessment respects these values and focuses on protecting both the natural vegetation environment and the ability of the Kitikmiut to use the land in traditional ways. The Project is situated in the Takijuq Lake Upland ecoregion of the southern arctic ecozone which is composed mainly of unvegetated rock and a low arctic ecoclimate. Several culturally important plants were identified through Inuit, Indigenous and Community Knowledge and engagement feedback including plants used for medicinal, food, ritual, spiritual, building materials, and home fuel purposes. Some human-related disturbances occur at existing camps and along seasonal travel routes. Kitikmiut land use in these areas is often seasonal, and activities such as harvesting can be sensitive to changes in vegetation.

The Project will affect vegetation within and near the PDA through activities like land clearing, road building, quarrying, and equipment use. Effects on community diversity, species diversity and wetland function were assessed during both the Construction and Operations and Maintenance phases of the Project.

The Project will use engineering controls, good operating practices, and site-specific measures to reduce adverse effects on vegetation. Key measures include:

- Minimizing the project development area to reduce habitat loss where possible
- Using previously disturbed areas for Project activities as much as possible
- Develop a species of conservation concern (SOCC) mitigation plan where required

- Developing a Progressive Reclamation Plan, including reclamation monitoring for temporary workspaces
- Implementing a dust control program
- Scheduling activities to avoid sensitive periods for vegetation where possible
- Using adaptive management to adjust mitigation if monitoring shows unexpected effects

Cumulative effects on vegetation community diversity, species diversity (including SOCC and plant species of cultural importance to Kitikmiut, other Indigenous groups, and other potentially affected communities), and wetland function from past, present, reasonably foreseeable, and reasonably foreseeable induced projects and activities have occurred and will likely continue to occur. Cumulative effects are predicted to be adverse in direction and low in magnitude with mitigation but will persist for the long-term due to long operating life of many of the projects and activities. Effects will likely also be irreversible as many projects will be permanent. Pre-construction rare plant surveys will help inform SOCC mitigations which will reduce cumulative effects on species diversity.

With the application of mitigation, residual project and cumulative effects on community diversity, plants of cultural importance, and wetland function are predicted to be **not significant**.

Caribou

Caribou (*tuktu*) are the lifeblood of the Kitikmiut and serve as a cultural keystone species. Caribou and other wildlife are important for food security but are much more than a food source. They also provide materials for clothing, tools, and shelter. The caribou life cycle defines the way Kitikmiut use the land, including where they travel, hunt, and camp. The deep ties that Kitikmiut have to caribou has led to a collective knowledge passed through generations to maintain a spiritual connection and ensure caribou herds remain healthy. The Kitikmiut recognize only three types of *tuktu*: mainland caribou, island caribou, and Peary caribou; the Project interacts with mainland caribou and island caribou.

Mainland and island caribou have experienced population declines since the 1980s based on Inuit Knowledge and western science. These declines are likely the result of several factors, including climate, predation, and harvesting. Inuit Knowledge suggests that industrial development, including existing sensory disturbances by mines and roads near the Project area contribute to the decline. To align with Kitikmiut perspectives, separate assessments are completed for mainland caribou, which are best represented by the Bathurst Caribou Herd (BCH), and island caribou represented by the Dolphin and Union Herd (DUH).

WKR will implement a Wildlife Mitigation and Monitoring Plan (WMMP) that contains mitigation, management, and enhancement measures to reduce potential changes in caribou range disturbance, habitat, movement, and mortality risk. The following are key measures being proposed:

- The Project design helps to minimize effects on habitat and movement. The Project footprint is considerably smaller than the PDA, which provides flexibility to adjust routing to avoid sensitive habitat features. The Project Road will be constructed to minimize elevation differences and slopes and use small surface materials.

- The Caribou Trigger Action Response Plan (TARP) will help minimize direct mortality risk (i.e., vehicle collisions) and indirect habitat and movement effects. This broad framework will allow for adaptive road closures where required and inform traffic management protocols.
- Controlled (permitted) access of the Project Road for harvesting will minimize indirect mortality events from harvesting. WKR will work with local Hunters and Trappers Organizations (HTO) to facilitate predator management activities will minimize indirect mortality events from predation.

Cumulative effects are expected to be minimized by using the same mitigations as those proposed for the Project. Cumulative effects on the BCH and DUH are expected to be long-term and span the BCH-RAA1 and DUH-RAA but differ for the Project and reasonably foreseeable induced (RFI) physical activities (future mines and access roads). The Project is expected to be permanent and its effects irreversible while RFI physical activities typically have a shorter life span (e.g., two to three decades) and their effects are reversible.

The assessments on mainland caribou consider potential effects on range disturbance, and on mainland and island caribou habitat, movement, mortality risk, and health. These effects are considered significant if, in combination, they contribute to exceedances in conservation-based thresholds or threaten herd persistence even if mitigations are applied. With the application of mitigations, including those identified as priorities by the IAG, residual Project and cumulative effects on mainland and island caribou are predicted to be **not significant**.

Birds

For coastal Inuit, spring was an important time to hunt the large aggregations of migrating waterfowl. In the summer, they collected eggs and hunted moulting waterfowl (Banci and Spicker 2024). Birds (kopanoak) are important to Inuit because they provide sustenance from their harvest and their eggs, provide down used for insulating clothing, and the presence and departure of migratory species signify the changing of the seasons.

Based on Inuit, Indigenous and Community Knowledge, species accounts, regional surveys and other regional literature, discussions with regional biologists, field surveys, and habitat classification and modelling for select species, a total of 92 bird species were observed or have the potential to occur in the marine and terrestrial study areas. Eight species, confirmed or potentially present in the terrestrial and marine study areas, are federally listed as endangered, threatened, or special concern under the *Species at Risk Act* (SARA). Additionally, 21 species are identified as either critically imperiled, imperiled, or vulnerable by the Government of Nunavut (GN). The assessment grouped birds (kopanoak) into three guilds—passerines, waterbirds, and cliff-nesting raptors—due to their ecological differences.

Mitigation, management, and enhancement measures were incorporated into the Project design and operational procedures to reduce adverse effects, including:

- Confining the PDA footprint
- Completing vegetation clearing/ground disturbance outside the migratory bird nesting period (May 10 to August 20) where possible or completing wildlife sweeps

- Implementing dust suppression, reducing speed limits, and using noise muffling equipment
- Establishing no-disturbance buffers around identified sensitive wildlife features where required

The cumulative effects assessment considered the Project's residual effects in combination with other past, present, and RFI projects and activities.

- The cumulative influence on suitable bird habitat loss is low: 3.2% for passerines, 2.7% for waterbirds, and 10.1% for raptors within the RAA.
- The cumulative effect on mortality risk remains low magnitude, as the mortalities are predicted to be isolated incidents.

The residual project and cumulative effects on birds are predicted to be **not significant** as the predicted effects are not expected to result in an adverse change in the viability and persistence of the bird populations that interact with the RAA beyond an acceptable level.

Other Terrestrial Wildlife (Muskox, Moose, Grizzly Bear, Wolverine)

The assessment for the Project focuses on the potential effects on four key indicator species to represent the Other Terrestrial Wildlife VC: muskox (*omingmak*; *Ovibos moschatus*), moose (*tuktukvak*; *Alces alces*), grizzly bear (*akhak*; *Ursus arctos horribilis*), and wolverine (*kalvik*; *Gulo gulo*). The assessment considers three pathways for potential effects on other terrestrial wildlife: Change in Habitat, Change in Movement, and Change in Mortality Risk. Project activities, such as earthworks, can remove suitable habitat, and result in indirect effects, such as sensory disturbance or increased hunter access.

WKR will implement a WMMP that contain a comprehensive suite of mitigation, management and enhancement measures to reduce potential changes in habitat, movement and mortality risk for other terrestrial wildlife. Key measures are summarized as follows:

- Site clearing will be restricted to the PDA to minimize habitat loss.
- Sensory disturbance will be reduced through dust suppression, noise controls, and timing restrictions during project activities.
- A Borrow Pit and Quarry Management Plan and an Explosives Management Plan will be implemented to limit wildlife disturbance.
- Wildlife protection measures, such as access controls, traffic management, posted speed limits, and wildlife-right-of-way procedures, will be applied to minimize collision and mortality risks.
- Attractant-management practices, including secure waste storage, daily incineration, and worker conduct guidelines, will be enforced to prevent human–wildlife conflicts.
- Infrastructure and road features will be designed to maintain wildlife movement, including low-profile embankments and permeable layouts near key habitat features where possible.
- Wildlife monitors and species-specific timing buffers will be used near sensitive areas such as denning habitats.
- Wildlife awareness and safety training will be provided to all personnel to ensure consistent implementation of mitigation measures.

Muskox are widely distributed throughout the RAA and are culturally, nutritionally, and economically important to Kitikmeot. Overall, both Inuit Knowledge and scientific evidence indicate that muskox populations are stable and resilient within the RAA. The cumulative loss of suitable habitat (Project and reasonably foreseeable induced activities) is projected to be 3.3% to 3.8% (low magnitude). Cumulative effects on movement and mortality risk are also assessed as low magnitude, primarily due to increased road traffic and facilitated hunter access, but managed by the regulatory framework.

Moose occur only sparsely in Nunavut, restricted mainly to treeline areas of the Kivalliq and Kitikmeot Regions and to coastal tundra where tall shrubs and willows provide forage. Overall, both scientific data and Inuit Knowledge depict a small but gradually increasing moose presence, closely tied to riparian shrub habitat and localized movements within the RAA. The Project's residual effects, combined with RFI projects, will cumulatively affect moose habitat, movement, and mortality risk. The cumulative effect on habitat change is quantitatively assessed as a low magnitude loss of 1.6% of suitable habitat. Cumulative effects on movement and mortality risk are predicted to be low magnitude, with effects primarily stemming from increased traffic on the expanded road network. These cumulative effects will be regional in geographic extent, high sensitivity in timing due to interactions during the late-winter season (the most sensitive time for moose), long-term in duration, and will occur either continuously (for cumulative effects on habitat and/or movement) or as irregular events (for cumulative effects on mortality risk).

Grizzly bears are listed as Special Concern under SARA due to sensitivity to disturbance and low reproductive rates. Inuit Knowledge and scientific studies show they occur throughout the RAA, with higher densities in the south and along major rivers. Populations have remained stable or slightly increasing, supported by recent DNA studies. The Project's residual effects, combined with RFI physical activities, are likely to have cumulative effects on grizzly bears, specifically regarding habitat (direct and indirect loss), movement, and mortality. Cumulative suitable habitat loss is projected to be low magnitude (1.2%). Cumulative effects on movement and mortality risk are also anticipated to be low magnitude due to the effectiveness of required mitigation and the regulatory framework controlling harvest. These cumulative effects are predicted to be irreversible, and long-term in duration, as well as highly sensitive in timing, due to potential overlap with critical grizzly bear life stages.

Wolverine in the Kitikmeot region are solitary carnivores with large home ranges and moderate population densities, feeding primarily on caribou and muskox carrion along with small mammals, birds, and vegetation seasonally. While some Inuit observations suggest declining sightings in parts of the RAA, scientific studies show stable or increasing populations in Nunavut and the Northwest Territories, with densities comparable to other Arctic regions and evidence of range expansion. The Project's residual effects, combined with RFI physical activities, are likely to have cumulative effects on wolverine, specifically regarding habitat (direct and indirect loss), movement, and mortality. The Project will be the major contributor to the loss of suitable wolverine habitat in the RAA, accounting for 51.6 square kilometres (km²) of the total estimated cumulative loss of 80.4 km² (or 64% of the cumulative loss); however when compared to the available 15,502.4 km² of suitable wolverine habitat within the RAA the total cumulative loss is less than 1% which is a negligible magnitude cumulative effect. Cumulative effects on movement and mortality risk are generally assessed as low in magnitude, assuming regulatory management maintains sustainable harvest levels and mitigation is successful.

For each indicator species, the predicted residual effects of the Project, after implementing mitigation measures, and the cumulative effects with other existing and future activities, were determined to be **not significant** as effects are not expected to alter the viability and persistence of populations of indicator species that interact with the RAA beyond an acceptable level (e.g., where it is not sustainable or is unavailable to contribute to biodiversity and ecosystem function or is not available for managed harvest).

Freshwater Environment (Volume 7)

The assessment of the Grays Bay Road and Port Project's potential impact on water resources, and freshwater fish and fish habitat, predicted residual and cumulative effects to be **not significant**.

Water Resources

Freshwater resources within the LAA remain largely in a natural state. The Project may influence surface water quantity, surface water and sediment quality, and groundwater quality through construction of the road, stream crossings, borrow sources, landside Port and Aerodrome, and camps. Potential effects pathways are particularly applicable to areas where land will be disturbed, water is withdrawn and discharged, or infrastructure interacts with natural drainage systems.

The Project will apply design practices, operational controls, and monitoring programs to avoid or reduce potential effects to freshwater resources. Key measures include:

- Designing culverts, bridges, and drainage structures to accommodate natural flow patterns and reduce upstream ponding or downstream scour
- Applying erosion and sediment control measures during instream works and grading
- Applying quarry-specific drainage and sediment management plans
- Applying a metal leaching (ML)/acid rock drainage (ARD) strategy (Borrow Pit and Quarry Management Plan) that will include managing ML/ARD material exposed during construction (e.g., road fill, platforms, borrow sources). Any rock material sourced for use above the high-water mark will be subject to acid rock drainage/metal leaching testing, with only acceptable material used in construction.
- Monitoring during construction to evaluate water quality, flow conditions, and drainage performance
- Using adaptive management to adjust practices if monitoring identifies unexpected changes

Given the Project's small footprint relative to watershed size, residual effects on surface water quantity, water and sediment quality are predicted to be low in magnitude. Potential changes to groundwater quantity are not assessed because no groundwater extraction is planned for this Project.

The Project's cumulative residual effects on surface water, groundwater, and sediment quality are characterized as low magnitude, reversible, and are geographically limited to the LAA. Cumulative effects on the distribution of permafrost in the shallow subsurface may not be reversible but are not expected to impact water quality. Overall, given the small contribution of Project effects to cumulative residual effects on surface water quantity and quality, and sediment quality within the RAA as well as expected mitigation measures for the Project and mitigation to be adopted by other projects and activities in the RAA, Project

residual effects and the cumulative residual effects on surface water quantity and quality, and sediment quality during Project construction and operations and maintenance are predicted to be **not significant**.

Freshwater Fish and Fish Habitat

The Freshwater Fish and Fish Habitat VC includes fish and fish habitat as defined by the *Fisheries Act* as well as aquatic vegetation and benthic invertebrates, as applicable to freshwater. Freshwater fish and fish habitat within the LAA remain largely in their natural state, supporting a diverse community of fish species that vary across watersheds, including culturally important species such as Arctic char, lake trout, Arctic grayling, burbot, and round whitefish.

Project activities may alter, disrupt, or remove fish habitat through physical disturbance of watercourses, change in flow patterns, and construction of permanent infrastructure. The Project may influence surface water quantity, surface water and sediment quality, and groundwater quality through construction of the road, stream crossings, borrow sources, landside Port and Aerodrome, and camps.

The Project will apply design practices, operational controls, and monitoring programs to avoid or reduce potential effects on freshwater fish and fish habitat. Key measures include:

- Designing watercourse crossings (culverts, bridges, and other structures) to maintain natural flow patterns, fish passage, and habitat connectivity.
- Using previously disturbed areas for infrastructure and workspaces where practical, and maintaining riparian vegetation, where feasible.
- Applying erosion and sediment control measures during instream works, grading, and construction to reduce sediment inputs to fish-bearing waters.
- Conducting in-water activities outside restricted activity timing windows, isolating work areas when needed, and maintaining downstream flow during dewatering.
- Implementing a fish salvage program prior to instream work, conducted by qualified personnel.
- Applying water management practices, including screened water intakes, controlled water withdrawal rates, and runoff and stormwater management.
- Implementing explosives, spill contingency, and dust control plans to limit nitrogen inputs, deleterious substances, and sedimentation.
- Closing and reclaiming temporary access roads, quarries, and workspaces once no longer required.
- Inspecting watercourse crossings and erosion and sediment control measures regularly and applying corrective actions, as needed.
- Using adaptive management, updating practices if monitoring identifies unexpected effects.

If DFO determines that Project components result in a harmful disruption or destruction of fish habitat requiring authorization under the *Fisheries Act*, the Project will develop a DFO Offsetting Plan through engagement with DFO, Kitikmiut, and other potentially affected communities.

Cumulative effects on freshwater fish and fish habitat are anticipated between the Project and certain identified physical activities in the RAA. Overall, the cumulative effects are predicted to be low in magnitude for change in fish health, growth, or survival from increased fishing pressure and changes in water quality and moderate in magnitude for change in fish habitat from the loss of habitat below the high-water mark and riparian clearing. The geographic extent of the direct effects will be the RAA but localized to the physical activities' local areas. The potential cumulative effects will be long-term in duration because of the long operating life of physical activities, and will occur as irregular events, and range from reversible (e.g., temporary workspaces, watercourse crossings on fish habitat) to irreversible (e.g., permanent infrastructure that overlaps fish habitat).

The Project will implement avoidance and mitigation measures, including measures to offset habitat loss, if required to counterbalance unavoidable effects. The residual effects to fish and fish habitat are therefore not anticipated to cause a measurable change in the productivity of relevant fish populations, including those of cultural or traditional importance to Kitikmiut, other Indigenous groups, or other potentially affected communities. After avoidance and mitigation measures are applied, project residual effects and the cumulative residual effects on Freshwater Fish and Fish Habitat during Project construction and operations and maintenance are predicted to be **not significant**.

Marine Environment (Volume 8)

The assessment of the Grays Bay Road and Port Project's potential impact on marine water and sediment, marine fish and fish habitat, and marine mammals, predicted residual and cumulative effects to be **not significant**.

The Project will use engineering controls, good operating practices, and site-specific measures to reduce adverse effects to the marine environment and the species which rely upon it. Key measures, which are common to the three VCs in marine environment, include:

- The PDA will be confined to a specific design layout to reduce the Project's impact on habitat loss and effectiveness.
- Infrastructure will be designed to reduce the size of the PDA in the marine environment.
- Noise generating marine construction activities (i.e. pile driving, blasting, etc.) will be managed to minimize the potential for impacts (e.g., scheduling to avoid multiple noise sources and sensitive environmental periods, where practicable, ramp-up or soft start techniques, silt/bubble curtains)
- Blasting program will be designed to minimize potential effects to marine environment
- A marine mammal monitoring program will be implemented to mitigate in-water Project-related effects (e.g., direct contact, underwater noise) on marine mammal species, including hydroacoustic and visual monitoring, during in-water Project activities
- Marine outfall discharge and mixing zone will be made as small as practicable, incorporating additional diffusers at the outfall, if required, to promote effluent dilution
- Erosion and sediment control measures will be implemented and regularly inspected
- A DFO Offsetting Plan to counterbalance all unavoidable losses of fish habitat in the Project footprint will be developed

- Project vessels and third-party vessels accessing the port will be subject to speed limits and operational protocols (i.e., avoidance distances) to minimize effects to marine mammals
- Aquatic Effects Management Plan and Wildlife Mitigation and Monitoring Plan will detail monitoring and management programs to determine the short- and long-term effects of the Project on the aquatic and marine environment and drive adaptive management

Marine Water and Sediment

The largest influence on marine water quality in Grays Bay is the formation and melting of ice and the input of freshwater from the Kennarctic River and smaller streams. There is a high salinity surface layer present during ice formation and a low salinity surface layer during the ice melt. Water quality sampling in Grays Bay conducted in 2024 and 2025 showed consistent patterns in temperature, salinity, pH, dissolved oxygen, conductivity, and turbidity. Chemical analyses of water samples showed that most metals, nutrients, and organic compounds were below detection limits or guidelines. Chemical analyses of marine sediment samples from in Grays Bay showed naturally occurring elevated concentrations of arsenic, chromium, and copper.

Project activities during Construction and Operations and Maintenance have the potential to affect water and sediment quality through pathways including dredging, blasting, infrastructure installation, effluent discharge (from desalination and wastewater treatment systems), and vessel activity during the Construction phase, and through ongoing effluent discharge and seasonal vessel traffic during the Operations and Maintenance phase. These activities may increase turbidity, alter water chemistry, and mobilize contaminants in marine water and may resuspend fine particles, release bound contaminants, and increase salinity and organic loading in sediments near the effluent outfall.

Other present and reasonably foreseeable induced projects and physical activities may act cumulatively with Project-related residual effects on marine water and sediment, primarily due to vessel activity within the RAA. Based on the strong understanding of these pathways, the anticipated effectiveness of mitigation measures, the cumulative effects assessment concluded effects would be low to moderate magnitude, occur over the medium term, and are reversible upon completion of individual activities. The cumulative effects are not anticipated to result in a permanent or long-term degradation of marine water or sediment quality.

The residual project effects and the cumulative effects on marine water and sediment are predicted to be **not significant**. The Project is expected to maintain compliance with applicable guidelines and protect the integrity of marine ecosystems and Inuit use of the marine environment.

Marine Fish and Fish Habitat

The RAA encompasses a large geographical area that supports a range of habitats from marine riparian through to intertidal and deep subtidal waters. Each of these habitats provide a unique ecological function and habitat requirements for many species. Marine fish and invertebrates rely on these habitats for food, shelter, nursing/rearing, and protection from predation.

Other present, and reasonably foreseeable projects and physical activities may act cumulatively with Project-related residual effects on fish and fish habitat (vessel wake and wash, introduction of invasive species) and behaviour (acoustic masking) within the RAA. Based on the strong understanding of these pathways, the anticipated effectiveness of mitigation measures, the cumulative effects assessment concluded the potential for a low magnitude effect that does not result in a permanent population level effect on marine fish.

This assessment concluded that no long term or permanent population level residual effects or cumulative effects are anticipated as a result of change in habitat, behaviour, or risk of mortality and/or injury. As such, the residual and cumulative effects of the Project on marine fish and fish habitat are predicted to be **not significant**.

Marine Mammals

Marine mammals known to occur in the marine mammal RAA identified from Inuit Knowledge, observed on 2025 Project-specific field surveys and those from prior surveys include: Bowhead Whale, Beluga, Narwhal, Bearded Seal, Harp Seal, Hooded Seal, Ringed Seal and Polar Bear.

Other present, and reasonably foreseeable projects and physical activities may act cumulatively with Project-related residual effects on marine habitat (vessel wake and propeller wash), behaviour (underwater noise) and mortality (vessel strikes) within the RAA. However, these cumulative effects are not anticipated to exceed the threshold for significance.

This assessment concluded that no long-term or permanent population-level residual effects are anticipated as a result of a change in habitat, behaviour caused by sensory disturbance, or risk of mortality and/or injury. As such, residual and cumulative effects of the Project on marine mammals are predicted to be **not significant**.

Human Environment (Volume 9)

The assessment of the Grays Bay Road and Port Project's potential impact on traditional land, marine and resource use, food security and sovereignty, community health and well-being, employment and economy, infrastructure and services, non-traditional land, marine and resource use, and heritage resources, predicted residual and cumulative effects to be **not significant**.

Traditional Land, Marine, and Resource Use

Kitikmiut and other potentially affected Indigenous groups reported using the TLMRU LAA and RAA for TLMRU activities, such as hunting, fishing, trapping, and plant gathering. They also made observations about key species being assessed throughout the IS, their habitats, and specific areas of cultural importance. In addition, Kitikmiut and other potentially affected Indigenous groups commented on how they access resources, sites, or areas, and share knowledge about cultural practices, language use, intergenerational knowledge transfer, and governance systems.

Residual effects on wildlife, fish, vegetation, marine resources, and water have the potential to affect the traditional activities that are supported by these resources, including hunting, trapping, fishing, plant harvesting, and cultural use of water or other important resources. Various biophysical and socio-

economic conditions may also affect harvesting. Changes to specific areas of cultural importance will predominately occur during the Construction phase when project activities related to the construction of the road and port alter habitat and harvesting areas through both direct (land disturbance) and indirect (sensory disturbance) activities.

During the Construction and Operations and Maintenance phases, project infrastructure will result in increased access to the Kitikmeot Region. The introduction of a road, port, and new air transportation infrastructure is expected to result in increased access to traditional resources, sites, resulting in both positive and adverse residual effects for Kitikmiut and other potentially affected Indigenous groups. Positive effects include the increased accessibility to areas that were otherwise previously challenging to access or required additional resources to access, while adverse effects may result from temporary restricted access to resources, sites, or areas due to safety concerns or sensory disturbances. Regardless of changes to access, harvesting will continue to be managed through government policies and based on the promises made under the Nunavut Land Claim Agreement, as carried out by Nunavut Tunngavik Incorporated and the Kitikmeot Inuit Association and relevant HTOs. Inuit decision making is anticipated to also experience positive effects as a result of the Project due to the Kitikmeot Inuit Association's involvement in the Project as a major shareholder and decision-maker for the Project's design and Construction activities.

Key mitigation, management, and enhancement measures that are anticipated to avoid or reduce potential negative effects on the quality, quantity, or distribution of traditional resources resulting from the Project include:

- WKR has engaged and will continue to engage with the primary Inuit organization with rights and responsibilities in the Project area, including the Kitikmeot Inuit Association.
- WKR is committed to ongoing engagement with the Government of Nunavut and Inuit Organizations, and other potentially affected parties regarding perceived effects.
- WKR will notify communities of project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods.
- The Project will use previously disturbed areas for project activities, project infrastructure and workspaces, to the extent practical (e.g., Jericho Station).
- WKR is committed to working closely with Kitikmeot residents, communities and other stakeholders to build the Project in a manner consistent with regional needs and aspirations. Communities will be consulted throughout the lifetime of the Project. WKR will provide timely Project updates, responses to feedback provided, and information on upcoming employment and training opportunities. Inuinnaqtun and Inuktitut interpretation / translation will be provided throughout the engagement process to enable participation of all community members.
- Engagement will be conducted with land users to determine location and usage information for areas such that avoidance of noise-generating activities (i.e., pile driving, drilling) may be considered.

- Road Management Plan and Port Management Plan: As part of the Road Management Plan and Port 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 and Inuit populations. These plans will include provisions for access to the road, port, airstrip, and associated facilities. Clear access protocols are intended to prevent unintentional restrictions, reduce conflict, reduce the potential for illegal/overharvesting, and support safe and respectful use of Project infrastructure.
- Blasting will be scheduled during less sensitive time periods (i.e., shift change, period with no traditional land use activities).
- Known areas of collection of plants of interest to Inuit Organizations and other potentially affected parties will be avoided where possible.
- No icebreaking will occur during normal port operations during the Construction or Operations and Maintenance phases of the Project. The port will only receive vessels during the open-water season, which is typically from late June through October, and as such, is not expected to alter DUH caribou migration paths.
- A Wildlife Mitigation and Monitoring Plan will be developed and implemented. It will contain detailed monitoring and mitigation measures to be implemented for the duration of Construction and Operations and Maintenance of the Project.

With the implementation of mitigation, management, and enhancement measures, the Project residual and cumulative effects on TLMRU are predicted to be **not significant**.

Food Security and Food Sovereignty

Food security is: “a situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life” (FAO 2022). The concept of food sovereignty expands the understanding of food security to include “the right of peoples to healthy and culturally appropriate food produced through ecologically sound and sustainable methods, and their right to define their own food and agriculture systems” (Nyéléni 2007).

The Project is anticipated to affect food security and food sovereignty both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence. Positive effects are anticipated to include improved accessibility to harvested resources, improved stability of the supply chain of store-bought foods through the construction of transportation infrastructure in the Kitikmeot Region, and improved accessibility to and utilization of store-bought foods through Project-related employment, income, and revenue. Adverse effects on the traditional food system may occur as a result of increased sensory disturbance, alteration or loss of habitat, or quality or perceived quality of country foods (i.e., through contamination or perceived contamination) leading to avoidance.

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on the traditional and market food systems resulting from the Project include:

- WKR's Road Management Plan will help limit Project-related disturbance to wildlife by setting clear expectations for industrial traffic. This plan will include provisions for access to the road and measures are intended to reduce vehicle-wildlife interactions and support safe, predictable wildlife movement in areas traditionally used for harvesting.
- WKR will develop and implement a Port Management Plan that includes requirements of the *Marine Transportation Security Act* for the safe operation of commercial vessels operating near the port.
- WKR will transport equipment and supplies from outside of the region to the Project site using barges, sealift, aircraft, and/or trucks contracted specifically for the Project and coordinate joint resupply efforts, if possible, with local and territorial governments. WKR will also minimize interference with resupply efforts by sealift, air-freight, and ground transportation, where possible.
- WKR will increase opportunities for local Inuit employment and facilitate regional and Inuit business involvement on the Project through implementation of a Labour Relations Strategy, a Training Strategy, and a Procurement Strategy. In addition, WKR will engage with Kitikmiut, other Indigenous groups, and other potentially affected communities throughout the lifetime of the Project.

With the implementation of mitigation, enhancement, and management measures, residual effects from the Project and cumulative effects on food security and food sovereignty are predicted to be **not significant** because they will not result in a persistent and substantial decline in availability and/or perceived quality of country foods or a measurable change in the market food system at the community level that cannot be mitigated with current or anticipated programs, policies, or mitigation measures.

Community Health and Well-being

In this context, health and well-being includes physical, mental, and social health and well-being. Existing conditions for residents of Kitikmeot communities and Yellowknife including health infrastructure and services, physical health conditions and outcomes, mental health conditions and outcomes, personal health behaviours, community and family stability, community safety, and the biophysical determinants of health were collected using primary data (in-person and phone interviews) and secondary data sources (literature resources).

The Project has the potential to effect community health and well-being through changes in health services, communicable disease risk, mental and emotional health, family and community dynamics, personal and community safety, and exposure to pollutants and noise. The Project is anticipated to effect community health and well-being both positively and adversely. Positive effects are anticipated to include increased revenues that could support health and social services and improved mental well-being from employment and income alleviating financial pressures. Adverse effects may include added pressure on health infrastructure and services in Yellowknife from out-of-region workforce, increased risk of communicable disease transmission, strain on family dynamics and cohesion associated with rotational work schedules, and safety concerns related to substance use. Health risks from exposure to pollutants

and hazards are predicted to be low, with air quality modelling indicating that at the Grays Bay accommodation camp exposures would fall below the World Health Organization air quality guidelines.

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on the community health and wellbeing resulting from the Project include:

- A Travel Policy in the event that personnel transiting to / from the Project site are overnighing, or are weathered-in in a community. The Travel Policy will describe Company expectations of personnel and consequences of improper action while travelling, and include plans for accommodation, meals, use of community health and medical services, and other needs for personnel during potential travel delays.
- An education program to inform workers of the range of health services available onsite
- A health, safety, security & environment (HSSE) plan will include safety training requirements for personnel, and security and response procedures
- 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.
- Training Strategy will identify specific skill requirements for employment on the Project and work with local and regional training and educational facilities to increase opportunities for local Inuit employment, and to implement on-the-job training and apprenticeship programs
- Gender, equity, and diversity policies that focus on hiring Inuit, other Indigenous persons, and women to increase Project employment among underrepresented populations
- Access to on-site virtual or telephone tele-communication tools for calling family members or for Elder communication which could enhance family connectedness
- WKR will develop and implement a Drug and Alcohol Policy, including personnel and baggage screening procedures, which will apply to all personnel and contractors on-site, at work camps, and during transit through communities.
- Cultural awareness and sensitivity training to all long-term personnel and contractors
- WKR will develop and implement an employee code of conduct that includes an anti-discrimination, bullying, or harassment in the workplace policy and relevant training
- Access control will be provided at the port and at Jericho Station when the TCWR connection is open.
- Community Engagement Plan to receive and address community suggestions, concerns, and complaints.
- Opportunities for on-site Indigenous workers to engage with community Elders to provide a connection point with home communities and for traditional counselling
- Socio-economic Monitoring Program to include annual monitoring reports. Reports will be submitted to NIRB, as required.
- In addition, WKR will engage with Kitikmiut, other Indigenous groups, and other potentially affected communities throughout the lifetime of the Project.

With the application of mitigation, management and enhancement measures, adverse residual effects are anticipated to be low in magnitude as increased demand on capacity of health infrastructure and services would be at or near to baseline conditions and standards of service are unlikely to be affected through alternate and contingency planning. Residual effects on rates of communicable diseases are expected to be adverse and low to moderate in magnitude. In the event that the spread of communicable diseases is limited to individuals working at site, magnitude is expected to be low. Adverse residual effects are anticipated to be moderate in magnitude as changes to mental and emotional health and coping mechanisms may affect both individuals employed on the Project and their families, thereby extending to the household level. Residual effects on community and personal safety are expected to be adverse and moderate in magnitude. Residual effects to health from exposure to pollutants and noise are expected to extend throughout the Construction and Operations and Maintenance phases, however the residual effects will range from negligible (sulphur dioxide, PM₁₀ and respirable particulate matter with an aerodynamic diameter less than 2.5 µm) to low (nitrogen dioxide) in magnitude based on World Health Organization air quality guidelines.

Specific to biophysical determinants of health, a cumulative effect on health can only occur when a Project's air pollutant or noise emissions overlaps in the same place and at the same time with emissions from other activities. If emissions do not coincide spatially and temporally, they cannot combine to create cumulative effects. Detailed technical information about potential future mines, relevant to supporting detailed health-based assessments, is not available. Without this information, it is not feasible to estimate the magnitude or type of environmental effects associated with these reasonably foreseeable induced projects. Overall, the cumulative change in health from exposure to air pollutants and noise is expected to be adverse but low in magnitude.

With the implementation of mitigation, enhancement, and management measures, residual effects of the Project and cumulative effects on community health and well-being are predicted to be **not significant**.

Employment and Economy

The summary of existing conditions with respect to employment and economy indicates that Nunavut has a mixed economy, comprising both traditional and market economic systems. The traditional economy relies on subsistence land use and is connected to culturally important activities, including traditional harvesting and fishing, and the production of Inuit art and crafts. The market, or wage-based economy, is supported by key industries such as mining, public administration and construction.

Nunavut's labour force has lower participation and employment rates compared to the national average, while unemployment rates are higher. Education levels in Nunavut remain below the national average, and in the Kitikmeot Region, most residents do not have a high school diploma. Cost of living in Nunavut is high relative to the rest of Canada, particularly the cost of food.

The Project will affect employment and the economy both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence.

Mitigation, management, and enhancement measures are expected to reduce adverse effects and enhance positive effects.

- A Socio-economic Monitoring Program will be one of the key strategies to guide the implementation of mitigation and management measures, measure the effectiveness of mitigation and management measures, measure how communities are experiencing effects (both positive and adverse), including training, employment, and procurement.
- A Labour Relations Strategy will be developed and implemented to enhance and retain local Inuit employment, with a focus on preferential Inuit hiring. The Labour Relations Strategy will detail skills and entrance requirements, employee benefits, employee communication, work rotation schedules, employee orientation programs and ongoing support for Project workers during employment. This includes:
 - Gender, equity and diversity policies that focuses on hiring Inuit, other Indigenous persons, and women to increase Project employment among underrepresented populations.
 - An Employee Code of Conduct that includes an anti-discrimination, bullying, or harassment in the workplace policy and relevant training.
 - A Training Strategy will be developed and implemented to identify specific skill requirements for employment on the Project, provide pre-employment training for Inuit and youth (in partnership with local educational institutions and Inuit organizations), and to implement on-the-job training and apprenticeship programs.
 - A Procurement Strategy, focused on Inuit contracting opportunities, will be developed and implemented to facilitate regional and Inuit business involvement.

Positive cumulative effects are anticipated on economic development, contracting, business opportunities, and community resupply resilience. Notably, Nunavut's young and growing population will continue to require substantial new employment opportunities as more individuals enter the workforce, particularly given the territory's persistently high unemployment relative to national levels. Employment opportunities, income, and access to training are expected to increase across the RAA, which is anticipated to be a positive effect; however, competition for workers and higher demand for education and training could strain existing capacity and resources.

With the implementation of mitigation, enhancement, and management measures, residual effects from the Project and cumulative effects of the Project on employment and economic conditions in the LAA and RAA are predicted to be **not significant**.

Infrastructure and Services

Kitikmeot community members recognize that Nunavut's harsh climate, remoteness, high costs, and short construction seasons make infrastructure difficult to build and maintain. Much of the territory's infrastructure is aging, housing needs are high, and communities lack all-season road links. Supply deliveries are infrequent, costly, and unreliable, creating strong interest in improved transportation and more frequent resupply. The Project may affect infrastructure and services both positively and adversely through a change in community infrastructure and access to public services or utilities, a change in

accommodations and housing availability, a change in transportation infrastructure, and a change in community resupply.

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on employment and economy resulting from the Project include:

- A HSSE plan will include safety training requirements for personnel, and security and response procedures.
- WKR will develop and implement a Travel Policy in the event that personnel transiting to / from the Project site are overnighing, or are weathered-in in a community. The Travel Policy will describe Company expectations of personnel and consequences of improper action while travelling, and include plans for accommodation, meals, use of community health and medical services, and other needs for personnel during potential travel delays.
- A Risk Management and Emergency Response Plan will define notification protocols with local search and rescue groups and the Canadian Coast Guard, including compensation requirements if their resources are used.
- A Port Management Plan will manage the safe operation of commercial vessels operating near the port in accordance with the requirements of the *Marine Transportation Security Act*.
- A Procurement Strategy will support Inuit and regional business participation, prioritize local equipment, and enhance local economic benefits
- A Socio-economic Monitoring Program will monitor socio-economic conditions, track mitigation effectiveness, document community experiences, and support adaptive management.

Adverse residual effects on accommodations and housing availability are predicted to be long-term, low in magnitude, and occurring both regularly (scheduled rotations) and irregularly (weather delays). These adverse effects are considered irreversible and are most pronounced in winter months when accommodation demand in Yellowknife is already elevated. The Project is anticipated to have adverse residual effects on transportation infrastructure through increased demand on the TCWR in the winter road season and air transportation infrastructure; however, are predicted to be long-term, low in magnitude, and occurring both regularly (scheduled rotations) and irregularly (weather delays). Effects of the Project on community resupply are anticipated to be positive. The Project will increase land- and marine-based infrastructure in the RAA and could improve community resupply through the transport of goods and materials from the Grays Bay Port to the Kitikmeot communities.

Cumulative effects on infrastructure and services are expected to include both benefits and pressures: new land- and marine-based infrastructure from the Project and other foreseeable developments will support Coast Guard and Search and Rescue use, improve wayfinding, and may facilitate housing construction and more reliable community resupply, while also generating revenue that could enhance public services over time. At the same time, the movement and potential in-migration of workers, primarily through Yellowknife, may place added long-term, low-to-moderate, and irreversible pressure on community infrastructure, housing, transportation systems (including air travel and the TCWR), and service capacity, though these effects are expected to occur irregularly and remain within or near existing system limits.

Cumulative effects on infrastructure and services in the RAA are predicted to be **not significant** because they do not exceed available capacity of infrastructure and services and do not result in a substantial decrease in the quality of a service provided, on a persistent and ongoing basis, which cannot be mitigated with current or anticipated programs, policies, or mitigation measures.

Non-traditional Land, Marine, and Resource Use

The Kitikmeot Region is comprised of both IOL and Crown (Public) Land. As negotiated through the Nunavut Land Claims Agreement, IOL with subsurface rights were selected by Inuit to advance economic development for the benefit of land claim beneficiaries and to rebuild and advance Inuit self-determination in land and resource management in the Kitikmeot Region (Public History Inc. 2006). The Project is anticipated to interact with certain non-traditional land, marine, and resource users through changes in access to and use of land and resources for mining, changes in access to and use of land and resources for commercial harvesting, tourism and recreation, and changes in access to and waters used for marine navigation.

There are several tourism, outfitters, and guiding businesses operating in the Kitikmeot Region. These businesses offer sport fishing, sport hunting, and recreational experiences for tourists to the region. Non-traditional marine use in the Kitikmeot Region consists of sea vessel activity, including commercial vessels, government vessels, ice breakers, and small (e.g., personal use) boats. Commercial vessel traffic is largely destination shipping, annual sealifts to deliver supplies to Arctic communities, or voyages (i.e., cruises) to and from Arctic locations.

The Project will affect non-traditional land, marine, and resource use both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence. The following key mitigation, management, and enhancement measures will be implemented to limit residual effects on non-traditional land, marine, and resource use:

- WKR will develop and implement a Road Management Plan, including provisions for access to the road.
- WKR will control access to the road through agreements with various 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. Community users will have access to the road for travel and transportation purposes at no cost, 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. If no approval process is in place, WKR anticipates that use of the road for harvesting purposes would be prohibited.
- WKR will develop and implement a Port Management Plan in accordance with the requirements of the *Marine Transportation Security Act* for the safe operation of commercial vessels operating near the port

- WKR is committed to open communication with other regional industry developers and proponents and where possible implement joint programs to share information.
- WKR will notify communities of project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods.

With the implementation of mitigation and management measures, residual effects from the Project and cumulative effects on traditional land, marine, and resource use are predicted to be **not significant**.

Heritage Resources

Heritage resources are deeply interwoven with the culture and history of Kitikmiut. The Kitikmeot Region has been used by people for a long time, since long before the current communities existed. Heritage resources and sites may also be deeply connected to sacred areas, cultural practices, and represent TLMRU activities, across decades, centuries, or millennia.

Change in heritage resource (e.g., loss or disturbance to site contents and site contexts) may occur through disturbance associated with surficial activities (access, vegetation removal), grading, excavating, vehicle traffic and use of workspaces during construction activities. A change in heritage resources may also occur through unauthorized impacts or collection of artifacts / fossils during construction or as a result of the creation of new access opportunities. Once they are disturbed, heritage resources cannot be replaced, recreated or restored.

The regulator (Department of Culture and History, GN) is responsible for managing the threshold of loss to heritage resources in Nunavut. Provided that requirements issued by the regulators for assessment, mitigation, avoidance and consultation are fulfilled, the Department of Culture and History recognizes no residual effects on heritage resources.

The objective of mitigation is to limit the loss of heritage resources materials and sites or site context caused by Project activities. The following measures will be implemented to prevent adverse residual effects on heritage resources:

- Archaeological field assessment will be completed for all disturbance areas prior to construction.
- Detailed documentation of newly recorded sites, avoidance of sites where possible, detailed site and feature mapping, surface collection of artifacts, community engagement, construction monitoring or controlled archaeological excavation of site or portions of sites will be undertaken and may contribute to the knowledge base for the territorial archaeological and palaeontological record.
- Information and concerns provided during engagement that are relevant to heritage resources, including locations of gathering sites and graves, will be considered in determining the nature and scope of archaeological field programs.
- If previously unknown heritage resources sites of value are identified during construction or operations and maintenance activities, discovery protocols will be implemented, and appropriate mitigation measures will be applied in consultation with GN and through engagement with Kitikmiut.

After implementation of mitigation measures required by the Department of Culture and Heritage, GN no residual effects on heritage resources are anticipated. Therefore, there is no requirement to consider the potential for cumulative effects.

Project Assessment Conclusions

Each VC within the IS was evaluated using the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. Inuit, Indigenous, and Community Knowledge, alongside western science, were identified as the key sources of understanding in evaluating the Project's potential effects.

Project-specific mitigation, management, and enhancement measures are generally sufficient for managing adverse effects from the Project, resulting in most residual effects having low to moderate magnitude rating. Positive residual effects (e.g., employment, non-traditional land use opportunities) may be realized for several socio-economic VCs. Therefore, the assessment of the effect of the Project on the Atmospheric, Terrestrial, Freshwater, Marine, and Human Environment is predicted to be **not significant**.

Cumulative Effects Assessment Conclusions

Cumulative effects arise when the Project's effects interact with effects from past, present, proposed, and reasonably foreseeable activities, as well as natural processes such as climate change. A Project Inclusion List identified 129 physical activities (e.g., mines, exploration, roads, communities, marine traffic) with potential interactions. Remote conditions, long distances from the Project, and relatively low activity levels mean cumulative effects are currently rare, though they could emerge depending on future development choices.

Project-specific mitigation, management and enhancement measures are generally sufficient for managing effects, although in some cases, future regional measures may be beneficial. Regional land-use planning and resource management frameworks (e.g., Bathurst Caribou Range Plan, Slave Geological Province studies, shipping frameworks, Nunavut Land Use Plan) offer ways to manage cumulative effects beyond project-specific commitments.

Overall, cumulative effects are currently limited due to the region's remoteness and sparse activity. More meaningful cumulative effects emerge only in future scenarios where the Project supports additional mine development, increased transportation, or new regional infrastructure. Even then, effects remain generally low to moderate and **not significant**. Positive cumulative effects (e.g., employment, non-traditional land use opportunities) may be realized for several socio-economic VCs.

Transboundary Assessment Conclusions

Under NIRB guidance, transboundary effects are defined as project related impacts occurring outside the Nunavut Settlement Area (NSA) or impacts within the NSA that originate from project activities occurring outside it. While project infrastructure is located entirely within the Kitikmeot Region of the NSA, the assessment identifies several VCs with potential for transboundary effects including: caribou, birds, other terrestrial wildlife, marine mammals, TLMRU, food security and sovereignty, community health and well-being, employment and economy, and infrastructure and services. The remaining VCs are predicted

not to experience transboundary effects as their project-related changes remain within locally defined assessment areas inside the NSA.

For biophysical VCs, potential transboundary effects arise mainly from sensory disturbance, movement alterations, and cumulative pressures on migratory species. Migratory caribou may experience cross-jurisdictional effects due to their extensive ranges and the influence of the Project combined with cumulative disturbances in both Nunavut and NT. However, residual effects on migratory birds, muskox, moose, grizzly bears, and wolverine are predicted to be low or negligible, with potential effects generally localized and limited by distance to the border and existing natural movement patterns. For marine mammals, transboundary effects may occur through underwater noise and vessel collision risk associated with marine shipping routes that extend into the Inuvialuit Settlement Region and beyond. These effects are expected to be brief, low in frequency, and not significant due to limited traffic volumes and mitigation measures.

Socioeconomic transboundary effects may occur through changes to harvested wildlife availability, cross border worker travel, community health dynamics, shifts in employment and income distribution, and increased demand on infrastructure such as the TCWR, health and emergency services in Yellowknife, and regional transportation networks. Although these effects may involve both adverse and positive outcomes, the Project includes mitigation measures and management plans aimed at reducing adverse influences and supporting adaptive management over the project life.

In summary, while transboundary effects are possible for select VCs through ecological connectivity, workforce mobility, and shared infrastructure, the majority of transboundary effects are predicted to be low in magnitude and manageable with planned mitigation, monitoring, and ongoing engagement with Kitikmiut, other Indigenous groups and other potentially affected communities.

Additional Assessments and Conclusions (Volume 10)

Accidents and Malfunctions

Accidents and malfunctions resulting from the construction, operations and maintenance of the Project are events that are not part of any planned activity or normal operation of the Project but have a reasonable probability of occurrence and have the potential to result in adverse environmental effects. During project-specific engagement activities, Kitikmiut, other Indigenous groups, other potentially affected communities and Canadians emphasized the collective concern about accidents and malfunctions that may occur during all phases of the Project (i.e. spills, marine accidents, etc.). It was understood that accidents and malfunctions may occur; however, the expectation is that WKR ensures that all possible measures are taken to prevent these incidents.

Given the mitigations and emergency response measures that will be in place during construction and operations and maintenance phases of the Project, the likely residual effects of the majority of the accidental events identified are determined to be **not significant**. The exception for this would be an incident that resulted in loss of life or significant injury, or an incident that resulted in a change in the way individual traditional land users use an area or resources, based on the effects or perceived effects to the value of the affected area or resource. If individual traditional land users select to no longer use an area due to the perceived effects of an incident then the effect to those users may be significant.

Effects of the Environment on the Project

Local conditions and natural hazards could potentially adversely affect or damage Project infrastructure, resulting in failures, malfunctions, or accidental events, which in turn could result in adverse effects to the environment. Kitikmiut, other Indigenous groups, and other potentially affected communities shared information, expressed concerns, and provided recommendations related to weather events and natural hazards.

The Project is being designed and engineered with consideration of environmental conditions, including climate and geological conditions. With the application of mitigation and management measures, environmental conditions are not expected to damage project infrastructure or result in a substantial change to project schedules. WKR will continue engaging with Kitikmiut, other Indigenous groups, and other potentially affected communities to integrate new information into planning and adaptive management.

Management Plans (Volume 11)

The Environmental Management System developed for the Project provides the overarching framework for managing potential adverse environmental and socio-economic effects over the life of the Project. Management plans include appropriate actions designed to reduce potential adverse effects of the Project on the ecosystemic (biophysical) and socio-economic (people and communities) environments and include specific requirements for monitoring. Management plans consider changes that may be required to accommodate the construction and use of the road, port, and other associated infrastructure.

Plans will be developed during the review process of the Impact Statement and will be refined as Project design advances and additional information become available. Mitigation measures identified in each VC assessment are organized into ecosystemic and socio-economic mitigation and monitoring plans. These measures may be implemented through Project design, VC-specific plans, or the Environmental Protection Plan. Where monitoring is proposed, indicators will be selected to evaluate mitigation effectiveness and/or identify unanticipated effects to inform adaptive management and feed back into adjusting mitigation measures or activating backup mitigation measures.

MD.1 Introduction

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. WKR’s largest shareholder is a wholly-owned subsidiary of the Kitikmeot Inuit Association. 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. The Project is a transformational nation-building transportation infrastructure project with significant benefits to Indigenous, Nunavummiut, and all Canadians.

The Impact Statement (IS) prepared for the Project follows the *Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp’s Grays Bay Road and Port Proposal* (NIRB File No. 24XN030; IS Guidelines), issued by the Nunavut Impact Review Board (NIRB) (NIRB 2026). Appendix A provides an overview of where to find information in the IS in concordance with the IS Guidelines. The purpose of this Main Document of the Impact Statement (Volume 1) is to provide a summary of all key components of the Project and related activities, an overview of anticipated changes resulting from the Project and any proposed mitigation measures to address residual effects, and outline conclusions on the total cumulative effects of the Project when considered in combination with other past, present, and reasonable foreseeable future and induced developments and activities. Additionally, Volume 1 will summarize the engagement conducted for the Project and key issues arising from those communications. The Project represents the culmination of over 20 years of study and planning and has evolved through several iterations. Throughout that time, input gathered through engagement and the results of ongoing studies, have been integral to the development of the Project as proposed in the IS.

The IS consists of the following volumes:

Volume 1: Main Document – provides an overview of the IS, including a summary of the project description, purpose and need, design considerations, project phases and activities, knowledge perspectives, assessment methodology, volume summaries of the Valued Components, other assessments, and management plans.

Volume 2: Introduction, Project Components and Activities – describes the proposed Project, including proponent information, project development history, regulatory regime, purpose and need, estimated schedule, components and activities, alternatives considered to the Project and within the Project, and economic and employment information related to the Project.

Volume 3: Knowledge Perspectives – describes how the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project has been collected, considered, and incorporated into the IS.

Volume 4: EA Methodology – presents the methodology used to complete the assessment of potential effects on the biophysical and socio-economic environments.

Volume 5: Atmospheric Environment – presents Inuit, Indigenous, and community knowledge, baseline conditions, anticipated project effects, cumulative effects, and proposed mitigation, management and enhancement measures for potential effects to the Valued Components of **Air Quality, Climate and Meteorology, and Noise and Vibration**. Additionally, the Climate and Meteorology volume includes a climate profile, discussion of greenhouse gas emissions, and the results of a Climate Change Risk Assessment completed for the Project.

Volume 6: Terrestrial Environment – presents Inuit, Indigenous, and community knowledge, baseline conditions, anticipated project effects, cumulative effects, and proposed mitigation, management, and enhancement measures for potential effects to the Valued Components of **Terrain, Soils, and Permafrost, Vegetation, Caribou, Birds, and Other Terrestrial Wildlife** (Muskox, Moose, Grizzly Bear, Wolverine).

Volume 7: Freshwater Environment – presents Inuit, Indigenous, and community knowledge, baseline conditions, anticipated project effects, cumulative effects, and proposed mitigation, management, and enhancement measures for potential effects to the Valued Components of **Water Resources** (i.e., surface water and groundwater) and **Freshwater Fish and Fish Habitat**.

Volume 8: Marine Environment – presents Inuit, Indigenous, and community knowledge, baseline conditions, anticipated project effects, cumulative effects, and proposed mitigation, management, and enhancement measures for potential effects to the Valued Components of **Marine Water and Sediment, Marine Fish and Fish Habitat, and Marine Mammals**.

Volume 9: Human Environment – presents Inuit, Indigenous, and community knowledge, baseline conditions, anticipated project effects, cumulative effects, and proposed mitigation, management, and enhancement measures for potential effects to the Valued Components of **Traditional Land, Marine, and Resource Use, Food Security and Food Sovereignty, Community Health and Well-being, Employment and Economy, Infrastructure and Services, Non-traditional Land, Marine, and Resource Use, and Heritage Resources**.

Volume 10: Additional Assessments and Conclusions – presents the **Holistic Assessment**, which considers the collective and cumulative impacts to natural and human systems as a result of the Project, and the capability of these systems to maintain structure and functions and support biological and ecological diversity as well as the culture, health and well-being of Nunavummiut; an overview of the **Cumulative Effects Assessment** which summarizes how cumulative effects were assessed for the Project, the regional context shaping those effects, and the key outcomes across all VCs; the **Transboundary Effects Assessment** that outlines how the Project may generate effects that cross territorial or provincial borders; an overview of **Accidents and Malfunctions** that have the potential to result in adverse environmental effects, and **Effects of the Environment on the Project**, such as local conditions and natural hazards, that could potentially adversely affect the Project.

Volume 11: Management Plans – presents the Environmental Management System (EMS) developed for the Project, which provides the overarching framework for managing potential adverse environmental and socio-economic effects over the life of the Project; and, the management plans which define appropriate actions designed to reduce potential adverse effects of the Project and specific requirements for monitoring.

MD.1.1 Proponent Information

The Project is a proposed deep-water port and all-season road development located within the Kitikmeot Region of Nunavut. WKR is the proponent and developer of the Project. WKR was 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.

Company Contact Information:

Head office:

West Kitikmeot Resources Corp.
P.O. Box 6, 30B Mitik Street
Cambridge Bay, NU XOB 0C0

Project office:

West Kitikmeot Resources Corp.
Suite 2110, 500 4 Ave SW
Calgary, AB T2P 2V6

WKR can also be contacted via email at: contact@westkit.ca

In addition to its role as proponent of the Project, WKR has engaged in mineral exploration in the Kitikmeot. Prior to November 2023, WKR operated under the name “West Kitikmeot Gold Corp.”

Previous WKR mineral exploration operations have included exploration at the Arcadia Bay gold project, located 20 kilometres (km) west of the deep water port at Grays Bay on the Coronation Gulf (Grays Bay Port), primarily on IOL parcel CO-31. WKR has landed a barge at Arcadia Bay and currently operates a fuel cache at the site. WKR has also conducted surface prospecting activities at the site. WKR operates Arcadia Bay pursuant to Nunavut Water Board (NWB) Water Licence 2BE-ABP1823 and Kitikmeot Inuit Association Land Use Licence KTL317C015.

WKR’s mission is to build an Inuit-owned and Inuit-led company developing the Kitikmeot for the benefit of Kitikmeot Inuit (hereafter referred to as Kitikmiut). To achieve this, WKR has assembled a world-class team with deep ties to the Kitikmeot, a proven track record of growing successful Northern companies, and experience managing some of the North’s largest public and private enterprises. The team brings extensive expertise in infrastructure development, mining, environmental management, Indigenous governance, and public policy, positioning WKR to successfully lead the Project in a way that aligns with Inuit values and regional priorities.

MD.1.2 Project Development History

The Project represents the culmination of many years of study and planning. Since the early 2000s, several iterations of the Project, or components of this Project, have been proposed by former proponents. These efforts have influenced the current design of the Project, incorporating considerations of the potential biological, ecological, physical, health, social, economic, and cultural impacts.

Between 2019 and 2023, the Kitikmeot Inuit Association led early planning and development of the Project before formally transferring proponent responsibilities to WKR through a series of formal agreements. Since assuming the proponent role, WKR has conducted large-scale field programs throughout 2024 and 2025 to collect environmental and socio-economic baseline, geotechnical, and geophysical data to advance the Project's design. Activities have included contract operations of fixed wing and rotary aircraft, charter operations of marine vessels and a variety of support craft, as well as geotechnical drilling operations.

MD.1.3 Regulatory Regime

WKR has prepared an Impact Statement to identify and assess potential environmental and socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for the Grays Bay Road and Port Project (NIRB File No. 24XN038; NIRB 2026). WKR has identified the applicable legislation and regulatory approvals required for the Project to advance across IOL, as well as regional, territorial, and federal lands. Table MD.1.1 lists required permits, licences and authorizations, along with the responsible agencies.

Table MD.1.1 Permits, Licences, and Authorizations Required for the Grays Bay Road and Port Project

Authorization	Agency	Activity
All Phases		
Project Certificate	Nunavut Impact Review Board	All
Water License(s)	Nunavut Water Board	Watercourse crossings, use of water, deposits of waste, storage of fuel and other hazardous material
Land Use Permit(s) – Class A	Crown-Indigenous Relations and Northern Affairs Canada	Use of heavy equipment; drilling; camp operation; fuel storage; earth moving; road construction; marine infrastructure
Access to Inuit Owned Land	Kitikmeot Inuit Association	Drilling; fuel storage; camp operation; road construction; quarrying; research
Land Use Lease	Kitikmeot Inuit Association	Long-term use of land for road and quarrying
Long-Term Lease	Crown-Indigenous Relations and Northern Affairs Canada	Operation of road and port
<i>Fisheries Act</i> Authorization(s) and Letters of Advice	Fisheries and Oceans Canada	Construction of the port; Construction of the all-season road (watercourse crossings, monitoring programs).
<i>Navigable Waters Act</i> Approval	Transport Canada	Construction of port construction of road crossings over watercourses
<i>To be determined</i>	Transport Canada	Operation of port

Authorization	Agency	Activity
<i>Canadian Environmental Protection Act Approval</i>	Environment and Climate Change Canada	Dredging and Disposal at Sea
Quarry Permit(s) and License(s)	Crown-Indigenous Relations and Northern Affairs Canada and Kitikmeot Inuit Association	Quarry development
Explosives Permit and License	Natural Resources Canada	Storage, transport and use of explosives
Archaeological Permit(s)	Government of Nunavut Department of Culture and Heritage	Documentation and excavation of archaeological sites or specimens
Scientific Research License	Nunavut Research Institute	Any field investigations associated with the Project
Environmental Emergency Plan Approval	Environment and Climate Change Canada	Bulk storage of fuel
Spill Contingency Plan Approval	Department of Environment	Bulk storage of fuel

MD.1.4 Land Tenure

The Project involves activities on both IOL and Crown land, requiring land use permits and leases from two distinct authorities: the Kitikmeot Inuit Association for IOL, and Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) for Crown land. Of the approximately 230 km all-season road, approximately 116 km are located within IOL. The remainder of the road and the port are on Crown land.

All necessary authorizations and permits will be finalized and secured upon completion of the final Project design.

MD.1.5 Project Overview and Location

The Project has two primary components:

- Development and operation of a deep water port at Grays Bay on the Coronation Gulf (Grays Bay Port)
- Construction and operation of a 230 km all-season controlled access road (Grays Bay Road), including the construction and operation of Jericho Station. The road will connect the port to the northern terminus of the Tibbitt to Contwoyto Winter Road (TCWR) at Jericho Station. It will also include the annual construction of a winter road linking the all-season road at Jericho Station to the approved TCWR alignment on Contwoyto Lake (*Tahikyoak*) at the lake's shoreline.

Table MD.1.2 provides the approximate location of the main Project components, collectively referred to as the Project Development Area (PDA), including the port (both landside and marine), aerodrome, road alignment, and Jericho Station (Figure MD.1.1). The nearest communities to the Project are Kugluktuk (west) and Cambridge Bay (northeast), both of which are potential sources of labour, goods, and services.

Table MD.1.2 Project Component Locations (Approximate)

Project Component	Universal Transverse Mercator (UTM) Coordinates (m)			Latitude	Longitude
	Zone	Easting	Northing		
Road PDA (northern roadway terminus)	12 W	508826	7518901	67° 47' 5.74" N	110° 47' 26.95" W
Jericho Station PDA (southern roadway terminus)	12 W	478589	7322534	66° 01' 6.36" N	111° 28' 28.27" W
Port PDA (Marine-based Infrastructure)	12 W	505413	7521242	67° 48' 21.62" N	110° 52' 17.69" W
Port PDA (Landside Infrastructure)	12 W	505916	7520765	67° 48' 6.2" N	110° 51' 34.87" W
Aerodrome PDA	12 W	508954	7520376	67° 47' 53.36" N	110° 47' 15.56" W
Winter Road PDA	12W	479545	7319810	65° 59' 54.36" N	111° 27' 02.33" W

m = metre; N = north; PDA = Project Development Area; W = west



Notes
 1. Coordinate System: WGS 1984 UTM Zone 12N
 2. Data Sources: Government of Nunavut, ESRI, Stantec Consulting Ltd.
 3. Service Layer Credits: Earthstar Geographics

- Grays Bay Road
- Grays Bay Winter Road
- Advanced Mineral Exploration Site
- Closed Mine Site
- Territorial Boundary
- Tibbitt to Contwoyto Winter Road
- Watercourse
- Inuit Owned Lands**
 - Subsurface
 - Surface Only
- Aerodrome
- Jericho Station
- Port (Landside Infrastructure)
- Port (Marine-based Infrastructure)

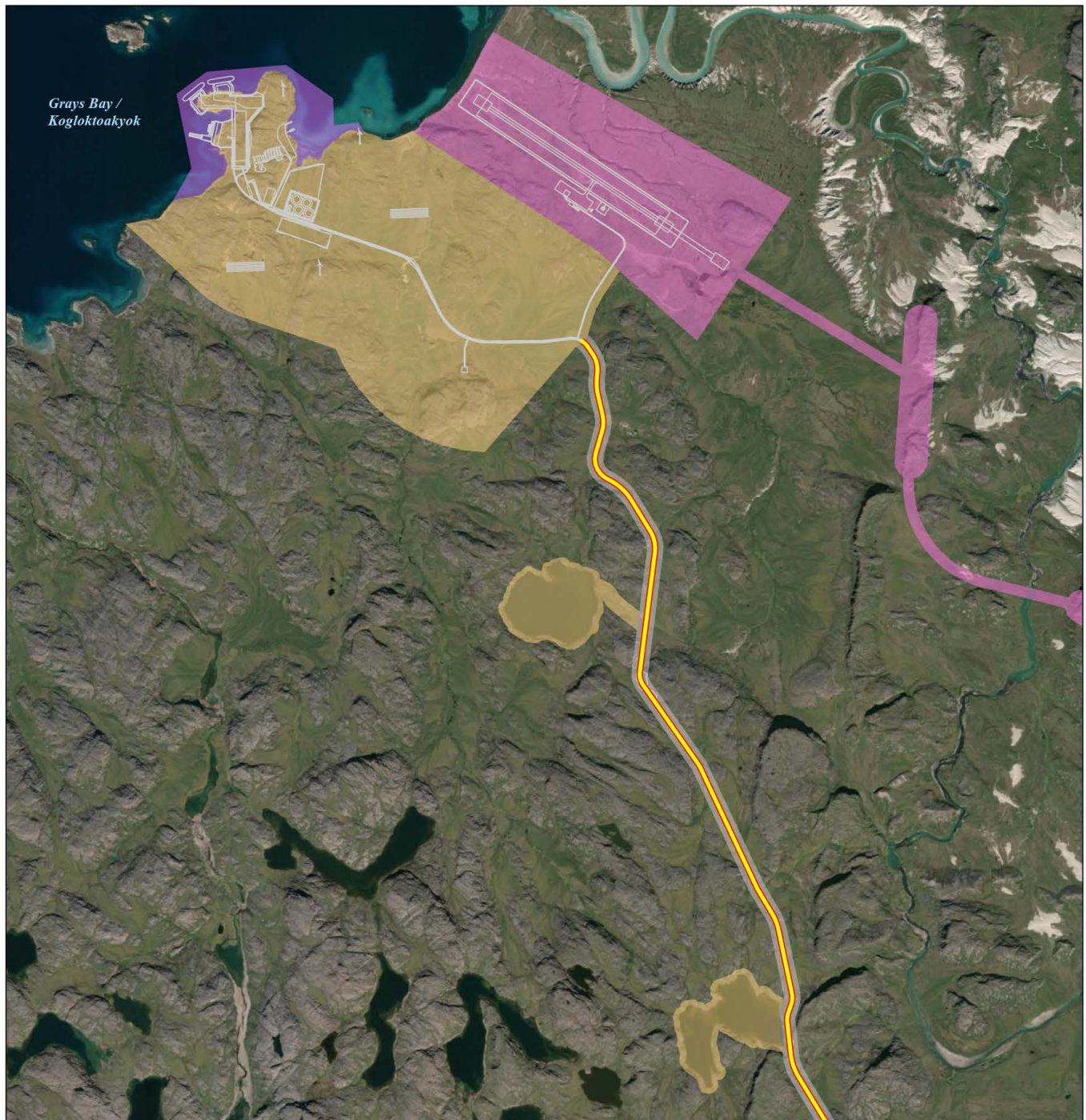
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Project Location
 West Kitikmeat Region
 Nunavut
Client/Project
 West Kitikmeat Resources Corp
 Grays Bay Road and Port
 Prepared by SL on 2025-11-19
 TR by DS on 2025-11-19
 123514868_165

Figure No.
MD.1.1 1 of 3
Title
Project Overview

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Notes
1. Coordinate System: WGS 1984 UTM Zone 12N
2. Data Sources: Government of Nunavut, ESRI, Stantec Consulting Ltd.
3. Service Layer Credits: Earthstar Geographics

- Port Infrastructure
- Grays Bay Road
- Project Development Area (PDA)**
 - Aerodrome
 - Port (Landside Infrastructure)
 - Port (Marine-based Infrastructure)
 - Road

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Project Location West Kitikmeet Region
Nunavut
Client/Project 123514868_165
West Kitikmeet Resources Corp
Grays Bay Road and Port

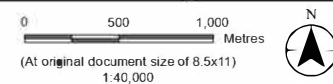
Figure No.
MD.1.1 2 of 3
Title

Project Overview

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- Grays Bay Road
- - - Grays Bay Winter Road
- - - Grays Bay Winter Road
- - - Optional Alignment
- Closed Mine Site
- - - Tibbitt to Contwoyto Winter Road
- Existing Airstrip
- Inuit Owned Lands
- Surface Only
- Jericho Station
- Road



Project Location
West Kitikmeot Region
Nunavut

Client/Project
West Kitikmeot Resources Corp
Grays Bay Road and Port

Prepared by SL on 2025-11-19
TR by DS on 2025-11-19

Figure No.
MD.1.1 3 of 3

Title
Project Overview

Notes

1. Coordinate System: WGS 1984 UTM Zone 12N
2. Data Sources: Government of Nunavut, ESRI, Stantec Consulting Ltd.
3. Service Layer Credits: Earthstar Geographics

MD.1.6 Project Purpose and Need

The Project's principal purpose is to create multi-user, multi-use infrastructure that will connect the Kitikmeot by land and sea, for the benefit of Inuit and Canadians. This vital infrastructure will meet the needs for economic development by unlocking the critical mineral wealth of the Kitikmeot, resilient community infrastructure and re-supply, and strengthened Inuit and Canadian sovereignty and security over the Northwest Passage. Key benefits of the Project are as follows:

- **Economic – Transformative Benefits**

Substantial economic benefits for the Kitikmeot by unlocking the critical mineral wealth of the Kitikmeot Region. By 2040, it is expected that the project will have enabled approximately \$750 million in additional annual gross domestic product (GDP) growth. This expansion represents roughly a 18% increase over Nunavut's 2024 GDP, which is a transformative impact on the territory's economic landscape. In addition, the project will support significant employment growth, creating an estimated 890 construction jobs and 5,750 jobs during operations, providing long-term opportunities for local workers and businesses.

- **Community and Social – Supply Chain Resilience**

Meaningful improvements for communities across the Kitikmeot Region. A new transportation route to the western Arctic will strengthen supply chain resiliency and improving year-round access to essential goods. The development also enhances safety for both marine and land travel, supporting more reliable and secure movement throughout the Northwest Passage. These improvements will benefit residents, local industries, and essential service providers within the region.

- **Sovereignty and Security – Strategic Presence**

Establish the first deep-water port in the western Arctic, enabling critical year-round strategic presence in the region. The facility will be capable of berthing and resupplying a range of Canadian vessels, including Coast Guard ships, Royal Canadian Navy Arctic Offshore Patrol Ships, Canadian Patrol Submarines, and Polar Icebreakers. This added capability strengthens Canada's ability to operate, protect, and assert its interests in the increasingly active Northwest Passage.

These key benefits represent a transformative Inuit-led and Inuit-owned infrastructure initiative that is positioned to deliver long-term economic growth, improved safety and supply chain reliability for communities, and a strengthened strategic presence in the western Arctic—advancing lasting benefits for Inuit, Nunavut, and Canada.

MD.2 Project Components and Activities

MD.2.1 Project Design Considerations

Project design has been informed by Inuit, Indigenous, and Community Knowledge, technical studies, regulatory guidance, and feedback received through engagement with Kitikmiut, other Indigenous groups, other potentially affected communities, stakeholders, and regulators, including shaping design controls and mitigation measures. The siting of facilities will be determined during final design, as informed by Inuit, Indigenous, and Community Knowledge, the environmental assessment process, site geotechnical, oceanographic, hydrology, meteorological, environmental and regulatory conditions, and further engagement with interested parties.

In addition to meeting design standards, the Project has been designed with consideration of its potential effects on current ecosystemic, socio-economic, and well-being conditions, as characterized through baseline studies presented in subsequent volumes of this IS. Additionally, an overarching Environmental Management System (EMS) has been developed to provide a framework for managing environmental effects through all phases of the Project.

Design controls and mitigation measures have been developed regarding the biophysical environment, including focused measures for caribou, and socio-economic environment. These range from adjustments to the Project footprint, embankment slope, and access controls to the development and implementation of management and response plans. Further details of these design controls and mitigation measures are found in Volume 2, Section 2 and VC sections.

Climate change is a major environmental challenge that introduces added complexity and uncertainty to predicting future conditions and ensuring the reliability of project design, infrastructure, and mitigation strategies. A key objective of the Project's design is to develop permanent infrastructure that both minimizes potential negative effects on the environment and remains resilient to the impacts of climate change. To achieve this, climate related risks have been integrated into the Project's design, planning, and management.

MD.2.1.1 Precautionary Principle

The NIRB defines the precautionary principle as found in Principle 15 of the Rio Declaration on Environment and Development (U.N. 1972): *"Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation."* Further, based on guidance from the International Union for Conservation of Nature (Cooney 2004), the precautionary principle promotes pre-emptive action to reduce the risk of serious or irreversible harm to the environment resulting from situations where delaying action based on a lack of adequate evidence that harm will occur.

The methodology for this environmental assessment takes into consideration guidance from the NIRB, input from Inuit, other Indigenous groups, and other potentially affected communities, and application of the precautionary principle. Each Valued Component (VC) section presents the influence of engagement and Inuit, Indigenous, and Community Knowledge on the VC and assessment, baseline information, the predicted potential effects, including assumptions made where uncertainty exists, proposed mitigation measures, residual Project effects, cumulative effects, and planned follow-up and monitoring activities. WKR is committed to ongoing monitoring and evaluation of the predicted effects and the efficacy of the mitigation and management plans developed for the Project and presented within this IS. The EMS developed for the Project includes precautionary avoidance and/or mitigation measures and describes how WKR will continually improve environmental performance through systematic reviews of policies, practices, and systems related to environmental protection.

MD.2.2 Project Phases

The schedule for this assessment is conceptual and follows a phased approach, consisting of:

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

The timing and duration of both phases are contingent on regulatory approvals and may be influenced by seasonal constraints, including the short open-water season and limitations associated with winter road access. Mobilization of equipment and materials is generally expected to occur over a three-month period in summer for the Grays Bay Port, and over a three-month period in winter for Jericho Station.

Construction is anticipated to proceed year-round, with work advancing simultaneously from both the northern (Grays Bay Port) and southern (Jericho Station) ends of the Project. The Project components are considered permanent infrastructure, therefore, there are no plans for closure and reclamation of these components. Areas required for construction only will be reclaimed according to permit conditions and as described in the Progressive Reclamation Plan developed for the Project.

MD.2.3 Future Development

As previously defined, the Project's principal purpose is to create multi-user, multi-use infrastructure that will connect the Kitikmeot by land and sea, with a key benefit being increased access to generate long-term economic benefits for Inuit and Nunavut. As such, the conceptual layout includes several considerations for a future-ready Project to serve growing third-party user needs. These components are summarized as follows:

- The Project includes an approximately 1,800-metre (m) gravel airstrip with taxiway at the Grays Bay Port. The location of the airstrip has been sited to allow for expansion to an approximately 2,400 m airstrip, if required. This expansion would also require modifications to local topography to meet regulatory requirements for approach and take-off distances/heights.

- The bulk fuel storage area at the Grays Bay Port will include a gravel pad and secondary containment area to allow for capacity of 160 million litres (L) at full build out; however, fuel needs identified for the Project and for anticipated user group needs are 10 million L of fuel at this time. The installation of two, 5-million L Low Sulphur Diesel Light tanks will be completed as part of the Project. Increased fuel storage would require additional tanks to be installed in the future. There is also fuel storage planned for Jericho Station, with an initial capacity of approximately 250,000 L, and potential future expansion for storage of up to 20 million L if required for third-party needs.
- A concentrate storage area (190,000 square metres (m²)) is allocated within the site layout of the port landside infrastructure. The area will be a prepared gravel pad to accommodate future construction of third-party facilities (e.g., conveyor and concentrate loading systems, storage buildings).
- Future development of a permanent all-season road from the southern terminus of the Grays Bay Road at Jericho Station to the Nunavut (NU)/Northwest Territories (NT) border has been considered. This extension would be pursued as a separate project or as a future expansion of the Project. The route of this potential extension will depend on the development of an all-season road from the NT public highway system to the NU/NT border.
- The Grays Bay Road has the potential to accommodate a future utility corridor. The road alignment has been planned to consider future installation of power, communication, or other utilities adjacent to the road. While construction of these utilities is not part of this Project, an undeveloped transportation and utilities corridor has been evaluated through baseline conditions to support potential future development.

MD.2.4 Alternatives

There are limited alternatives to realize the potential benefits that the Project can deliver. Concepts for the Project have been evolving for over 20 years; as such, a considerable number of studies regarding alternative means of carrying out various components of the Project have been conducted. Project design and evaluation of the alternatives have been informed by Inuit, Indigenous, and Community Knowledge, technical studies, regulatory guidance, and feedback received through engagement with Kitikmiut, other Indigenous groups, other potentially affected communities, stakeholders, and regulators, including shaping design controls and mitigation measures.

Two alternative options for siting (Port East of Kugluktuk [Maligut] and Road to Izok Lake; Bathurst Inlet Road and Port) were ruled out during evaluation in consideration of Inuit knowledge, potential effects, and given that they do not provide key benefits of connectivity for future mining projects and security and sovereignty presence within the Northwest Passage. In 2016, an alternate road alignment was evaluated to avoid overlap of the published mapping of calving grounds from the Government of Nunavut, which have subsequently been used in the Nunavut Planning Commission's Draft Nunavut Land Use Plan. This alignment was not carried forward because the additional 50% in road length would result in greater overall habitat loss. A longer corridor through more challenging terrain would require substantially more land disturbance and construction materials, expanding the project footprint and increasing direct habitat loss. The larger disturbed area would also cause increased indirect habitat loss due to increased noise, dust, traffic, and human activity.

These impacts did not align with the design approach informed by Inuit Knowledge, which seeks to minimize land disturbance and protect key wildlife areas. The route also avoided important areas of Inuit Owned Land, contradicting a design objective to support Inuit access to and use of these lands.

In addition to the environmental concerns noted, the more rugged topography associated with this alternative would lead to higher construction and long-term maintenance costs, as well as increased safety risks for road users.

In 2017, the Grays Bay location was identified as the preferred alternative by the Government of Nunavut and the Kitikmeot Inuit Association based on connectivity and a centrally located port location for marine transportation and safety. Further evaluation of the preferred option included consideration of individual components, such as:

- Alternative port locations nearby
- Alternative marine wharf structure type
- Alternative road type

Design-related alternatives within the current configuration of the Project will continue to be evaluated during the design process to confirm the feasibility of the preferred option and to reduce or avoid potential environmental effects. Engagement will continue throughout all phases of the Project, with input being considered in decision-making and planning for the life of the Project.

MD.2.5 Economic and Employment Information

WKR's procurement and training strategies are designed to prioritize local and Inuit participation in Project employment and business opportunities, further reinforcing strong social ties. These strategies aim to strengthen family incomes, reduce outmigration, and support knowledge and skill transfer, factors that contribute to community cohesion.

Construction of the Project will take about five years and rely on a fly-in fly-out (FIFO) workforce living in remote camps. The FIFO rotational schedule will allow construction and operations workers to alternate between living in camps and their home communities, facilitating regional employment on the Project. Specialized work during construction is likely to require personnel from outside the region (e.g., specialized port construction contractors/workers), also on a FIFO rotational schedule. To support the training and employment of Inuit and create opportunities for Inuit and Northern businesses, WKR will develop and implement a training strategy to identify specific skill requirements for employment on the Project and to work with local and regional training and educational facilities to increase opportunities for local Inuit employment, and to implement on-the-job training and apprenticeship programs. WKR will also implement workplace policies that support inclusive hiring, retention, and advancement of Inuit employees.

During construction, 200 to 500 people are expected to be employed annually, with jobs expected to be approximately 10% management, 50% skilled, and 40% unskilled workforce. WKR expects the Construction phase to be largely staffed by contractors, due to the shorter-term nature of the work.

Mobilization to and from the Project will be via regular chartered flights from designated pick-up points. Travel to the designated pick-up points may be via commercial air carriers. During construction, workforce accommodation includes mobile and stationary camps that move as construction progresses. Each stationary camp can accommodate up to 80 people and each mobile camp about 40 people. Mobile and stationary camps will provide basic healthcare, emergency, and recreation facilities and services.

The operational workforce will be smaller and include approximately 42 personnel based at the port for both port and road operations, and 12 personnel based at Jericho Station; comprised of approximately 5% management, 50% skilled, and 45% unskilled workforce. Most operations and maintenance workers are anticipated to be residents of Kitikmeot communities. Permanent accommodations for the operational workforce will be equipped with offices, kitchen, basic healthcare, emergency services, and recreational facilities, and will be serviced with electrical power, potable water, and wastewater treatment facilities.

Closure and reclamation activities will require only a small workforce, carried out concurrently with final construction and commissioning by the construction workforce.

MD.2.6 Detailed Scope of the Project

MD.2.6.1 Project Components

The components and activities forming part of the Project reflect its principal purpose – to create multi-user, multi-use infrastructure that will connect the Kitikmeot Region by land and sea, for the benefit of Kitikmeot Inuit and Canadians. The Project's definition is guided by the following principles:

- Health and safety requirements
- User needs (including needs of communities, security, and mining users)
- Incorporation of Inuit, Indigenous, and Community Knowledge
- Engineering and environmental requirements and considerations
- Climate change resilience
- Public participation and engagement

The PDA delineated for the Project encompasses the physical footprint of all project components and activities, including both permanent and temporary disturbances, as well as space to accommodate potential design changes based on ongoing studies and investigations. The PDA has been divided into five sub-areas based on project components and activities:

- **Port PDA (Marine-based Infrastructure)** – Construction of new marine based infrastructure, including two large vessel wharves, tug/medium vessel wharf, barge landing area, marine navigational aids, and a small craft harbour including boat launch ramp
- **Port PDA (Landside Infrastructure)** – Construction of new landside infrastructure, including permanent accommodations, and other buildings; all-season gravel access roadways; public use area; bulk fuel storage facility, fuel pipelines, and refueling facilities; water intakes, desalination, and treatment plants; utilities, waste management facilities, laydown, and storage areas (temporary and permanent), renewable power generation, and diesel generators

- **Aerodrome PDA** – Construction of a new facility, including an approximately 1,800 m airstrip and taxiway, apron, all-season access road, vehicle parking, and associated infrastructure, east of the Grays Bay Port.
- **Road PDA** – Construction of new infrastructure, including an all-season, controlled access road connecting the Grays Bay Port to Jericho Station and a winter road that connects Jericho Station to the northern terminus of the TCWR at the shoreline of Contwoyto Lake. Access to the Grays Bay Road will be gated and on Inuit Owned Land. The Road PDA includes area for construction and final siting of multiple watercourse crossings (bridges and culverts), quarries, mobile construction camps, and staging and storage areas.
- **Jericho Station PDA** – Construction of new facility components and upgrading of existing infrastructure at Jericho Station (within the area of the existing mine site) including tan airstrip and taxiway, access road and parking, staging and storage areas, permanent accommodations and associated infrastructure, and refueling facilities.

The conceptual design of these components will continue to be progressed, with refinements based on ongoing engagement with community members, organizations, third-party users, and government, as well as the results of baseline studies. Additional details of the Project components are provided in Table MD.2.1.

Table MD.2.1 Project Components

Project Component	Description
Grays Bay Port	
Marine-based Infrastructure	
Large Vessel Wharves	Wharf structures providing two deep water berths each able to accommodate moorage for a Post-Panamax, approximately 100,000 DWT Ore-Bulk-Oil ice class 1A vessel. This design will accommodate vessels with an approximate loaded draught of m, and a length of approximately 240 m. As feasible, each berth will be designed to accommodate other cargo vessels (e.g., sealift), Coast Guard vessels, naval vessels, and tankers that currently operate in the Arctic. A future third-party ship loader is planned for one of the berths.
Barge Landing Area	Shallower barge area including up to two barge berths, envisioned to consist of a side-loading berth structure and/or a front-loading barge ramp structure. This infrastructure, located separately from other marine infrastructure, will facilitate roll-on-roll-off loading and unloading of ocean-going and community barges. The design barges include a larger heavy lift/container barge (Class ABS A1) of approximately 13,200 DWT and 123 m length, as well as a smaller lightering barge (Non-Ice Class) of approximately 1,500 DWT and 60 m length.
Medium Vessel Wharf	Wharf structure providing moorage for up to three tug vessels (or vessels of similar size). Tugs and other support vessels will be deployed as required to facilitate safe arrival and departure of vessels calling at the Grays Bay Port. As feasible, this wharf will also be designed to accommodate other medium-size vessels, such as smaller Coast Guard and naval vessels.
Fuel Manifolds	Shore connection to vessels at the Large Vessel Wharves, Medium Vessel Wharf, and/or Barge Landing Area via flexible floating fuel lines or direct connection. Fuel manifolds will facilitate offloading of bulk fuel from import vessels to landside fuel storage, potential refueling of smaller vessels, and loading of bulk fuel from landside fuel storage to export vessels (e.g., community resupply barges).

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Project Components and Activities
April 2026

Project Component	Description
Marine Navigational Aids	Controlled marine access to the port will be facilitated by communications and navigation systems, as well as marine aids to navigation located on the port headland, surrounding shoreline, and offshore islands, as required. The specific location, method, and type of navigational infrastructure and aids will meet Transport Canada and Canadian Coast Guard requirements for marine safety and navigation.
Shipping Lane and Intended Approach to the Port	The intended marine vessel approach to the port runs approximately 40 nautical miles southward of the existing, well-defined shipping lane within the Northwest Passage. Vessel movements along this approach would occur during both the Construction and Operations and Maintenance phases of the Project.
Small Craft Harbour	Seasonal moorage for approximately 24 vessels up to approximately 7 m length, separated from the other marine-based infrastructure for public safety. Floating docks, boat launch ramp, offshore anchor buoys, and/or beach landing area are envisioned to be available during the open-water season.
Landside Infrastructure	
Buildings	Permanent facilities will include accommodations for approximately 80 people (including associated areas for food service, recreation, etc.), administration spaces (e.g., offices, meeting space, port operations / communication centre, emergency response centre), maintenance building and supply storage, and associated services and utility connections. Additional short-term accommodations for up to approximately 150 visitors will also be developed. These facilities are anticipated to be prefabricated or pre-engineered buildings.
Bulk Fuel Storage	A permanent fuel storage and refueling facility will include secondary containment berms, piping and pipelines, fuel storage tanks, and an industrial building to house dispensing equipment, constructed with materials suitable for -45°C operations. The secondary containment berms will be constructed to allow winds to clear fuel vapour buildups, and will be sized per applicable regulatory requirements. The foundation and secondary containment berms will be constructed of quarried material with appropriate membrane material integrated into the containment berm. The fuel storage tanks will be installed in a phased approach to meet demand, with an initial capacity of approximately 10 million L. Space for additional bulk fuel tanks to provide up to approximately 160 million L of total capacity will be available for future third party users. Where possible, required fuel piping and pipelines will be above ground rather than buried, as is standard practice for arctic environments.
Fuel Pipelines and Dispensing	The dispensing facilities will include separate dispensing piping and equipment based on fuel and vehicle/equipment type and will be constructed with materials suitable for -45°C operations. The dispensing facilities will be able to accommodate refueling of diesel trucks and equipment (e.g., tanker trucks), dispensing jet fuel into an aviation bowser truck, and refueling of gasoline vehicles.
Laydown areas	Permanent laydown areas will be developed for use during both the Construction and Operations and Maintenance phases of the Project. Laydown areas will accommodate loading, unloading, and storage of containerized or breakbulk cargo from marine vessels, interfacing with on-shore mobile and/or shipboard cranes for loading and unloading activities. The anticipated footprint of the laydown area adjacent to the Large Vessel Wharves is approximately 35,000 square metres (m²), with approximately 20,000 m² of additional laydown area at the Barge Landing Area. Additional laydown areas within the landside Port PDA and Aerodrome PDA, either adjacent to marine-based infrastructure or upland, may be established based on third party user needs to accommodate loading and unloading of aircraft or vehicle-based shipments. Laydown areas and workspaces not required for the Operations and Maintenance phase of the Project (i.e., only used during construction) will be closed and reclaimed through a process of erosion stabilization, revegetation, restoration of natural drainage patterns, and prevention of future vehicular access, as required.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Project Components and Activities
April 2026

Project Component	Description
Public Use area	Adjacent to the Small Craft Harbour, an area for public use will be developed. This will consist of vehicle access and parking to facilitate short-term community use. As interest and usage increases, this area may also include development of a seasonal, public accommodation building and auxiliary facilities.
Access Roads and Parking	Gravel roads will be constructed to accommodate safe movement of traffic and equipment within the port area. Road design will include consideration of dark winter conditions and slow-moving traffic, as well as safe management between public and commercial vehicles. Local roads will be designed and built to accommodate large vehicles and equipment (e.g., transport trucks). Adequate parking for port operations staff and users will be provided throughout the port site.
Seawater Inlet / Outlet and Desalination Plant	If desalination is conducted, a prefabricated desalination plant will be installed on a prepared foundation at the port. The seawater intake would likely be on the east side of the Grays Bay peninsula near the Small Craft Harbour, and outlet likely on the west side of the peninsula near the Barge Landing area.
Fire Suppression Water System	A fire suppression water system will be available to supply water at a minimum rate of 1,000 L/min for one hour. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Freshwater Intake	At one or both of the potential freshwater lake sources along the northern portion of the Grays Bay Road, an intake and prefabricated pumphouse will be constructed on a prepared foundation. The treatment will either be integrated within the pumphouse or at a standalone water treatment plant at the port. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Freshwater Treatment Plant	Water services will be provided for both human consumption and operations and maintenance of the Project. Potable water is required with an estimated consumption rate of around 500 L per person per day. Potable water will meet <i>The Guidelines for Canadian Drinking Water Quality Nunavut Health Act</i> and have approval of the Chief Public Health Officer. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Wastewater Treatment System	Wastewater treatment system to treat domestic sewage production that accounts for the maximum number of personnel accommodated for the Project, which may also include security vessel domestic wastewater. Treatment processes will be determined through the design phase. An option for a mechanical plant could be a self-contained prefabricated sewage treatment facility, with primary aeration chamber, clarifier section, blower assemblies, effluent chlorination system, all ancillary piping, control panel and wiring. The facility control systems will allow for remote monitoring from off-site locations and an alarm system. The effluent discharge point will be confirmed during the design phase. An alternative option is a lagoon and wetland treatment system located near the port area. Treatment and disposal processes for the selected option will be designed to meet all applicable environmental guidelines.
Waste Storage, Incineration, and Transfer Facilities	Solid waste storage (i.e., non-hazardous landfill), incineration, and transfer (i.e., hazardous waste) facilities. These areas will have sufficient space for safe handling of the volume and type of material anticipated, including contingencies for additional storage space where transfer, treatment, or disposal may be interrupted or delayed.
Alternative Energy System	An alternative energy system with capacity around 1 MW may be installed at the port area to offset diesel consumption and reliance on diesel generated power. This may include a combination of wind turbine, solar PV, and/or battery storage. Phasing, number, size, and location of wind turbine(s) and/or solar array(s) will be determined later in the design process.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Project Components and Activities
 April 2026

Project Component	Description
Diesel Power Plant	A diesel power plant will include four generator units with a capacity of approximately 6 MW. Demand is not anticipated to regularly exceed 4 MW. Two of the units will operate regularly to meet routine demand, and two will be on standby for occasional peaks and emergency use. The power plant will be constructed in a location to reduce the length of transmission and fuel lines. Location of the power plant and associated infrastructure will be confirmed during detailed design of the Project. The power plant will be constructed with a focus on modular and skid-mounted installation on a prepared foundation.
Future Concentrate Storage Area	An undeveloped area considered in the site layout for future mineral concentrate storage pad(s) or building(s), and future mineral concentrate handling infrastructure, to be developed by third parties.
Quarries and Borrow Sources	Temporary and permanent quarries and borrow sources will be located along the road alignment, including within the Port PDA, Aerodrome PDA, and Jericho Station PDA, as source material for the roads. Quarries are anticipated to be located approximately every 7 km along the alignment, with every third quarry becoming a permanent source of road material. A permanent quarry within the Port PDA will be maintained through Operations and Maintenance phase of the Project.
Aerodrome	
Project Component	Description
Airstrip with Taxiway	A 6,000 ft (1,829 m) gravel airstrip will be built to the east of the Grays Bay Port. The airstrip will be lighted and approximately 45 m wide. Siting of the airstrip has considered the anticipated future extension up to 8,000 feet (2,438 m) to accommodate larger aircraft.
Air Navigational Aids	Non-precision instrument approaches to the airstrip will make use of satellite-based navigation systems. The use of satellite-based systems such as GNSS instead of ground-based aids will be employed to reduce operational costs and take advantage of increased capabilities associated with satellite-based systems.
Apron	Adjacent to the airstrip, lighted, gravel-surface taxiways and apron will include parking areas for up to three fixed wing aircraft and two helicopters.
Air Terminal Building	An Air Terminal Building will be constructed at the aerodrome to accommodate a flight planning and communications office, weather shelter, toilet facilities, field electrical centre, and maintenance vehicle parking and service space.
Access Road	An access road will be built from the port to the Aerodrome. Road design will include consideration of dark winter conditions and slow-moving traffic, as well as safe management between public and commercial vehicles. Local roads will be designed and built to accommodate large vehicles and equipment (e.g., fuel trucks).
Quarries and Borrow Sources	Temporary and permanent quarries and borrow sources will be located along the road alignment, including within the Port PDA, Aerodrome PDA, and Jericho Station PDA, as source material for the roads. Quarries are anticipated to be located approximately every 7 km along the alignment, with every third quarry becoming a permanent source of road material.
Grays Bay Road	
Project Component	Description
All Season Road	An all-season controlled access gravel road. The road top width will be approximately 10 m wide, which will accommodate bi-directional traffic. The road top width may be wider in certain areas to enable safe stopping, parking, and turning movements. The embankment (granular surfacing material and supporting embankment) will consist mainly of rock and granular surfacing materials obtained from temporary quarries. Rock / soil cuts will be required along certain portions of the road alignment and where geotechnical conditions allow, cut material will be reused for construction.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Project Components and Activities
April 2026

Project Component	Description
	Vehicles authorized to use the road are expected to include semi-truck trailers, DPRTs and light vehicles. Traffic volume is expected to vary depending on third party use. Traffic speed will generally be 60 km/h, which may be increased up to 80 km/h, or decreased in certain areas, depending on wildlife considerations, terrain conditions, and geometric constraints. The road will be gated at both ends on IOL, with approved vehicle access managed by staff. Movement along the road will be managed through the use of a Road Management Plan.
Winter Road	A winter road will be built annually from Jericho Station to the northern terminus of the TCWR on Contwoyto Lake (see Figure MD.1.1), as far south as the diversion to Lupin. Two optional routes over the land portion from Contwoyto Lake to Jericho Station have been included as potential connection options depending on winter conditions and constructability constraints.
Quarries and Borrow Sources	Temporary and permanent quarries and borrow sources will be located along the road alignment, including within the Port PDA, Aerodrome PDA, and Jericho Station PDA, as source material for the roads. Quarries are anticipated to be located approximately every 7 km along the alignment, with every third quarry becoming a permanent source of road material.
Transportation and Utilities Corridor	The Transportation and Utilities Corridor is approximately 150 m wide and is centered on the road's alignment. The Transportation and Utilities Corridor is in consideration of potential additional utilities, such as power and communications, and additional road width in the future.
Jericho Station	
Project Component	Description
Buildings	Permanent facilities will include accommodations with approximately 40 single-occupancy rooms (including associated areas for kitchen/dining, recreation, etc.); Operations and Maintenance building (i.e., offices, meeting space, vehicle wash/maintenance bay); supply storage (heated, refrigerated, and bulk covered storage); and temporary refuge area. These facilities are anticipated to be prefabricated or pre-engineered buildings.
Airstrip and Apron	The existing gravel airstrip and apron at Jericho Station are anticipated to be retained in operable condition throughout Construction and Operations and Maintenance phases.
Fuel Storage and Refueling Facilities	Fuel storage and dispensing facilities at Jericho Station are anticipated to be minimal as the primary storage location will be the Port. Facilities at Jericho Station are anticipated to store up to 180,000 L of diesel, 50,000 L of jet fuel, and 100 barrels of gasoline. Resupply will be delivered to Jericho Station by tanker truck either from the port or via winter road from Yellowknife.
Laydown Areas	Permanent laydown areas will be developed for use during both the Construction and Operations and Maintenance phases of the Project. Laydown areas will accommodate loading, unloading, and storage of containerized or breakbulk cargo from aircraft or semi-truck transportation on the TCWR. The number, location, and size of laydown areas will be confirmed as Project design progresses and as third-party users needs are confirmed.
Access Roadways and Parking	Gravel roadways will be constructed to accommodate safe movement of traffic and equipment within Jericho Station. Existing roadways will be used where possible. Road design will include consideration of dark winter conditions and slow-moving traffic, as well as safe management between public and commercial vehicles. Local roads will be designed and built to accommodate large vehicles and equipment (e.g., transport trucks). Adequate parking for Jericho Station staff and road users will be provided.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Project Components and Activities
April 2026

Project Component	Description
Fire Suppression Water System	A fire suppression water system will be available to supply water at a minimum rate of 1,000 L/min for one hour. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Freshwater Water Intake and Treatment System	An optional freshwater intake on Contwoyto Lake may be developed and would include a prefabricated pumphouse on a prepared foundation. The treatment will be integrated within the pumphouse. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Potable Water Transportation and Storage	Water services will be provided for both human consumption and operations and maintenance of the Project. Potable water is required with an estimated consumption rate of 500 L per person per day. Potable water will meet The Guidelines for Canadian Drinking Water Quality in the <i>Nunavut Health Act</i> and have approval of the Chief Public Health Officer. Alternative to a freshwater intake, during periods of lower demand (i.e., fewer people during the summer season), potable water may be trucked from the port weekly (or as required) to Jericho Station. Based on anticipated demand, one to two trips per week are likely to be required. The water will be stored in tanks within either the maintenance building or individual serviced buildings. Water system infrastructure will include aboveground, insulated, self-draining piping with freeze protection, as well as thaw recovery systems for tanks, intakes, hydrants, truckfill arms, and drain lines.
Waste and Wastewater Storage	Waste and wastewater storage at Jericho Station will include a transfer facility with sufficient space and infrastructure for the safe handling and storage of wastewater and solid wastes, including organic waste, petroleum-based products, and hazardous materials such as chemicals and solvents. Waste and wastewater will be trucked from Jericho Station to the Port weekly (or as required) for treatment and disposal. To reduce the risk of animal attraction at camps, all food and food contaminated waste will be stored in sealed containers separated from other wastes. The storage and transfer facility at Jericho Station will be a secure fenced area not adjacent to occupied buildings.
Diesel Power Plant	A diesel power plant will include two generator units with a capacity of approximately 3 MW. Demand is not anticipated to regularly exceed 1 MW. One of the units will operate regularly to meet routine demand, and one will be on standby for occasional peaks and emergency use. The power plant will be constructed in a location to reduce the length of transmission and fuel lines. Location of the power plant and associated infrastructure will be confirmed during detailed design of the Project. The power plant will be constructed with a focus on modular and skid-mounted installation on a prepared foundation.

°C = degrees Celsius; DPRT = dual-powered road train; DWT = deadweight tonnes; GNSS = Global Navigation Satellite System; IOL = Inuit Owned Lands; L = litre; L/min = litres per minute; m = metre; m² = square metre; MW = megawatt; PDA = Project Development Area; TCWR = Tibbitt to Contwoyto Winter Road

MD.2.6.2 Project Activities

Prior to the Construction phase, an initial mobilization period will take place over six months (anticipated 2029), which will include establishing a temporary fuel storage and dispensing area, camp accommodations, and material and equipment staging. Initial access to the Project will include air, overland, and sea, and is described in more detail below.

Major construction is anticipated to begin in 2029 and take approximately five years (final demobilization of equipment and construction workforce in 2034). Construction of the road will generally be advanced concurrently from the port at the north end, and from Jericho Station at the south end of the Project. Construction of land-based components is expected to take place year-round except for temporary shutdowns which may be required for safety or wildlife protection. Near-shore and marine-based infrastructure will most likely be constructed primarily during the open-water season. Areas required for construction only (e.g., temporary laydown areas, temporary quarries) will be reclaimed according to permit conditions and as described in the Progressive Reclamation Plan developed for the Project.

The project components constructed by WKR are multi-user, multi-use facilities that will be of private/contracted user benefit in perpetuity; therefore, there are no plans for closure and reclamation of these components. The facilities are anticipated to operate permanently, with a design life of 75 years for major components. The use of the facilities will be by third parties; however, operations and maintenance of the facilities will be managed by WKR.

MD.2.6.2.1 Site Access

Initial access to the Grays Bay Port area will be primarily by sea, using established shipping routes through the Northwest Passage from ports on the St. Lawrence River near Montreal, with alternatives from northern ports like Hay River, Inuvik, and Tuktoyaktuk or western Canada ports if needed.

A temporary airstrip will be constructed early in the Project to provide critical air access for personnel and consumables. This will serve the port, aerodrome, and the northern portion of the road corridor until permanent facilities are operational and is anticipated to be later incorporated as part of the road footprint. At Jericho Station, there is an existing airstrip that is anticipated to be operational for the Project. Air transport will remain an important means of personnel transport and material resupply during Construction and Operations and Maintenance phases.

From the south, construction equipment and supplies will travel via the TCWR. Annually starting the first year of construction, a 3 km winter road (typically 10 m wide over land) will be constructed annually starting in December/January and maintained through early spring to connect the TCWR and Jericho Station. The winter road will be used for initial construction equipment mobilization and resupply for construction equipment, materials, and fuel annually until construction is completed. This connection to the TCWR is anticipated to be required seasonally through the Operations and Maintenance phase, unless a permanent all-season alternative is built. Annual construction of the TCWR from the Contwoyto Lake shoreline to the NU/NT border is not considered part of the project scope, as the activity has been previously screened for these works and activities.

MD.2.6.2.2 Site Preparation and Earthworks

Clearing of vegetation will be limited to areas where direct disturbance is necessary for construction activities and components. Based on the topography of the Grays Bay Port, the area will require granular fill and embankments, while other areas of exposed bedrock will be blasted and leveled. The depth of the granular embankment sections will be confirmed after considering the permafrost regime through further geotechnical investigations and analysis during detailed design phases. Exposed bedrock that is blasted will be used as fill in areas where appropriate. Material will be stockpiled onsite in locations within the PDA for use throughout construction.

Drilling and blasting will occur at quarries and rock cuts using primarily ammonium nitrate and diesel fuel ([ANFO]-based) explosives stored securely in designated areas. While embankment construction and blasting will take place year-round, blasting size and timing will take into consideration applicable sensitive periods for wildlife, fish and migratory birds. An Explosives Management Plan will be developed to outline the management practices and requirements pertaining to the relevant laws, regulations, and permits issued for the Project that aim to reduce the environmental and safety risks of manufacturing, transporting, storing, handling, and using explosives.

MD.2.6.2.3 Material and Equipment Management

Marine-based transportation will serve as the primary supply chain for construction and operations and maintenance. During the open water season, goods, equipment, and materials will be shipped annually via cargo freighters, barges, and fuel tankers, with most materials planned to arrive from Quebec ports by sealift. Shipping from western Canadian ports may also be used to supply specific equipment or materials. If required, approximately three barges per year from either Hay River, Inuvik, or Tuktoyuktuk, NT ports may also support the transport of goods during the short open-water season during both the Construction and Operations and Maintenance phases.

Permanent laydown areas will be developed for use during both the Construction and Operations and Maintenance phases of the Project. Laydown areas will accommodate loading, unloading, and storage of containerized or breakbulk cargo from aircraft or semi-truck transportation on the TCWR. The number, location, and size of laydown areas will be confirmed as design of the Project progresses and as third-party users needs are confirmed.

MD.2.6.2.4 Buildings and Access Roads

A variety of buildings, both temporary and permanent, are required for the Project. All buildings are expected to be prefabricated or pre-engineered. Temporary buildings include mobile camps and associated facilities that will be moved as Project construction progresses. In some cases, these temporary buildings will become permanent infrastructure as the Project moves into the Operations and Maintenance phase. Temporary buildings not required for operations and maintenance of the Project will be removed.

Permanent buildings include accommodations and administrative spaces, maintenance (e.g., vehicle wash/maintenance bay) and supply storage (heated, refrigerated, and bulk covered storage), temporary refuge at the port and Jericho Station, and an air terminal building for the aerodrome. Facilities at the port

and Jericho Station will be available for use by travelers in emergency situations, and, to allow for safe travel along the Grays Bay Road emergency shelters will be constructed for use in inclement weather or other emergency situations.

Associated required infrastructure, such as service and utility connections, access roads (i.e., gravel roads), and parking spaces are included in the PDA. Design of local access roads will address winter darkness, slow traffic, and safety between public and commercial vehicles and will support large vehicles and equipment such as fuel trucks. Permanent buildings, associated infrastructure, and access roads, will be constructed during the Construction phase and continue to be used through the Operations and Maintenance phase. Ongoing maintenance of access roads will include snow clearing, grading, watercourse crossing maintenance and repair, as required.

Adjacent to the small craft harbour, an area for public use will be developed. This will consist of vehicle access and parking to facilitate short-term community use. For safety, this area will not be open for use until after construction at the port is complete.

MD.2.6.2.5 Grays Bay Road

Construction of the road will occur concurrently from the north (port) and south (Jericho Station), with work advancing towards the midpoint. For the safety of users, access control will be established during construction and continue through Operations and Maintenance of the road. Operations and maintenance of the Grays Bay Road will continue to be managed from both the north and south: administration offices at the port for the northern half of the road and near Jericho Station for the southern half. Given the potential use of the road by large and heavy vehicles and transport trucks, concurrently with light vehicles, road access will be controlled through sign-in protocols and radio check-ins for user safety. Controlled access is also to address concerns regarding increased pressure on harvested resources raised through engagement for the Project. The road will be gated at both ends on IOL, with approved vehicle access managed by staff. Movement along the road will be managed through the use of a Road Management Plan.

Road embankments will be constructed using cut and fill methods where required, with excavated bedrock reused to balance the use of on-site materials. The depth of the granular embankments will be based on permafrost regime and further geotechnical investigation and analysis during the detailed design phase Figure ES.1 illustrates an example of a typical cross-section anticipated for the Grays Bay Road. This typical cross-section features a 3H:1V side slope, which, from a safety perspective, represents a gradient that reduces the likelihood of vehicle rollover if a vehicle goes off the roadway. Geotechnically, this slope is also preferred for embankments exceeding 3 m in height and is favoured for sections underlain by Type IV (high thaw sensitivity) terrain.

Consideration of the potential effects of the Project on wildlife, particularly caribou, have and will continue to influence the design of the road and the development of a Road Management Plan. Specific examples include:

- Embankments will be constructed at a 3H:1V or flatter slope, where necessary, to facilitate caribou movements across the road

- Baseline studies and monitoring of caribou movement along the road will determine what areas along the road have the highest crossing potential
- Embankment slope surface at high potential crossing locations will be finished with finer material, similar to a well graded 150 millimetre minus aggregate, where possible
- Project road design speed is variable in consideration of the safety of road users and potential effects to wildlife (e.g., collisions) – generally 60 kilometres per hour (km/h) with sections up to 80 km/h where feasible, and speed reductions to account for weather conditions and wildlife activity
- Development of a Road Management Plan outlining procedures for road use when wildlife (including caribou) are present, including implementation of reduced speed zones and radio communication protocol.
- Restricted road use during sensitive periods or when caribou are observed in close proximity to the road

Ongoing maintenance will rely on a network of permanent quarries along the alignment, supplying 50,000–100,000 cubic metres (m³) of granular material annually for resurfacing and repairs. Winter maintenance will focus on snow clearing to maintain traffic safety, while summer work will include dust suppression, embankment repairs, and upkeep of watercourse crossings. Weather-related closures are expected, and emergency shelters may be required to support stranded travelers during storms. Additional operations and maintenance activities include environmental monitoring, and spill and emergency response.

MD.2.6.2.6 *Borrow Pits and Quarry Sites*

Temporary and permanent quarries and borrow sources will be located along the road alignment, including within the Port PDA, Aerodrome PDA, and Jericho Station PDA, as source material for the roads. Quarries are anticipated to be located approximately every 7 km along the road, with every third quarry becoming a permanent source of road material for maintenance. A permanent quarry at the port will be maintained through Operations and Maintenance phase to support the 50,000 m³ to 100,000 m³ of granular material required annually for maintenance.

Areas of temporary disturbance that are no longer required following construction will be reclaimed according to permit conditions and as described in the Progressive Reclamation Plan developed for the Project.

MD.2.6.2.7 *Watercourse Crossings*

Watercourse crossings along the road will include bridges, open bottom culverts, and closed culvert crossing structures depending on the span, watercourse high-water mark, surrounding land/terrain conditions, and watercourse navigability. All watercourse crossing structures will be designed to meet requirements related to flow, fish passage, navigation protection (where applicable), and fisheries protection (where applicable). Crossing structures will be designed based on hydrotechnical, fisheries, environmental, navigational, and geotechnical considerations at each location.

Watercourse crossings include:

- 18 major crossings – structures greater than 5 m, single or multi-span bridges
- approximately 40 crossings – structures between 1.5 m to 5 m, bridge-sized closed or open-bottom culverts
- approximately 74 minor crossings – small-diameter culverts, less than 1.5 m in diameter
- indeterminate number – drainage culverts installed along the road alignment to prevent ponding along the side of the road embankment

Where possible, construction of the watercourse crossings will be done in winter, but where necessary, summer construction will involve installation of temporary crossings to facilitate continual movement of material and equipment. Prefabricated bridge and culvert components will be staged and delivered via the TCWR or sealift. During construction and maintenance, in-stream work at stream crossings will comply with the requirements and regulations of Fisheries and Oceans Canada (DFO) and the *Fisheries Act*.

Watercourse crossings will be maintained along with the road through the Construction, and Operations and Maintenance phases.

MD.2.6.2.8 *Fuel Management and Power Generation*

Shore connections for vessels will be established at the port using flexible fuel lines or direct connections, enabling efficient transfer of bulk fuel between ships and landside storage. Jericho Station will have minimal fuel storage, with most fuel stored at the port and resupplied by tanker truck. A permanent fuel storage facility at the port will feature secondary containment, phased tank installation (initially 10 million litres, expandable to 160 million litres), and above-ground pipelines suited for Arctic conditions. The port may also include a 1 megawatt (MW) alternative energy system (wind, solar, battery) to reduce diesel reliance. Power generation will be provided by modular diesel plants: four units (6 MW total) at the port and two units (3 MW total) at Jericho Station, with capacity designed to meet routine and peak demands efficiently. These components will be established during Construction and continue through Operations and Maintenance.

MD.2.6.2.9 *Marine-Based Infrastructure*

The Grays Bay Port will feature:

- two deep-water wharves designed for large vessels up to 100,000 deadweight tonnes including ore-bulk-oil carriers and other large vessels, such as naval and tanker ships
- a medium vessel wharf with dedicated mooring for the operation of up to three tugs for berthing assistance, and vessels such as Coast Guard and Arctic and Offshore Patrol Ships
- a barge landing area with two barge berths – providing a barge ramp for front-end loading and unloading of barges, and an adjacent barge wharf structure for side loading and unloading
- a small craft harbour accommodating approximately 24 vessels
- navigational infrastructure to guide mariners

The wharf structures may use either concrete caissons or steel sheet/pipe piles, both requiring underwater preparation, while the barge landing area is anticipated to comprise a landmass extending beyond the shore and surrounded by containment dyke rock, providing a barge ramp for front-end loading and unloading of barges, and an adjacent barge wharf structure for side loading and unloading. The small craft harbour will support safe, seasonal access for community vessels, and is anticipated to feature a concrete boat ramp to allow for launching of vessels from road-legal trailers.

Construction of marine-based infrastructure is expected to begin during the open water season in the second year of construction (2030). Construction within the marine environment is planned to be primarily during the open water season, including for the wharf areas, barge landing area, and small craft harbour, as necessary and as weather/ice conditions permit. To facilitate supply access, construction of one of the barge berths at the barge landing area will be prioritized. Construction will be phased in that the first barge berth will become operational before construction of the second berth begins.

The large vessel wharves and medium vessel wharf, barge landing area and small craft harbour at Grays Bay Port will be operated during ice-free conditions, which is generally forecasted from late June through October, with annual variation depending on weather conditions and will not be available for use between December to May, annually. For safety, public access and use of the small craft harbour will not be available until construction at the port is complete (except in emergency circumstances).

During operations and maintenance, project activities at the port are anticipated to include communications, coordination, and scheduling of third-party vessel calls and moorage, berthing assistance through tugs and lines personnel, infrastructure maintenance, emergency response (including spills), and environmental monitoring.

MD.2.6.2.10 Water Management

Water for the Project will be sourced from approved local supplies for construction, operational, and maintenance needs, following all regulatory requirements. Infrastructure will include insulated, self-draining piping and freeze protection to suit Arctic conditions. There are two potential freshwater lake sources along the northern portion of the Grays Bay Road. At one or both of these locations an intake and prefabricated pumphouse will be constructed on a prepared foundation. The treatment will either be integrated within the pumphouse or at a standalone water treatment plant at the port. An optional freshwater intake and pumphouse may be developed at Contwoyto Lake. Fire suppression systems will be in place, and all water infrastructure will be designed for reliability and environmental protection in the northern climate.

If desalination is conducted, a prefabricated desalination plant will be installed on a prepared foundation at the port. The seawater intake would likely be on the east side of the Grays Bay peninsula near the Small Craft Harbour, and outlet likely on the west side of the peninsula near the Barge Landing area.

Water withdrawal and treatment will be established during construction, and maintained to the extent necessary during operations and maintenance.

MD.2.6.2.11 Waste and Wastewater Management

All waste materials will be managed in compliance with Canadian and territorial regulations, guided by a Waste Management Plan and ongoing personnel training. Wastewater from camps and construction will be treated on-site or transported for treatment, with all discharges meeting Canadian guidelines.

Additional systems for fire suppression, potable water, and stormwater management will be implemented to meet environmental standards and protect local water bodies and permafrost. Both hazardous and non-hazardous waste will be handled according to regulatory requirements, with secondary containment and spill management procedures in place to safeguard water quality.

Waste and wastewater management will be established during construction, and maintained to the extent necessary during operations and maintenance.

MD.3 Knowledge Perspectives

The IS considers the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. WKR recognizes the importance of Inuit, Indigenous, and Community Knowledge and perspectives in project planning.

MD.3.1 Inuit Knowledge, Indigenous Knowledge, and Community Knowledge

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 Activity² 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 IS considers the knowledge and perspectives of individuals and groups who have the potential to be affected by the Project. 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. Through engagement activities, three main categories of knowledge have been considered and integrated into the Project and this assessment:

- **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 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.

Verified **Inuit Knowledge** and perspectives considered and integrated in the IS were shared through one primary source: a Project-specific report called *Kitikmiut Knowledge of the Proposed Kogloktokyo (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-based database. 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.

² 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.

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 *Qaujimajatuqangit* principles, which have been incorporated into the IS.

- In the IS, **Indigenous Knowledge** refers to the knowledge of Indigenous Peoples and Indigenous groups outside of the Kitikmeot who assert exercising their section 35 rights of the *Constitution Act, 1982*, within the Kitikmeot, including Inuvialuit, First Nations, and Métis. Sources of Indigenous Knowledge considered and integrated in the IS include engagement feedback and publicly available literature about Indigenous groups who are exercising their section 35 rights within Nunavut.
- **Community Knowledge**, which includes Local Knowledge, often reflects current observations and changes that can be confirmed through monitoring. Sources of Community Knowledge and perspectives were shared through the Inuit Advisory Group (IAG), community meetings and public feedback, and community-based primary research (61 interviews were conducted with 70 community members in-person and virtually over Microsoft Teams in October and November 2024).

WKR, as well as the previous proponents, the Government of Nunavut and the Kitikmeot Inuit Association, have been engaging on the Project since 2016. 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. 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. 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.

MD.3.1.1 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 other Indigenous groups. Inuit and Indigenous Knowledge are proprietary and belong to individual Knowledge Holders. Intellectual Property Laws protect this knowledge globally (Banci and Spicker 2024).

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 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.

MD.3.2 Integrating Inuit, Indigenous, and Community Values and Perspectives

WKR recognizes that western knowledge and perspectives, which have been the foundation for current Canadian and provincial legislation, policy, regulation and institutions, may 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.

MD.3.2.1 Inuit Knowledge, Values, and Perspectives

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 2025). WKR has incorporated them into project design and planning. 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. Table MD.3.1 presents these principles, along with their application in engagement and in the IS.

Table MD.3.1 Inuit Qaujimajatuqangit Principles and their Application in Engagement and in the IS

<i>Inuit Qaujimajatuqangit Principles</i>	Application in Engagement	Application in the IS
<i>Inuuqatigiitsiarniq:</i> Respecting others, relationships and caring for people	• Respectful listening to Elders, harvesters, youth, and community organizations • Accessible and culturally appropriate meeting protocols such as interpretation and translation in Inuinnaqtun or Inuktitut • Timely and informative responses to issues and inquiries	• 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
<i>Tunnganarniq:</i> Fostering a good spirit by being open, welcoming and inclusive	• Inclusive and culturally respectful meetings supported by translation/interpretation, and accessible venues • Open and transparent dialogue with all community members	• Inclusive baseline studies reflecting diverse perspectives (Elders, youth, men and women) • Openness to different forms of knowledge alongside western science
<i>Pijitsirniq:</i> Serving and providing for family and/or community	• Focus on local benefits, training, and employment opportunities; community priorities integrated into project design	• Emphasis on community well-being in cumulative effects, significance criteria, and mitigation measures tailored to Inuit, other Indigenous groups', and community needs
<i>Aajiqatigiinni:</i> Decision making through discussion and consensus	• Consensus-based IAG workshops • Meeting records, including IAG What We Heard reports were shared back with participants for transparency and accountability (see Volume 3, Section 6)	• 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
<i>Pilimmaksarniq:</i> Development of skills through observation, mentoring, practice, and effort	• Youth engagement, school outreach, and community-led mapping that build skills and capacity	• Baseline data combining Inuit, Indigenous, and Community Knowledge with technical fieldwork • Mutual learning between knowledge systems
<i>Ikajuqtigiinni:</i> Working together for a common cause	• Collaboration with Kitikmeot Inuit Association, IAG, Hunters and Trappers Associations, Hamlet Councils, and community organizations	• Joint development of mitigation, monitoring, and adaptive management programs • Inuit participation in the project and cumulative effects assessment
<i>Qanuqtuurniq:</i> Being innovative and resourceful	• Use of tailored engagement tools (radio call-ins, social media, digital outreach) unique to community contexts	• Integration of Inuit climate observations with scientific modelling • Adaptive management approaches for resilience and mitigation
<i>Avatittinnik Kamatsiarniq:</i> Respect and care for the land, animals, and the environment	• Consistent emphasis in engagement on protecting caribou, fisheries, other wildlife, and land and harvesting areas	• Central to baseline, project effects, cumulative effects analysis, and mitigation • Guided project routing, timing, and monitoring decisions

IAG = Inuit Advisory Group; NIRB = Nunavut Impact Review Board; VC = Valued Component

MD.3.2.2 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.

MD.3.2.3 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 Volume 3 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.

MD.3.2.4 Integration Methodology

Inuit, Indigenous, and Community Knowledge have been integrated into the IS in the following ways:

- **Spatial 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, reflects Inuit, Indigenous, and Community Knowledge as appropriate
- **Baseline Conditions** – reflect both Inuit, Indigenous, and Community Knowledge, and measured scientific data
- **Project Effects and Effects Pathways** – anticipated effects and concerns shared by Kitikmiut, other Indigenous groups, and other potentially affected communities helped to target and to validate potential effect pathways
- **Transboundary Effects** – WKR engaged outside of the Kitikmeot Region to understand if project activities could affect resources, wildlife, or culturally important areas shared between regions
- **Effects of Climate Change** – 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
- **Assessment of Cumulative Effects** – 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

- **Significance of Effects** – in addition to other sources, feedback received from the IAG 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
 - 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
 - That the Project provides training opportunities
- **Mitigation, Management, and Enhancement Measures** – 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; feedback also helped focus the Project's design on sensitive timing and locations for monitoring and mitigation

MD.3.3 Public Engagement

WKR recognizes that meaningful engagement with Kitikmeot communities is foundational to responsible development in Nunavut. Consistent with the *Nunavut Planning and Project Assessment Act* 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 Hunters and Trappers Organizations (HTO) and regional institutions. WKR has also undertaken broader outreach outside the Kitikmeot Region, to consider and incorporate non-Kitikmeot 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 Tłı̨chǫ Government, Yellowknives Dene First Nation, and Athabasca Denesų́liné Né Né Land Corporation; transboundary Indigenous groups, such as Sahtu Secretariat Incorporated and Gwichi'in Tribal Council; regulatory and research bodies including the NIRB, Nunavut Water Board, Aurora Research Institute, and Transport Canada; and socio-economic organizations including the Nunavut and Northwest Territories Chamber of Mines, economic development offices, and educational institutions.

Engagement is intended to be timely, respectful, accessible, and responsive. 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 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.
- **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.
- **One-on-one and small-group meetings** arranged when requested or where confidential or sensitive matters required focused discussion.

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. 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.

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.

MD.3.4 Regional Historical Overview

The 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 Environmental Impact Statement. 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. 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.

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.

MD.4 Effects Assessment Methodology

The approach and methods used to prepare the IS follow the *Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal* (NIRB File No. 24XN030), issued by the NIRB (NIRB 2026), and were developed to address the factors outlined in Section 7.1 of the IS Guidelines. In addition to aligning with NIRB's IS Guidelines and regulatory guides, the approach draws on experience with the regulatory process, information requirements, and impact assessment precedents both within and outside Nunavut.

WKR recognizes that Inuit experience and culture reflect a holistic Inuit view of the 'environment' as land, ocean, wildlife and resources that are connected by lifeways. WKR's approach to the assessment reflects this Inuit perspective foremost, supplemented by the western approach to assessing VCs separately, as has been the approach in previous NIRB assessments.

The methods for assessment focus on evaluating effects on individual VCs, while also incorporating a holistic assessment that addresses the interconnections between biophysical and human environments, including the meaningful consideration of Inuit Knowledge. Engagement and Inuit Knowledge are integral to the assessment, from Project design and scoping through to follow-up and monitoring and informs the linkages and interpretation of the VC assessments in the context of the holistic assessment that follows.

MD.5 Atmospheric Environment

Changes in the atmospheric environment have been recorded and passed down through Inuit knowledge, both to understand the seasons and how to live on the ocean and land. For Inuit, the land, water, and ice are places of peace, where quiet is part of life and essential for hunting, travel, and connection to the land.

“Less snow meant that travel during the winter was more difficult. Dust and contaminants had affected the quality of snow” (Banci and Spicker 2024).

“We used to travel inland to caribou hunt. In spring the ice on rivers and lakes thaws faster than on the ocean and water flows in lakes and streams. With climate change it’ll happen faster. We have to protect water bodies from contamination like ice roads. We hear about tractors going through the ice. People should be careful if they are building ice roads. The gravel makes the ice melt faster.” (Banci and Spicker 2024).

Short-term or long-term noise and vibration can disturb wildlife, make harvesting harder, and change the experience of peace and quiet on the land. This assessment respects these values and focuses on protecting both the natural sound environment and the ability of Inuit to use the land in the ways they always have.

“Caribou always seem to move away from noise disturbances, same as people. They are still very noise sensitive.” (Banci and Spicker 2024)

The value of the atmospheric environment is holistic; evaluating the potential effects on air quality, climate change and noise and vibration are important to respect these values and focus on protecting the natural atmospheric environment and the ability of Inuit to use the land in the ways they always have. WKR collected baseline condition information by combining Inuit-led and collaborative knowledge gathering (including the project-specific NTKP 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 collected through western scientific methods. The combination of these knowledge perspectives and western science were used to inform and evaluate the impact statement for all three components of the atmospheric environment.

The Project is a deep-water port and 230 km all-season road development being proposed by WKR, located within the Kitikmeot Region of Nunavut. The port will be located within the Coronation Gulf, approximately 50 km south of the North West Passage route through the Arctic and will connect via the all-season road to the closed Jericho Mine site at Jericho Station, on the northwest side of Contwoyto Lake, NU. The all-season road will connect seasonally to the TCWR annually. WKR has prepared an Impact Statement to identify and assess potential environmental and Socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for the (NIRB File No. 24XN038; NIRB 2026). This volume of

the IS presents the assessment of potential environmental effects for air quality, noise and vibration and includes statements on the climate.

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components, including both permanent and temporary disturbances (e.g., extent of Project infrastructure, planned clearing, and laydown areas). The Local Assessment Area (LAA) is the maximum area where project-specific environmental effects can be qualitatively estimated with a reasonable degree of accuracy and confidence. For the assessment of air quality, the LAA was defined as a 5 km buffer around the PDA, which complies with regulatory requirements and is large enough to qualitatively discuss the extents of the influence for the air contaminants of potential interest (ACPI) emissions from the Project activities. The LAA for noise and vibration was defined as a 1.5 km buffer around the PDA which is consistent with regulatory guidance for noise assessment study areas.

The Regional Assessment Area (RAA) provides context for project-specific effects and represents the area within which cumulative effects with other projects and activities may occur. The RAA for air quality was defined as a 5 km buffer around the PDA and was established to comply with regulatory requirements and to capture air quality effects of the specific components being assessed. The RAA is the same size as the LAA because the cumulative air quality effects attributable to other projects (past, present or reasonably foreseeable) were expected to be negligible beyond the LAA due to natural atmospheric attenuation (e.g., natural dilution due to atmospheric mixing) of the Project's ACPI emissions. For the assessment of noise and vibration, a smaller RAA was established (3 km buffer around the PDA) in recognition of natural atmospheric attenuation and ground absorption of noise and vibration.

Spatial assessment boundaries were not defined for the Climate section, as the greenhouse gas (GHG) assessment considered GHG emissions released from project activities and compared these emissions to Nunavut's and Canada's GHG emission releases for context.

MD.5.1 Air Quality

Air quality has been assessed because of its importance to the health and well-being of people, wildlife, vegetation, and other ecosystems biota. The air quality assessment considered potential changes in ambient air quality during the Construction and Operations and Maintenance phases. The potential changes for the ACPI were compared to established ambient air quality standards, objectives and guidelines (SOGs). ACPIs that were considered in the assessment included total suspended particulate (TSP), inhalable particulate matter with an aerodynamic diameter less than 10 µm (PM₁₀), respirable particulate matter with an aerodynamic diameter less than 2.5 µm (PM_{2.5}), sulphur dioxide (SO₂), nitrogen dioxide (NO₂), and carbon monoxide. Predicted changes were subsequently evaluated in other VC sections for their potential effects on vegetation, caribou, freshwater fish and fish habitat, and traditional land, marine and resource use and community health and well-being.

MD.5.1.1 Baseline

The Project is located within the Kitikmeot Region in a remote area where air quality is largely unaffected by local industrial, residential and transportation activities. The baseline air quality in the Kitikmeot can generally be classified as pristine due to the limited number of large sources of ACPI. Local air emissions include stationary (e.g., power generators, heating) and mobile sources (e.g., trucks, snowmobiles, all terrain vehicles), while marine vessel traffic impacts local air quality during the open-water season. Long-range transport of air contaminants can also influence air quality in the Kitikmeot Region. Representative baseline air quality concentrations for the Project were established based on measured ACPI concentrations for other recently proposed projects in the Kitikmeot. The Project baseline concentrations are lower than the corresponding SOGs. Overall, the baseline air quality in the Air Quality LAA is considered very good.

MD.5.1.2 Project Effects

Project activities during Construction and Operation and Maintenance phases will generate ACPI emissions and may result in a change to air quality. Potential air quality effects during Project Construction and Operations and Maintenance are expected from operation of the diesel power plant at the Port and Jericho Station, the use of equipment and vehicles with combustion engines (e.g., on-road and off-road equipment and light duty vehicles and marine vessels), the detonation of explosives at the quarries, operation of aircraft, and domestic waste incineration. Air quality effects are also expected from the generation of fugitive dust from drilling and blasting at the quarries, surface disturbance activities including road use, and wind erosion. A numerical atmospheric dispersion model was used to quantitatively predict ground-level concentrations for the ACPIs outside the PDA boundary. The modelling approach, which followed regulatory guidance, is considered conservative (i.e., overstated rather than understated adverse effects) as it assumed the use of older equipment with higher emissions, assessed the peak-year emission rates for construction and operation and maintenance, and included conservative emission rates. This conservative modelling scenario predicts higher future project-related emissions and concentrations relative to those that are likely to be realized.

The model's predicted concentrations for the ACPI were compared to the Nunavut Ambient Air Quality Standards outlined in the Nunavut Environmental Guideline for Ambient Air Quality, and other provincial and federal benchmarks. Model predictions were made for multiple receptor locations outside the PDA boundary and within the LAA, including at the two closest potentially sensitive receptor sites: High Lake Mineral Exploration Camp and the Ulu Mineral Exploration Camp. The potential effects for human health at these two receptors were assessed in the Human Health and Ecological Risk Assessment Report (Volume 9, Appendix 26A).

Air dispersion modelling results to predict potential Project-related effects on air quality can be summarized as follows:

- Most predicted air contaminant concentrations remain below established SOGs at most locations within the LAA outside the PDA boundary.
- Some ACPI—specifically TSP and PM₁₀ during construction, and NO₂ during construction and operations—are predicted to exceed applicable SOGs outside the PDA boundary.

- TSP and PM₁₀ exceedances during construction are infrequent (fewer than 5 days per year) and limited to areas immediately around the PDA boundary.
- During construction, maximum 1-hour NO₂ exceedances above the Canadian Ambient Air Quality Standard extend up to 2 km along the shoreline and 6 km over Grays Bay, with the highest frequency along the PDA boundary (up to 127 days/year).
- NO₂ exceedances decrease with distance, dropping to fewer than 30 days/year within 1.5 km of the shoreline.
- During the Operations and Maintenance phase, 1-hour NO₂ exceedances are infrequent (fewer than 14 days/year) and limited to areas immediately surrounding the PDA boundary.
- At the nearest sensitive receptor (High Lake Mineral Exploration Camp), all ACPI concentrations remain below applicable SOGs during both Construction and Operations and Maintenance.

Although there will be ACPI emissions at the Jericho Station, these emissions will be substantially lower than at the Port location due to the lower activity levels at Jericho Station and therefore these emissions were not numerically modelled. Residual effects on air quality (i.e., after application of mitigation and management measures as described below) are summarized as follows:

- Residual effects on air quality during the Construction phase are predicted to be adverse and range from low to high magnitude (depending on the predicted concentrations for ACPI), are limited to the LAA in geographic extent, and occur over a short-term duration (during the Construction phase). Although emissions will occur continuously over this time, the frequency for a change in air quality is considered an irregular event because predicted ambient concentrations at a given location are variable in time depending on meteorological conditions.
- Residual effects on air quality during the Operations and Maintenance phase are also predicted to be adverse and range from low to high magnitude, are limited to the LAA in geographic extent, and occur as irregular events over a long-term duration.

MD.5.1.3 Cumulative Effects

Cumulative effects from other sources, including the activities related to past, present, past and reasonably foreseeable, and reasonably foreseeable induced projects, were considered in the air quality assessment. Past physical activities do not have the potential to cumulatively interact with the residual air quality effects for the Project because past projects do not have emissions that overlap temporally with the Project emissions. The overlapping effects of Present physical activities and resources use, such as marine traffic and mineral exploration projects, have been captured in the representative baseline concentrations established for the Project. Reasonably foreseeable (RF) and reasonably foreseeable induced (RFI) projects that are outside the RAA are far from the Project and the extent of their emissions do not overlap spatially with the extent of Project emissions. The RF and RFI activities that are inside the RAA may result in increased vehicle traffic levels and occasional emissions of small magnitude that do not contribute to a substantial increase in the emissions from the Project. The RF and RFI activities, should they proceed, will be subject to a regulatory review process which will consider potential cumulative interactions with the Project. During these review processes, additional mitigation measures may be identified to further reduce the potential for significant adverse effects. In summary, cumulative

residual environmental effects on air quality are not expected to increase substantially compared to the residual environmental effects on air quality from the Project alone.

MD.5.1.4 Significance

The dispersion modelling assessment has demonstrated that the maximum predicted concentrations for most ACPI during Project Construction and Operations and Maintenance remain below the established SOGs outside of the PDA boundary. While some ACPI (TSP, PM₁₀ and NO₂) may occasionally exceed the SOGs outside the PDA boundary, these exceedances are expected to be localized close to the PDA boundary and occur infrequently. With the implementation of best management practices (BMP) and adaptive management strategies, Project residual effects and the cumulative residual effects on air quality during Project construction and operations and maintenance are predicted to be not significant.

MD.5.1.5 Mitigation, Management, and Enhancement Measures

The Project will implement an Air Quality Management and Monitoring Plan which will include BMPs to manage air quality including:

- Vehicle and equipment operation and maintenance measures to reduce ACPI emissions from engines and exhaust systems
- Blasting design to reduce ACPI emissions
- Project design and operational practices to reduce fugitive dust emissions
- Dust suppression (e.g., application of water) to reduce dustfall on vegetation and watercourses or waterbodies

An air quality monitoring and adaptive management program will measure ambient particulate matter concentrations (PM₁₀, TSP). Monitoring requirements will be reviewed and adaptive management techniques will be used to reduce emissions to within the acceptable limits, where required.

MD.5.2 Climate

Climate change and its impacts are of notable importance to Kitikmiut, other Indigenous groups, and other potentially affected communities as it impacts the environment and traditional land, marine, and resource use (TLMRU; e.g., travel, animal migrations, hunting). These groups have highlighted that the weather has become less predictable and changes in climate in the Kitikmeot Region include increased wildfires, unpredictable ice conditions, melting permafrost, decreased precipitation, and fluctuating water levels. Observed impacts of the changes in climate and weather include coastal erosion, change in snow quality, quantity, and coverage, and changes in plants and wildlife. Examples of how the changing climate has affected communities include thinner ice and earlier melting of ice influencing seasonal travel and wildlife activities (e.g., caribou migration patterns), lower water levels influencing travel and aquatic life (e.g., Arctic char), poorer quality snow for emergency igloo building, and the rapid pace of permafrost thaw and its impact on the overall environment and traditional activities.

Anthropogenic-driven climate change is a major environmental challenge and adds complexity and uncertainty to both projecting future conditions and in the reliability of project design, infrastructure, and mitigation strategies. The Project has the potential to both influence climate change through GHG emissions and to be influenced by climate change. The Project may be impacted by long term changes in climatic conditions (e.g., changes in sea ice cover and concentration, ocean wave activity) as well as by weather events (e.g., heavy rainfall, heavy snowfall, high winds).

Section 12 presents discussions on observed climate change in the West Kitikmeot Region, a Climate Profile, a greenhouse gas emissions assessment (how the Project may contribute to climate change), and a climate change risk assessment (how the Project may be impacted by climate change and weather events). These climate discussions and assessments were informed by engagement and Inuit, Indigenous, and Community Knowledge on the assessment. The Climate Profile, greenhouse gas emissions assessment, and climate change risk assessment are briefly summarized below.

MD.5.2.1 Climate Profile

The Project is linear and ranges in location from the northern extreme at Grays Bay to the southern extent at Jericho Station with 230 km between the two. The climate in the area is characterized by extremes. Canada's Changing Climate Report (Cohen et al. 2019) indicates that, in Northern Canada (defined as the geographical region north of 60° north latitude), annual mean temperature has increased by 2.3 degrees Celsius (°C) during the 1948–2016 period, with the strongest increase observed in the winter season (4.3°C). Under the high emissions Representative Concentration Pathway (RCP8.5) scenario, annual mean temperature for Northern Canada is projected to increase by approximately 2.7°C for the 2031–2050 period and by 7.8°C for the 2081–2100 period, relative to the 1986–2005 period. Due to the sparse observing (weather station) network in Northern Canada, historical long-term changes in precipitation are difficult to quantify. However, all available sites used in the report indicate increases in precipitation. Under RCP8.5, annual mean precipitation for Northern Canada is projected to increase by 11.3% for the 2031–2050 period and by 33.3% for the 2081–2100 period, relative to the 1986–2005 period.

MD.5.2.2 Greenhouse Gas Emissions

The Project will release GHG emissions to the atmosphere from activities during construction and operations and maintenance. The Government of Canada has established legislation, policies, and guidance documents related to GHG emissions to help mitigate global climate change.

The combustion of fossil fuels (e.g., diesel, jet A) in heavy equipment (e.g., loaders, dump trucks, aircraft) is the main source of GHG emissions from the Project. Some GHG emissions will also occur from blasting (the combustion of explosives). Monitoring fuel usage, as well as maintaining and using appropriately sized construction equipment, is planned to mitigate GHG emissions from project activities.

A conservative estimate (i.e., potentially overstating rather than understanding) of GHG emissions from construction activities is estimated to be the highest in year three of construction at 145,566 tonnes (t) carbon dioxide equivalent (CO_{2e}) and approximately 87,326 t CO_{2e} per year for the remaining construction years, excluding emissions from land-use change. GHG emissions during construction will represent approximately 15% to 20% of Nunavut's annual GHG emissions and approximately 0.02% of Canada's GHG emissions annually.

A conservative estimate of GHG emissions from operations and maintenance activities is approximately 57,789 t CO_{2e} per year when diesel is used for power generation. GHG emissions during operations will represent approximately 8% of Nunavut's annual GHG emissions and approximately 0.001% of Canada GHG emissions annually.

MD.5.2.3 Climate Change Risk Assessment

A Climate Change Risk Assessment (CCRA) was completed for the Project with the intent to identify risks associated with the current and anticipated climate impacts on the planned Project infrastructure and assets. Adaptation strategy recommendations were also developed to address the risks and improve Project resilience and guide design and monitoring plans. Operations and maintenance related recommendations are intended to address potential climate-related hazards and guide the development of maintenance, operations, and personnel health and safety policies and procedures. The following are examples of adaptation strategy recommendations included in the CCRA report:

- Consider climate-adjusted design criteria to promote long-term resilience. For instance, incorporate projected changes in extreme rainfall in culvert design (sizing). Increased resiliency of the drainage system will help reduce road structure and embankment and airstrip/runway impacts associated with extreme rainfall. Additionally, consider runoff volumes with no vegetation present in design criteria decisions (allowing for consideration of vegetation loss due to tundra fire).
- Design and install permanent erosion control measures (e.g., gabion, mesh, netting, woven geotextile) in areas anticipated to be susceptible to erosion, such as embankments built with Terrain Type II materials.
- Where permafrost is present, apply monitoring and engineered reinforcements.
- Establish an Operations and maintenance policy to conduct regular inspections of above ground pipes/piping during extreme cold events and manually thaw as necessary to reduce the potential for damage to the pipes and water/wastewater facility operations shutdown.
- Consider installing high Minimum Efficiency Reporting Value air filtration in buildings to improve indoor air quality, particularly during poor air quality conditions due to tundra fire smoke or dust generation during high wind events. Perform regular inspection and clearing or replacing of filters.

MD.5.3 Noise and Vibration

For Inuit, the land, water, and ice are places of peace, where quiet is part of life and essential for hunting, travel, and connection to the land. Short-term or long-term noise and vibration can disturb wildlife, make harvesting harder, and change the experience of being on the land. The Noise and Vibration VC focuses on protecting both the natural sound environment and the ability of Kitikmiut, other Indigenous groups, and other potentially affected communities to use the land in the ways they always have. The assessment focuses on areas where Inuit and other land users live, work, and travel, including TLMRU areas, permanent accommodations, and mobile camps. Receptors located along or near the PDA, including the Jericho Station PDA boundary and the Grays Bay Road PDA boundary, were also assessed. Noise and vibration effects on wildlife, including caribou, birds, marine mammals, and marine fish and fish habitat, are addressed in their respective VCs.

MD.5.3.1 Baseline

Inuit, Indigenous, and Community Knowledge perspectives, engagement feedback, baseline noise measurements were used to characterize the baseline conditions. Noise and vibration levels within the LAA are currently generally low, with most sounds coming from natural sources such as wind, water, and wildlife. The baseline sound level measurements for the Project follow approaches prescribed by AER Directive 038, where baseline sound level of day-night average sound level (L_{dn}) of 45 A-weighted decibel was used as the baseline threshold for the Project. Some human-related noise occurs at existing camps and along seasonal travel routes. Inuit land use in these areas is often seasonal, and activities such as hunting and fishing can be sensitive to high noise or vibration levels.

MD.5.3.2 Project Effects

Project activities during Construction and Operations and Maintenance activities will generate noise and vibration which may annoy permanent and seasonal residents, and land users. These activities include road building, quarrying, blasting, aircraft and traffic-related operations, and equipment use. Predictive modelling was conducted to predict sound and vibration levels within the LAA and RAA to estimate exposure of receptors, assess changes from baseline levels, and assess compliance with regulatory guidelines. Predicted Project effects on noise and vibration are summarized as follows:

Change in noise levels:

- Noise effects during Construction are predicted to meet regulatory thresholds at all receptors with the implementation of site-specific or situation measures required at some receptors at the Jericho Station PDA Boundary and Grays Bay Road PDA boundary.
- Noise effects during Operations and Maintenance are predicted to meet regulatory thresholds at all receptors with the implementation of site-specific or situational measures required at the road and permanent quarry site boundary where short-term noise effects are predicted.

- Operations and Maintenance activities at Grays Bay Port and Jericho Station are predicted to result in long-term noise effects although these effects will be managed through the use of standard design and operating practices.
- Residual effects on noise levels are predicted to be of moderate magnitude within the RAA and occur continuously over a short-term duration during the Construction phase and a medium-term duration during the Operations and Maintenance phase. These effects will be reversible should Project activities cease.

Change in vibration levels:

- Vibration effects, including blast-related vibration effects during Construction and Operations and Maintenance, are predicted to meet regulatory thresholds with the implementation of site-specific or situational measures required at permanent accommodations, mobile camps, and the Grays Bay Port PDA boundary.
- Residual effects on vibration levels will be intermittent, of short duration during Construction and medium-term duration during Operations and Maintenance, and will occur only during specific Construction, or Operations and Maintenance activities (e.g., blasting, piling). These effects will be reversible should Project activities cease.

Project noise and vibration are not expected to travel beyond the RAA or cause transboundary effects to neighbouring regions or communities.

MD.5.3.3 Cumulative Effects

Stationary and mobile noise emissions from other present and reasonably foreseeable induced project activities may interact with the residual noise effects of the Project if the activities overlap with the Project temporally and spatially. These other projects and physical activities include: present mineral exploration; reasonably foreseeable induced mines, marine traffic and land transportation; and present and reasonably foreseeable renewable resource harvesting, land-based tourism and scientific research.

Project-related noise is expected to attenuate to levels well below the background level within 3 km of their source and cumulative noise effects are not expected to exceed applicable noise thresholds at receptors. Given the highly localized and intermittent nature of Project-related vibration, overlap with other sources of vibration were considered unlikely and thus vibration was not considered in the cumulative effects assessment.

Cumulative noise effects are predicted to be moderate in magnitude and limited to the RAA. The timing would be continuous during periods of activity, but duration would remain medium-term.

MD.5.3.4 Significance

After mitigation, residual project noise and vibration effects are predicted to be not significant. Applicable noise and vibration thresholds established through regulatory guidelines will not be exceeded. Effects will remain moderate in magnitude, with short- to medium-term duration, and will not cause lasting harm to land users, wildlife, or community well-being.

Cumulative noise effects are also predicted to be not significant. No cumulative vibration effects are anticipated.

MD.5.3.5 Mitigation, Management, and Enhancement Measures

The Project will use engineering controls, good operating practices, and site-specific measures to keep noise and vibration levels low. These measures will be guided by continued engagement with Inuit communities. Key measures include:

- Designing blasting to reduce ground vibration and noise
- Reducing equipment idling and using natural or built barriers where possible
- Orienting camps to face away from noise sources
- In specific areas where exceedances may occur, scheduling project activities outside sensitive harvesting or migration periods, through engagement with Kitikmiut land users
- Using adaptive management to adjust mitigation if monitoring shows unexpected effects

MD.5.4 Atmospheric Environment Impact Statement

An evaluation of the potential influence of the Grays Bay Road and Port Project on air quality or noise and vibration predicted residual effects and cumulative effects to be not significant.

MD.6 Terrestrial Environment

The terrestrial environment comprises fundamental components of the Arctic landscape, providing the physical basis for Inuit mobility, harvesting and traditional hunting practices. Land disturbance can modify its physical characteristics, disrupt permafrost integrity, and affect land use by both wildlife and Inuit. This assessment prioritizes the preservation of natural landscape while safeguarding the capacity of Inuit to engage with and utilize the land according to longstanding cultural practices.

For the Kitikmiut, vegetation can be vital for the health and well-being of people, wildlife, and ecosystems. It can also hold socio-economic and cultural value. This assessment respects these values and focuses on protecting both the natural vegetation environment and the ability of the Kitikmiut to use the land in traditional ways.

Caribou (*tuktuit*) are the lifeblood of the Kitikmiut and serve as a cultural keystone species. Caribou and other wildlife are important for food security but are much more than a food source. They also provide materials for clothing, tools, and shelter. The caribou life cycle defines the way Kitikmiut use the land, including where they travel, hunt, and camp. The deep ties that Kitikmiut have to caribou has led to a collective knowledge passed through generations to maintain a spiritual connection and ensure caribou herds remain healthy. The Kitikmiut recognize only three types of *tuktuit*: mainland caribou, island caribou, and Peary caribou; the Project interacts with mainland caribou and island caribou.

Spring and fall migrations of *tuktuit* were times of wildlife abundance. Inuit hunted *omingmak* (muskox) when *tuktuit* were not available, and for dog food. Small prey such as *hikhik* (ground squirrels) and *okalik* (arctic hares) was hunted in conjunction with other activities and used as food when there was no fresh or cached meat available. For coastal Inuit, spring was an important time to hunt the large aggregations of migrating waterfowl. In the summer, they collected eggs and hunted moulting waterfowl (Banci and Spicker 2024). Birds (*kopanoak*) are important to Inuit because they provide sustenance from their harvest and their eggs, provide down used for insulating clothing, and the presence and departure of migratory species signify the changing of the seasons.

WKR collected baseline condition information by combining Inuit-led and collaborative knowledge gathering (including the project-specific Inuit Knowledge report, compiled using information 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 collected through western scientific methods.

WKR used this integrated knowledge to inform the establishment of Project Assessment Boundaries and to support the Assessment of Project Effects and Cumulative Effects across valued components. The combined Inuit Knowledge and western scientific information also directly informed the determination of significance and the development of Mitigation, Management, and Enhancement measures. This knowledge base is critical to ensure that the Project assessment reflects Kitikmiut perspectives, lived experience, and observed environmental conditions. Continued knowledge sharing, collaboration, and incorporation of new information over the life of the Project will be essential to refine predictions, improve

adaptive management, and enhance Project outcomes for Inuit and other potentially affected communities.

The Project is a deep-water port and 230 km all-season road development being proposed by WKR, located within the Kitikmeot Region of Nunavut. The port will be located within the Coronation Gulf, approximately 50 km south of the North West Passage route through the Arctic and will connect via the all-season road to the closed Jericho Mine site at Jericho Station, on the northwest side of Contwoyto Lake, NU. The all-season road will connect seasonally to the TCWR annually. WKR has prepared an Impact Statement to identify and assess potential environmental and Socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal (NIRB File No. 24XN038; NIRB 2026). This volume of the IS presents the assessment of potential environmental effects for terrain, soils, and permafrost, vegetation, caribou, birds and other terrestrial wildlife.

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components, including both permanent and temporary disturbances (e.g., extent of Project infrastructure, planned clearing, and laydown areas). The LAA is the maximum area where project-specific environmental effects can be qualitatively estimated with a reasonable degree of accuracy and confidence. For the Terrain, Soils and Permafrost VC, and Vegetation VC, the LAA was defined as a 1 km buffer centred on the PDA. The Vegetation VC LAA also includes a 100 m buffer around two potential intake lakes. The LAA for the Caribou VC, Birds VC, and Other Terrestrial Wildlife VC considers the maximum predicted extent of direct and indirect effects and was defined as a 4 km buffer around the PDA.

The RAA encompasses the PDA and LAA and provides a regional context for how the project-related effects may influence the respective VCs, and how these effects may interact cumulatively with those of other past, present, or reasonably foreseeable projects. For the Terrain, Soils and Permafrost VC and Vegetation VC, the RAA is a 30 km buffer around the PDA. The Birds VC uses a 20 km buffer around the PDA, and the Caribou VC and other Terrestrial Wildlife VCs define different RAAs in consideration of species ranges, with the largest RAA established for the Caribou VC in recognition of the total potential spatial extent of the range of the Bathurst Caribou Herd.

MD.6.1 Terrain, Soils and Permafrost

Terrain, soils, and permafrost were selected as a VC because of the potential effects the Project may have on landforms, terrain, soil properties, and terrain stability in a permafrost environment. The IS Volume 6, Section 14, provides a comprehensive assessment of potential effects on terrain, soils, and permafrost linked with the Construction and Operations and Maintenance phases of the Project in Nunavut's Kitikmeot Region. This assessment is critical due to the sensitive permafrost environment and its integral role in supporting Inuit activities, northern ecosystems, soil development, and terrain stability.

MD.6.1.1 Baseline

The Project area lies within the Canadian Shield and is characterized by undulating bedrock and glacial deposits. Surficial deposits are composed of till, glaciofluvial, glaciolacustrine, and marine deposits, as well as organic soils and bedrock. The topography is variable, ranging from planar, gently undulating, and hummocky. Some steep slopes are present; however generally short in length. Permafrost is continuous in the entire RAA (i.e., below 90 to 100% of the land), and in some areas, is expected to be ice-rich, making it thaw sensitive. Unique landforms are present in the RAA, such as eskers and wetlands, which can be culturally and ecologically significant for Inuit communities and wildlife. Soils in the LAA consist of Cryosols and Regosols, with Cryosols being dominant due to continuous permafrost.

MD.6.1.2 Project Effects

Potential effects and pathways arise primarily from ground disturbance during Construction and Operations and Maintenance. Three main Project effects on terrain, soils, and permafrost were identified:

- Change in landforms and terrain conditions: A direct effect on landforms and terrain conditions will result from ground disturbance that will alter topographic diversity and unique landforms. Indirect effects are linked to shifts in surface water drainage patterns and permafrost thaw that can follow ground disturbance. Thaw of ice-rich permafrost results in ground ice melting and changes in ground surface conditions (e.g., ground surface humidity, vegetation cover). Based on the implementation of best practices, as well as adherence to the standards, mitigations, and procedures usually recommended for erosion and sediment control measures, the effects on terrain condition are expected to be restricted to the PDA, permanent and irreversible.
- Change in soil properties: Changes in soil properties include increased erosion, loss, compaction, contamination, and change in progressive soil reclamation suitability, due to ground disturbance with Construction and Operations and Maintenance. Development and use of temporary workspaces within the PDA may result in soil disturbance and possible changes to soil structure, porosity, organic matter, and progressive soil reclamation suitability. Where permanent disturbance is unavoidable, effects on soil properties are expected to be restricted to the PDA, permanent and irreversible. The stripping of organic and surface soil layers and the use of this material in progressive reclamation of these temporary workspaces will make those effects on soils reversible.
- Change in terrain stability: Ground disturbance resulting from the Project activities can affect terrain stability with landslides in terrain that is susceptible to mass movement. Permafrost thaw generally follows change of ground surface thermal regime, with the construction of the road itself, rerouting water drainage patterns and resulting in thermal erosion, and snow accumulation along the road embankment. The melting of ground ice has the potential to generate ground subsidence and instability for infrastructure. Understanding terrain stability and permafrost conditions within the PDA is crucial to complete the final Project design. To some degree, building on permafrost is unavoidable, and some localized permafrost degradation is inevitable (e.g., in sensitive terrain where ice-rich soils might be present) due to change in thermal regime resulting from ground disturbance and ongoing effects of climate change. Effects are, therefore, expected to be long-term as the port, road, and Jericho station will be permanent, and irreversible.

MD.6.1.3 Cumulative Effects

The cumulative effects assessment on terrain, soils, and permafrost focused on projects and activities within the RAA, as their impacts are spatially limited to the footprint of the disturbed area and its immediate surroundings. Due to the significance of eskers as a unique landform, their assessment considered a quantitative approach that compiled the total surface area of eskers affected by other projects and activities within the RAA. Cumulative effects on eskers are considered not significant, as the total area affected by other projects and activities amounts to 276.3 hectares (ha). When combined with the 33.3 ha impacted by the Project, this represents a total of 309.6 ha, corresponding to only 1.6% of the total esker surface area within the RAA.

MD.6.1.4 Significance

When accounting for the methods, management measures, strategies, and monitoring efforts aimed at preventing or mitigate negative impacts due to the disturbance of permafrost, the effects on landforms and terrain conditions, soil properties, and terrain stability are considered not significant.

For cumulative effects, the area of Project disturbance within the RAA is limited, therefore the cumulative effects are predicted to be not significant.

MD.6.1.5 Mitigation, Management, and Enhancement Measures

Mitigation strategies aim to minimize ground disturbance and protect permafrost, soil integrity, and terrain stability. Key mitigation measures include (but are not limited to):

- using previously disturbed areas for the Project activities, infrastructure, and workspace where possible;
- selecting a road alignment that minimizes environmental impacts;
- clearing vegetation when the ground is frozen where possible;
- favouring a fill-only approach as much as possible;
- avoiding unique landforms as much as possible;
- avoiding sensitive permafrost as much as possible;
- applying best management practices for erosion control and contamination prevention;
- developing and implementing an Erosion and Sediment Control Plan;
- developing and implementing runoff control measures and a culvert maintenance plan;
- following general guidelines for construction in permafrost terrain;
- conducting geotechnical investigations to inform design and minimize impacts;
- conducting ongoing monitoring and engagement with Inuit to ensure management measures are effective and that unanticipated effects are addressed.

MD.6.2 Vegetation

The Vegetation VC assessment focuses on areas where the Kitikmiut and other land users live, work, and travel, including workers' camps, traditional harvesting areas, and other sensitive locations. It evaluates the potential effects of Project-related activities on vegetation, with a priority placed on culturally important plant species and ecosystems.

MD.6.2.1 Baseline

The Project is situated in the Takijuk Lake Upland ecoregion of the southern arctic ecozone which is composed mainly of unvegetated rock and a low arctic ecoclimate. Vegetation primarily consists of shrub tundra with dwarf birch (*Betula pumila*), willows (*Salix* spp.), northern Labrador tea (*Rhododendron tomentosum*), avens (*Dryas* spp.), and *Vaccinium* spp. Spruce trees (*Picea* spp.) are scattered along the southern edge of the ecoregion. Several culturally important plants were identified through Inuit, Indigenous and Community Knowledge and engagement feedback including plants used for medicinal, food, ritual, spiritual, building materials, and home fuel purposes. Some human-related disturbances occur at existing camps and along seasonal travel routes. Kitikmiut land use in these areas is often seasonal, and activities such as harvesting can be sensitive to changes in vegetation.

MD.6.2.2 Project Effects

The Project will affect vegetation within and near the PDA through activities like land clearing, road building, quarrying, and equipment use. Effects on community diversity, species diversity and wetland function were assessed during both the Construction and Operations and Maintenance phases of the Project, with results summarized as follows:

Change in community diversity

- Project construction will result in loss of vegetation communities, with the direct loss or alteration of up to 4,950.7 ha of landcover types (9.9% of the LAA). No landcover classes, including uncommon landcover classes, will be fully removed because of the Project. Effects are expected to be long-term as operational infrastructure (e.g., road, port, aerodrome) will remain in-place following construction. Reclamation of areas not required for operations and maintenance will be undertaken at the end of project construction.
- Indirect effects on vegetation community diversity from dust deposition may occur, with anticipated indirect effects to a distance of 40 m from the PDA. A shift in species composition is likely in areas exposed to dust. Dust deposition and the potential for non-native and invasive plant species introduction adjacent to the PDA will be ongoing.
- With the large amount of remaining area of all landcover types in the LAA, and progressive reclamation of project components not required for operations and maintenance, the magnitude of effect on community diversity is considered low in the LAA. Effects will occur as multiple irregular events in frequency and will be reversible in temporarily disturbed areas and irreversible where permanent infrastructure is present.

Change in species diversity

- The Project will result in loss of occurrences of plant species of conservation concern (SOCC) and plant species of cultural importance to Kitikmiut, other Indigenous groups, and other potentially affected communities, including the long-stalked draba (*Draba juvenilis*), an SOCC whose only known occurrence in the RAA intersects with the PDA. Indirect effects on plant SOCC and plant species of cultural importance to Kitikmiut, other Indigenous groups, and other potentially affected communities will also occur because of deposition of dust, introduction of non-native and invasive plant species, and changes to the moisture regime from ground disturbance, and possibly alteration of drainage.
- Direct effects will generally occur during the Construction phase of the Project; however, dust deposition, and the potential for non-native and invasive plant species introduction adjacent to the PDA will be ongoing during Operations and Maintenance.
- The magnitude of effects on vegetation species diversity will be high as there will be measurable direct and indirect effects on vegetation species diversity and potential loss of the only known occurrence within the RAA of the long-stalked draba. Effects will occur at multiple irregular events and are expected to be long-term as the road will be permanent, and dust effects will continue for the life of the Project.

Change in wetland function

- The Project is expected to directly affect approximately 124.6 ha of wetland, with 541 wetlands totalling 74.0 ha affected by full removal, resulting in total loss of function for those affected wetlands. Indirect effects to wetlands may also occur due to hydrological changes, permafrost alterations, dust deposition, and the establishment of non-native and invasive species.
- Effects are predicted to be low in magnitude as wetlands and their associated functions will continue to be present in the LAA and RAA. Effects are predominantly limited to wetlands intersected by the PDA or close to the PDA, although effects may extend into the LAA where large wetlands are intersected. Effects will be long-term, with multiple irregular events in frequency.

MD.6.2.3 Cumulative Effects

Cumulative effects on vegetation community diversity, species diversity (including SOCC and plant species of cultural importance to Kitikmiut, other Indigenous groups, and other potentially affected communities), and wetland function from past, present, reasonably foreseeable, and reasonably foreseeable induced projects and activities have occurred and will likely continue to occur. Cumulative effects are predicted to be adverse in direction and low in magnitude with mitigation but will persist for the long-term due to long operating life of many of the projects and activities. Effects will likely also be irreversible as many projects will be permanent. Pre-construction rare plant surveys will help inform SOCC mitigations which will reduce cumulative effects on species diversity.

MD.6.2.4 Significance

A significant adverse residual effect on vegetation and wetlands is one that, following the application of avoidance and mitigation measures, threatens the long-term persistence or viability of vegetation communities or species, including those of plant resources of cultural importance to Kitikmiut, other Indigenous groups, and other potentially affected communities. With the application of mitigation, residual project and cumulative effects on community diversity, plants of cultural importance, and wetland function are not significant.

MD.6.2.5 Mitigation, Management, and Enhancement Measures

The Project will use engineering controls, good operating practices, and site-specific measures to reduce adverse effects on vegetation. Key measures include:

- Minimizing the project development area to reduce habitat loss
- Using previously disturbed areas for Project activities
- Develop an SOCC mitigation plan where required
- Developing a Progressive Reclamation Plan, including reclamation monitoring for temporary workspaces
- Implementing a dust control program
- Scheduling activities to avoid sensitive periods for vegetation where possible
- Using adaptive management to adjust mitigation if monitoring shows unexpected effects

MD.6.3 Caribou

Given their critical importance, caribou are considered a VC in the Project effects assessment. To align with Kitikmiut perspectives, separate assessments are completed for mainland caribou, which are best represented by the Bathurst Caribou Herd (BCH), and island caribou represented by the Dolphin and Union Herd (DUH). Potential effects from the Project and cumulative land disturbances are considered for range disturbance, habitat, movement, mortality risk, and health. The primary assessment boundaries are the BCH-RAA1 for mainland caribou and DUH-RAA for island caribou; these boundaries cover the range use by representative mainland and island caribou on mainland NU.

MD.6.3.1 Baseline

Mainland and island caribou have experienced population declines since the 1980s based on Inuit Knowledge and western science. These declines are likely the result of several factors, including climate, predation, and harvesting. Inuit Knowledge suggests that industrial development has also played a role in declines. Mainland caribou like the BCH migrate long distances between wintering areas in NT (near or below treeline) and summer/ calving areas in NU. Island caribou like the DUH winter on mainland NU and spend the growing season (including calving) on Victoria Island by crossing the Coronation Gulf when it is frozen. Inuit Knowledge identifies important habitat features (e.g., eskers, wetlands [natingnak]) and migration corridors (including water narrows [nadlok]) near the Project on mainland NU. Inuit Knowledge

also suggests that existing sensory disturbances by mines and roads near the Project are a concern for caribou.

MD.6.3.2 Project Effects

The Project can affect caribou range disturbance, habitat, movement, mortality risk, and health through activities like land clearing (e.g., vegetation removal and topsoil stripping), infrastructure development, blasting, and vehicle traffic, all of which also cause sensory disturbances to caribou (i.e., noise, visual, taste). Predicted Project effects on mainland and island caribou are summarized below.

Change in Range Disturbance (mainland caribou):

- Range disturbance is the result of cumulative land disturbances that produce direct (land clearing) and indirect (zone of influence [ZOI]) effects that influence landscape resiliency.
- This assessment follows the cumulative land disturbance framework from the *Bathurst Caribou Range Plan* to quantify range disturbance.
- Project infrastructure is expected to increase range disturbance in BCH-RAA1 by 1,804.2 square kilometres (km²) to an overall disturbance level of 4,863.6 km² (a 59% increase), a total of 6.3% disturbance within the range (77,400 km²). However, the Project does not increase the risk to caribou and caribou habitat. Disturbance levels remain within a desirable range (<6,000 km²).
- The predicted change in BCH range disturbance is low in magnitude and occurs across the BCH-RAA1. Effects will be continuous over a long-term duration and will be irreversible as the Project will be permanent.

Change in Habitat:

- Habitat effects can either be direct (habitat removal) or indirect (reduced quality due to a ZOI) because of Project infrastructure and activities.
- This assessment uses resource selection functions (RSF) to quantify changes in 'selected' (preferred) habitat due to the Project during different seasons (BCH: calving/ post-calving, summer, and fall; DUH: winter, and pre-spring migration staging and post-fall migration).
- The Project directly and indirectly affects up to 55.2 km² (or 0.8%) of seasonal selected habitat within BCH-RAA1. The largest effects occur on summer habitat.
- The Project directly and indirectly affects up to 158.6 km² (or 1.5%) of seasonal selected habitat within DUH-RAA. The largest effects occur on pre-spring migration staging and post-fall migration habitat.
- Direct effects are expected to be minimized through Project design and indirect effects will be minimized with reduced ZOIs through a caribou trigger action response plan (TARP).
- The predicted changes in BCH and DUH habitat are low in magnitude and confined to the LAA. Effects will be continuous over a long-term duration and will be irreversible as the Project will be permanent.

Change in Movement:

- Movement effects can occur because of physical and perceptual (i.e., based on senses) filters caused by Project infrastructure and activities. These effects can be local (e.g., crossings) or broad (e.g., migration).
- This assessment uses the past caribou migration paths and exposure levels to human disturbance to predict future movement effects from the Project.
- The BCH are likely to experience a 1.5-day net increase in annual exposure to human disturbances due to the Project. The BCH's spring migration, including its central migration corridor, is expected to overlap the Project Road at its southern terminus.
- The DUH are likely to experience a 4.2-day net increase in annual exposure to human disturbances due to the Project. The DUH's spring migration, including its central migration corridor, is expected to overlap the Project Port.
- The predicted changes in BCH and DUH movement are moderate in magnitude, occurring in the LAA for local movements and spanning the BCH-RAA1 and DUH-RAA during migration. Effects will be continuous over a long-term duration and will be irreversible as the Project will be permanent.

Change in Mortality Risk:

- Mortality risk effects can occur because of direct (e.g., vehicle collisions) and indirect (e.g., predators and hunting) mortality events.
- This assessment qualitatively evaluates mortality risk based on the risk of vehicle collisions and facilitated predation and harvest due to the Project. Excess annual mortalities from the Project are expected to be minimal for the BCH (1 to 5 deaths) and DUH (1 to 7 deaths).
- Direct mortality risk effects are expected to be mitigated by the caribou TARP, traffic management, and protocols for road use and wildlife encounters. Controlled access for hunting and facilitated predator management will address indirect mortality risk effects.
- The predicted changes in BCH and DUH mortality risk are low in magnitude and restricted to the LAA. Effects will be continuous over a long-term duration and will be irreversible as the Project will be permanent.

Change in Health:

- Health effects can occur from pollutants and other hazards from Project activities. Exposures through inhalation and ingestion may lead to contaminant buildup in caribou tissue.
- This assessment uses the Project's Ecological Risk Assessment (ERA) as a framework for determining Project-related health effects.

- Neither the BCH nor the DUH are likely to experience health effects from the Project. There are no Project-related contaminants identified in soil, water, or sediment, and the ERA has not identified exposure pathways for wildlife. These results are consistent with studies of caribou tissue contamination in the Canadian Arctic.
- The predicted changes in BCH and DUH health are negligible in magnitude and are not carried forward to the assessment of cumulative effects.

MD.6.3.3 Cumulative Effects

The Project's residual effects, combined with reasonably foreseeable induced (RFI) physical activities, can cumulatively affect caribou range disturbance, habitat, movement, and mortality risk.

Change in Range Disturbance:

- In combination, the Project and RFI physical activities increase range disturbance in BCH-RAA1 by 5,759.2 km² to an overall disturbance level of 8,818.6 km², or 11.4% of the total BCH-RAA1 range area (77,400 km²). The combined effects of the Project and RFI physical activities increase disturbance in the BCH-RAA1 to a cautionary range (6,000 km² to 12,000 km²). Therefore, cumulative effects on range disturbance are expected to be moderate in magnitude.

Change in Habitat:

- The Project and RFI physical activities directly and indirectly affect up to 218.4 km² (or 3.0%) of seasonal selected habitat within BCH-RAA1. The largest effects occur on summer habitat.
- The Project and RFI physical activities directly and indirectly affect up to 193.2 km² (or 1.8%) of seasonal selected habitat within DUH-RAA. The largest effects occur on winter habitat.

Change in Movement:

- The BCH are likely to experience a 4.3-day net increase in annual exposure to human disturbances due to the Project and RFI physical activities. The BCH's spring migration, including its central migration corridor, is expected to overlap the Project Road at its southern terminus and several RFI mining access roads.
- The DUH are likely to experience a 7.3-day net increase in annual exposure to human disturbances due to the Project and RFI physical activities. The DUH's spring migration, including its central migration corridor, is expected to overlap the Project Port, but none of the RFI physical activities.

Cumulative effects are expected to be minimized by using the same mitigations as those proposed for the Project. Cumulative effects on the BCH and DUH are expected to be long-term and span the BCH-RAA1 and DUH-RAA but differ for the Project and RFI physical activities. The Project is expected to be permanent and its effects irreversible while RFI physical activities typically have a shorter life span (e.g., two to three decades) and their effects are reversible.

MD.6.3.4 Significance

The assessments on mainland and island caribou consider potential effects on range disturbance, habitat, movement, mortality risk, and health. These effects are considered significant if, in combination, they contribute to exceedances in conservation-based thresholds or threaten herd persistence even if mitigations are applied. With the application of mitigations, including those identified as priorities by the IAG, residual Project and cumulative effects on mainland and island caribou are expected to be not significant.

MD.6.3.5 Mitigation, Management, and Enhancement Measures

WKR will implement a Wildlife Mitigation and Monitoring Plan (WMMP) that contains mitigation, management, and enhancement measures to reduce potential changes in caribou range disturbance, habitat, movement, and mortality risk. The following are key measures being proposed:

- The Project design helps to minimize effects on habitat and movement. The Project footprint is considerably smaller than the PDA, which provides flexibility to adjust routing to avoid sensitive habitat features. The Project Road will be constructed to minimize elevation differences and slopes and use small surface materials.
- The caribou TARP will help minimize direct mortality risk (i.e., vehicle collisions) and indirect habitat and movement effects. This broad framework will allow for adaptive road closures where required and inform traffic management protocols.
- Controlled (permitted) access of the Project Road for harvesting will minimize indirect mortality events from hunting. Facilitating predator management activities will minimize indirect mortality events from predation.

MD.6.4 Birds

Birds and bird habitat were identified as a VC in the NIRB guidelines for the Project. The assessment grouped birds (kopanoak) into three guilds—passerines, waterbirds, and cliff-nesting raptors—due to their ecological differences.

The assessment integrated Inuit, Indigenous, and Community Knowledge, particularly from the NTKP and the IAG, with western science. Information obtained through Inuit, Indigenous, and Community Knowledge provided baseline information on culturally important bird species, migration timing, nesting habitats, understanding of significance, and the influence of climate change on bird occurrence.

MD.6.4.1 Baseline

The characterization of baseline conditions for birds involved collecting and collating information from several data sources, including Inuit, Indigenous and Community Knowledge, species accounts, regional surveys and other regional literature, discussions with regional biologists, field surveys, and habitat classification and modelling for select species. Based on these data sources, a total of 92 bird species were observed or have the potential to occur in the marine and terrestrial study areas. Eight species, confirmed or potentially present in the terrestrial and marine study areas, are federally listed as

endangered, threatened, or special concern under the *Species at Risk Act* (SARA). Additionally, 21 species are identified as either critically imperiled, imperiled, or vulnerable by the GN. The Arctic contains habitat features that are important to terrestrial and marine bird species including polynyas (open water in the ocean surrounded by sea ice), coastal areas and wetlands, and cliff habitats.

MD.6.4.2 Project Effects

The assessment of Project effects on birds focused on two potential effects:

Change in Habitat:

- The assessment of change in habitat considers the effects of both direct habitat loss (from the PDA) and indirect habitat alteration from sensory disturbances (e.g., noise, dust, human activity) on suitable habitat for three guilds of birds: passerines, waterbirds/shorebirds, and cliff-nesting raptors.
- Direct habitat loss due to site preparation (i.e., ground clearing and vegetation removal) during the Construction phase was calculated based suitable habitat within the PDA footprint. Indirect habitat alteration or loss due to sensory disturbances (noise, dust, human activity) associated with activities during the Construction and Operations and Maintenance phases were quantitatively assessed within a ZOI that varied by bird guild (300 m for passerines, 250 m for waterbirds, and 1,500 m for cliff-nesting raptors). The total amount of suitable habitat influenced by the Project (direct loss + indirect loss) was 2.6 percent (%) for passerines, 2.1% for waterbirds, and 7.9% for raptors within the RAA.
- Residual effects on a change in habitat are predicted to be adverse but low in magnitude, because the affected area is minimal and is not expected to substantially affect the overall amount or quality of bird habitat within the RAA. Effects will occur continuously over a long-term duration, and given that the Project will be permanent, they will be irreversible.

Change in Mortality Risk:

- Change in mortality risk relates to incidental take (nest disturbance/destruction), and collisions with vehicles, equipment, aircraft, marine vessels, and infrastructure lighting. Indirect risk is also considered from potential changes in hunting/egg collection access and predator-prey dynamics. These effects may occur during the Construction and Operations and Maintenance phases of the Project and were assessed qualitatively.
- The risk of mortality (e.g., from collisions or incidental take) is considered low magnitude due to low predicted traffic volumes, low bird density, and the implementation of mitigation and management measures, which are expected to be highly effective. Only a small number of birds are expected to be at risk, and these effects will occur on an irregular basis over the life of the Project

MD.6.4.3 Cumulative Effects

The cumulative effects assessment considered the Project's residual effects in combination with other past, present, and RFI projects and activities.

- The cumulative influence on suitable bird habitat loss is low: 3.2% for passerines, 2.7% for waterbirds, and 10.1% for raptors within the RAA.
- The cumulative effect on mortality risk remains low magnitude, as the mortalities are predicted to be isolated incidents.

MD.6.4.4 Significance

The residual project and cumulative effects on birds are determined to be not significant as the predicted effects are not expected to result in an adverse change in the viability and persistence of the bird populations that interact with the RAA beyond an acceptable level.

MD.6.4.5 Mitigation, Management, and Enhancement Measures

Mitigation, management, and enhancement measures were incorporated into the Project design and operational procedures to reduce adverse effects, including:

- Confining the PDA footprint
- Completing vegetation clearing/ground disturbance outside the migratory bird nesting period (May 10 to August 20) where possible or completing wildlife sweeps
- Implementing dust suppression, reducing speed limits, and using noise muffling equipment
- Establishing no-disturbance buffers around identified sensitive wildlife features where required

MD.6.5 Other Terrestrial Wildlife

This assessment for the Grays Bay Road and Port Project (the Project) focuses on the potential effects on four key indicator species to represent the Other Terrestrial Wildlife Valued Component (VC): muskox (*omingmak*; *Ovibos moschatus*), moose (*tuktukvak*; *Alces alces*), grizzly bear (*akhak*; *Ursus arctos horribilis*), and wolverine (*kalvik*; *Gulo gulo*). These species are important to Inuit for cultural continuity, food security, and economic viability. Project and cumulative effects for the species noted are described within Sections MD.6.5.1, MD.6.5.2, MD.6.5.3, and MD.6.5.4. Significance determination and overall mitigation measures for the Other Terrestrial Wildlife VC are described in Sections MD.6.5.5 and MD.6.5.6, respectively

MD.6.5.1 Muskox

MD.6.5.1.1 Baseline

Muskox are widely distributed throughout the RAA and are culturally, nutritionally, and economically important to Kitikmeot. Their population, once near extirpation in the early 20th century, has rebounded and is currently considered secure, with particularly high densities in the northern and central portions of the RAA. Inuit Knowledge and scientific surveys align in showing increasing muskox numbers, though occasional declines have been attributed to disease. Their home ranges are relatively small, expanding in summer and contracting in winter. Muskox also travel between islands and the mainland using sea ice, a behavior well documented in Inuit Knowledge. Harvesting is managed through Total Allowable Harvest (TAH) frameworks to maintain sustainability although this rate is generally not met. Predation from wolves and grizzly bears does occur but has not substantially limited muskox numbers in the region. Overall, both Inuit Knowledge and scientific evidence indicate that muskox populations are stable and resilient within the RAA.

MD.6.5.1.2 Project Effects

The assessment of Project effects on muskox focused on three effects:

Change in Habitat:

- Vegetation clearing, excavation, and grading will result in direct loss of suitable muskox habitat within the PDA. Indirect effects will be created through project activities that produce sensory disturbance (e.g., noise from blasting or vehicle traffic, visual stimuli from infrastructure or equipment) or alter forage quality (e.g., dust deposition).
- Direct and indirect loss or alteration of muskox habitat in the LAA and RAA was assessed through habitat suitability modelling based on documented muskox habitat preferences provided by Inuit Knowledge and literature review. Direct and indirect loss of suitable summer habitat is predicted to be 2.4% and late winter habitat is 2.7% of the total suitable habitat in the RAA.
- Changes in habitat are predicted to be low magnitude because the amount of habitat loss or alteration will be very small relative to that currently available in the RAA. This effect will be confined to the LAA as sensory disturbance from project activities is not predicted to extend beyond 4 km from the PDA. Effects will be continuous and long term and considered irreversible where project infrastructure is considered to be permanent.

Change in Movement:

- Inuit Knowledge provided input into assessing the Project's potential effects on muskox movement, primarily by describing behavioural responses to disturbance.
- Physical obstructions and sensory disturbances caused by project activities and components will affect muskox movement during Construction and Operations and Maintenance phase, although project components will not create an impermeable filter. Displacement from sensory disturbance will be mitigated through measures like traffic speed limits and road design, resulting in a low magnitude effect restricted to the LAA.

- The Project's effects on muskox movement will be year-round, but will be greatest during winter, when snowbanks form along the road. During construction, sensory effects on muskox movement will occur as irregular events associated with various localized construction activities. During operations and maintenance, sensory disturbance may continuously affect muskox movement, but mitigation, management and enhancement measures will reduce sensory effects on muskox movement during part of their calving period. The Project is intended to be permanent, and its effects on muskox movement will be long-term and irreversible.

Change in Mortality Risk:

- Project activities during the Construction and Operations and Maintenance phases have the potential to affect muskox mortality risk in the RAA both directly (e.g., vehicle-muskox collisions) and indirectly (e.g., increased access for muskox hunting).
- Direct mortality from vehicle collisions is predicted to be rare. The greatest effect will be the indirect increase in harvest due to hunter access, but this will remain within the regulated TAH framework.
- The Project's effect on muskox mortality risk is predicted to be adverse but of low magnitude, because interactions between muskox and project vehicles will be rare, and any increase in muskox harvest due to project infrastructure will be within limits set and monitored by the governing authorities. Indirect project effects on muskox mortality risk will occur mainly in the fall and winter, as multiple irregular events, and will extend into the RAA as hunters stage from the road and travel by snowmachine beyond the LAA. Project effects on muskox mortality risk is predicted to be long-term and, because the Project is intended to be permanent, irreversible.

MD.6.5.1.3 Cumulative Effects

The cumulative loss of suitable habitat (Project and reasonably foreseeable induced activities) is projected to be 3.3% to 3.8% (low magnitude). Cumulative effects on movement and mortality risk are also assessed as low magnitude, primarily due to increased road traffic and facilitated hunter access, but managed by the regulatory framework.

MD.6.5.2 Moose

MD.6.5.2.1 Baseline

Moose occur only sparsely in Nunavut, restricted mainly to treeline areas of the Kivalliq and Kitikmeot regions and to coastal tundra where tall shrubs and willows provide forage. Inuit Knowledge describes moose in the Kitikmeot Region as a relatively recent but increasing presence, with community members observing them along the Coronation Gulf coastline—from west of the Tree River to Bathurst Inlet—and farther inland along the James, Hood (*Hivogahik*), and Tree rivers, as well as at Contwoyto Lake, reflecting a gradual northward expansion consistent with broader ecological change. This Indigenous Knowledge aligns with scientific observations showing that moose in the RAA occur at very low densities, concentrated mainly in riparian shrub systems and willow-rich creek and river valleys near Grays Bay, High Lake, and the Port and Aerodrome PDAs.

Harvest levels in the RAA remain low due to limited access, though Inuit hunters have long taken moose opportunistically, especially near Kugluktuk where numbers have risen in recent years. While wolves may prey opportunistically on moose, Inuit Knowledge emphasizes that wolf ecology in the region is more closely tied to caribou. Overall, both scientific data and Inuit Knowledge depict a small but gradually increasing moose presence, closely tied to riparian shrub habitat and localized movements within the RAA.

MD.6.5.2.2 Project Effects

The assessment of Project effects on moose focused on three effects:

Change in Habitat:

- Earthworks (including vegetation clearing and topsoil stripping) during construction will result in direct loss of suitable moose habitat within the PDA. Indirect effects will be created through project activities that produce sensory disturbance (e.g., noise from blasting or vehicle traffic, visual stimuli from infrastructure or equipment) or alter forage quality (e.g., dust deposition).
- Direct and indirect loss or alteration of moose habitat was assessed through habitat suitability modelling and, specifically for indirect loss or alteration, quantified using a ZOI approach based on scientific literature of moose sensitivity to project components or activities.
- Direct habitat loss within the PDA will include 16.0 km² of shrubby habitat for moose. An additional 39.9 km² of shrubby habitat is expected to be indirectly affected by the Project (within the ZOI portion of the LAA), for a total of 55.9 km² of direct and indirect habitat effects. Within the RAA, this represents a 0.8% decrease in shrubby habitat relative to baseline conditions. This predicted change in habitat is considered to be negligible, although effects will be continuous over a long-term duration and irreversible as the Project is permanent.

Change in Movement:

- Inuit Knowledge provided input for assessing the Project's potential effects on moose movement by documenting their specialized use of the landscape and their recent northward expansion patterns.
- Changes in moose movement can occur through physical filters (e.g., fences, road berms) and perceptual filters (e.g., sensory disturbance) during all project phases and may occur within or around the PDA.
- Movement changes are expected to be low magnitude during construction and negligible during operations and maintenance, as moose are expected to eventually habituate to human activity, keeping effects limited to within the LAA.

Change in Mortality Risk:

- Inuit Knowledge contributed to assessing potential project effects on moose mortality risk by identifying the species' habitat preferences and indirectly indicating risks from disturbance, which included the potential influence of blasting on moose.
- The Project can influence moose mortality by vehicle collisions, aircraft collisions, interactions with quarries and blasting, and potential increased hunter access into areas that previously lacked access.
- Mortality risk from vehicle collisions is low due to sparse moose density. Increased harvest risk due to enhanced access is the main indirect effect, but the effect is deemed low magnitude given existing regulatory management. Overall, changes in mortality risk are predicted to extend to the RAA (due to enhanced access), be of long-term duration and irreversible as the Project is permanent.

MD.6.5.2.3 Cumulative Effects

The Project's residual effects, combined with RFI projects, will cumulatively affect moose habitat, movement, and mortality risk. The cumulative effect on habitat change is quantitatively assessed as a low magnitude loss of 1.6% of suitable habitat. Cumulative effects on movement and mortality risk are predicted to be low magnitude, with effects primarily stemming from increased traffic on the expanded road network. These cumulative effects will be regional in geographic extent, high sensitivity in timing due to interactions during the late-winter season (the most sensitive time for moose), long-term in duration, and will occur either continuously (for cumulative effects on habitat and/or movement) or as irregular events (for cumulative effects on mortality risk).

MD.6.5.3 Grizzly Bear

MD.6.5.3.1 Baseline

Grizzly bears are listed as Special Concern under SARA due to sensitivity to disturbance and low reproductive rates. Inuit Knowledge and scientific studies show they occur throughout the RAA, with higher densities in the south and along major rivers. Populations have remained stable or slightly increasing, supported by recent DNA studies. Compared with other populations in North America, grizzly bears in the Central Arctic have very large home ranges and occur at low density in areas of relatively low productivity and habitat quality. These bears occupy large home ranges at low densities and seasonally migrate to access food sources such as caribou and coastal fish. Habitat selection commonly includes eskers, riparian shrub zones, tundra, and lichen-rich areas, with some differences between males, females, and females with cubs. Grizzly bears are increasingly common across the region, expanding northward to areas like Victoria Island and becoming more frequently encountered near communities, where they are creating growing safety concerns. Inuit may harvest grizzly bears year-round according to their cultural, social, and economic needs, while non-beneficiaries (residents and non-residents) face seasonal restrictions and quota-based sport hunting limits. Harvest records show generally low and stable kill numbers, especially in the Central Kitikmeot Region.

MD.6.5.3.2 Project Effects

The assessment of Project effects on grizzly bear focused on three effects:

Change in Habitat:

- The assessment of habitat change considered both direct loss and indirect losses (e.g., due to sensory disturbances, edge effects, perceptual filters, dust deposition) of grizzly bear habitat. Inuit Knowledge provided spatial and descriptive information about where grizzly bears live and prefer to spend their time.
- Direct and indirect loss or alteration of grizzly bear habitat was assessed through habitat suitability modelling and, specifically for indirect loss or alteration, quantified by applying a habitat suitability reduction factor within the ZOI (i.e., area beyond the PDA in which project activities could indirectly affect grizzly bear habitat use, thereby reducing habitat effectiveness).
- Site clearing within the PDA for construction is anticipated to result in the direct loss of up to 44.2 km² of suitable grizzly habitat, while both project phases are projected to result in an indirect loss of another 140.8 km² which represents 0.6% of the RAA's baseline suitable habitat. This predicted change in habitat is considered to be negligible in magnitude and confined to the LAA. Effects will be continuous over a long-term duration and will be irreversible as the Project will be permanent.

Change in Movement:

- Inuit Knowledge indicated that human infrastructure and activities, including traffic, blasting, and waste management, might influence grizzly bear movement patterns, forming the basis of the Project's analysis of effects on grizzly bear movement.
- Changes in grizzly bear movement are possible through physical (e.g., berms, buildings) and perceptual (e.g., sensory disturbance) filters during all Project phases. The focus was on various project components that could influence daily and seasonal grizzly bear movement, with consideration that effects on large-scale movements could result in population effects, such as reduced genetic connectivity.
- Movement change is predicted to be low magnitude during construction and negligible during operations and maintenance, as road design will permit permeability and large home ranges buffer population-level movement constraints. As the road and port are permanent, project effects on movement will occur over a long-term and be irreversible.

Change in Mortality Risk:

- Inuit Knowledge provided input to the assessment of potential Project effects on grizzly bear mortality risk by identifying behaviours, ecological relationships, and external factors that increase their vulnerability.

- Potential sources of mortality resulting from the Project include collisions with grizzly bear on the road, potentially lethal interactions with specific project infrastructure or activities (e.g., airstrip, blasting), lethal control of problem animals, and increased hunting and trapping facilitated by the presence of the port and road.
- Direct effects of the Project on changes on mortality risk are expected to be mitigated through implementation of the WMMP and associated measures, however a low residual effect on grizzly bear mortality will remain. Induced effects from increased harvest rates within the RAA, facilitated by the Project's access, are more challenging to mitigate, however given regulatory oversight, the residual induced harvest-related mortality is also expected to be low. Effects on mortality risk will be continuous during all project phases for a long-term duration, and will be irreversible.

MD.6.5.3.3 Cumulative Effects

The Project's residual effects, combined with RFI physical activities, are likely to have cumulative effects on grizzly bears, specifically regarding habitat (direct and indirect loss), movement, and mortality. Cumulative suitable habitat loss is projected to be low magnitude (1.2%). Cumulative effects on movement and mortality risk are also anticipated to be low magnitude due to the effectiveness of required mitigation and the regulatory framework controlling harvest. These cumulative effects are predicted to be irreversible, and long-term in duration, as well as highly sensitive in timing, due to potential overlap with critical grizzly bear life stages.

MD.6.5.4 Wolverine

MD.6.5.4.1 Baseline

Wolverine in the Kitikmeot Region are solitary carnivores with large home ranges and moderate population densities, feeding primarily on caribou and muskox carrion along with small mammals, birds, and vegetation seasonally. Inuit Knowledge describes wolverine as intelligent and culturally significant, though sometimes considered pests for raiding caches, and indicates strong use of rocky, rugged terrain, cliffs, and crevices for security, scavenging, and denning. While some Inuit observations suggest declining sightings in parts of the RAA, scientific studies show stable or increasing populations in Nunavut and the Northwest Territories, with densities comparable to other Arctic regions and evidence of range expansion. Project surveys and Inuit Knowledge both indicate higher wolverine use in the northern and southern portions of the RAA, sea-ice travel, and concentrated high-quality habitat (particularly sedge and tussock tundra) within a band from Grays Bay to Ulu, resulting in roughly one-third of the RAA being classified as suitable habitat. Wolverine are widely harvested across Nunavut for their frost-resistant fur. Although historical harvests in West Kitikmeot were higher, reported harvest numbers have declined since the mid-2000s, though it is unclear whether this reflects fewer animals or reduced trapping effort. Mine-related wolverine incidents have decreased over time due to improved mitigation practices, and disease-related mortality remains rare in the Arctic.

MD.6.5.4.2 Project Effects

The assessment of Project effects on wolverine focused on three effects:

Change in Habitat:

- The assessment of habitat change considered both direct loss and indirect loss (e.g., due to sensory disturbances, edge effects, physical and perceptual filters to habitat use, dust deposition) of wolverine habitat. Inuit Knowledge provided baseline data and ecological context for assessing the Project's effects on wolverine habitat by defining preferred terrain, denning requirements, and critical food-source dependencies.
- Direct and indirect loss or alteration of wolverine habitat was assessed through habitat suitability modelling and, specifically for indirect loss or alteration, quantified by applying a habitat suitability reduction factor within the ZOI (i.e., area beyond the PDA in which project activities could indirectly affect wolverine habitat use, thereby reducing habitat effectiveness).
- Site clearing within the PDA for construction is anticipated to result in the direct loss of up to 18.5 km² of suitable wolverine habitat, while in combination, the two project phases are projected to result in 33.1 km² of indirect habitat loss. A further 148.0 km² of habitat was predicted to experience indirect habitat alteration due to the Project but remain suitable. Total direct and indirect habitat loss is predicted to be 0.3% of suitable habitat in the RAA. This amounts to a negligible change in wolverine habitat. Effects on habitat are anticipated to persist for the lifespan of Project infrastructure, resulting in long-term, irreversible effects.

Change in Movement:

- Inuit Knowledge provided input for assessing the Project's potential effects on wolverine movement by documenting their landscape-level travel patterns, seasonal behaviours, and responses to industrial disturbance.
- The assessment of potential project-related changes to wolverine movement patterns considers potential effects such as physical obstruction to movement, sensory disturbances (e.g., noise, light, human presence, vehicle traffic), and habitat fragmentation across project phases.
- The scale of the Project relative to that of wolverine movements is relatively small, and the Project is not expected to create impermeable filters to wolverine movement after accounting for mitigation measures. Effects are predicted to be of low magnitude within the LAA, though the timing of effects is highly sensitive due to overlap with natal denning. Effects are predicted to be long-term and irreversible as project infrastructure will be permanent and may continuously affect wolverine local movements.

Change in Mortality Risk:

- Inuit Knowledge provided input into the assessment of wolverine mortality risk by identifying the animal's behavioural vulnerabilities, its changing ecological relationships with other species, and risks associated with the project infrastructure.

- Both the road and port components of the Project are anticipated to affect wolverine mortality. The road is anticipated to be a vector for both direct mortality from vehicle collisions and induced mortality from increased access to hunting and trapping. The port facilities, as well as worker camps and waste facilities, may be associated with increased mortality risk from euthanasia of problem animals because of food waste and other attractants.
- Direct mortality risk from collisions and lethal control is mitigated to be negligible. Induced harvest risk from increased access is the primary remaining effect but is predicted to be low magnitude. Project effects on mortality risk will persist over a long-term duration and are likely to be irreversible as the Project will be permanent.

MD.6.5.4.3 Cumulative Effects

The Project's residual effects, combined with RFI physical activities, are likely to have cumulative effects on wolverine, specifically regarding habitat (direct and indirect loss), movement, and mortality. The Project will be the major contributor to the loss of suitable wolverine habitat in the RAA, accounting for 51.6 km² of the total estimated cumulative loss of 80.4 km² (or 64% of the cumulative loss); however when compared to the available 15,502.4 km² of suitable wolverine habitat within the RAA the total cumulative loss is less than 1% which is a negligible magnitude cumulative effect. Cumulative effects on movement and mortality risk are generally assessed as low in magnitude, assuming regulatory management maintains sustainable harvest levels and mitigation is successful.

MD.6.5.5 Significance

The assessment considers three pathways for potential effects on other terrestrial wildlife: Change in Habitat, Change in Movement, and Change in Mortality Risk. For each indicator species, the predicted residual effects of the Project, after implementing mitigation measures, and the cumulative effects with other existing and future activities, were determined to be not significant as effects are not expected to alter the viability and persistence of populations of indicator species that interact with the RAA beyond an acceptable level (e.g., where it is not sustainable or is unavailable to contribute to biodiversity and ecosystem function or is not available for managed harvest).

MD.6.5.6 Mitigation, Management, and Enhancement Measures

WKR will implement a WMMP that contain a comprehensive suite of mitigation, management and enhancement measures to reduce potential changes in habitat, movement and mortality risk for other terrestrial wildlife. Key measures are summarized as follows:

- Site clearing will be restricted to the PDA to minimize habitat loss.
- Sensory disturbance will be reduced through dust suppression, noise controls, and timing restrictions during project activities.
- A Borrow Pit and Quarry Management Plan and an Explosives Management Plan will be implemented to limit wildlife disturbance.
- Wildlife protection measures, such as access controls, traffic management, posted speed limits, and wildlife-right-of-way procedures, will be applied to minimize collision and mortality risks.

- Attractant-management practices, including secure waste storage, daily incineration, and worker conduct guidelines, will be enforced to prevent human–wildlife conflicts.
- Infrastructure and road features will be designed to maintain wildlife movement, including low-profile embankments and permeable layouts near key habitat features where possible.
- Wildlife monitors and species-specific timing buffers will be used near sensitive areas such as denning habitats.
- Wildlife awareness and safety training will be provided to all personnel to ensure consistent implementation of mitigation measures.

MD.6.6 Terrestrial Environment Impact Statement

An evaluation of the potential influence of the Grays Bay Road and Port Project on terrain, soils and permafrost, vegetation, caribou, birds, and other terrestrial wildlife predicted residual effects and cumulative effects to be not significant.

MD.7 Freshwater Environment

For Inuit, the freshwater environment is an essential resource relied upon for hunting, travel, and connection to the land. Freshwater fish are an important part of the Inuit seasonal diet, and essential during times of food shortages (Banci and Spicker 2024).

Ekalok (fish) were an important part of the Inuit seasonal diet, and essential during times of food shortages, especially if caribou did not arrive because of a change in migration route or calving area. People fished wherever they camped and travelled, primarily during the spring and fall, to coincide with spawning runs. (Banci and Spicker 2024)

Over time, Inuit and Knowledge holders have observed significant changes in water quality and availability. These include the drying up of springs, reduced water levels in lakes and rivers, and changes in the taste and clarity of water. Inuit attribute these changes to a combination of climate change, reduced precipitation, melting permafrost, and increased contamination from industrial activities such as mining (KIA 2003). The freshwater environment holds an ecological and socio-economic importance, supporting aquatic and terrestrial ecosystems, human health, and traditional land, marine, and resource use.

WKR collected baseline condition information by combining Inuit-led and collaborative knowledge gathering (including the project-specific Inuit Knowledge report, compiled using information 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 collected through western scientific methods.

WKR used this integrated knowledge to inform the establishment of Project Assessment Boundaries and to support the Assessment of Project Effects and Cumulative Effects across valued components. The combined Inuit Knowledge and western scientific information also directly informed the determination of significance and the development of Mitigation, Management, and Enhancement measures. This knowledge base is critical to ensure that the Project assessment reflects Kitikmiut perspectives, lived experience, and observed environmental conditions. Continued knowledge sharing, collaboration, and incorporation of new information over the life of the Project will be essential to refine predictions, improve adaptive management, and enhance Project outcomes for Inuit and other potentially affected communities.

the Project is a deep-water port and 230 km all-season road development being proposed by WKR, located within the Kitikmeot Region of Nunavut. The port will be located within the Coronation Gulf, approximately 50 km south of the North West Passage route through the Arctic and will connect via the all-season road to the closed Jericho Mine site at Jericho Station, on the northwest side of Contwoyto Lake, NU. The all-season road will connect seasonally to the TCWR annually. WKR has prepared an Impact Statement to identify and assess potential environmental and Socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for West Kitikmeot Resources Corp's Grays Bay Road and Port Proposal (NIRB File No. 24XN038; NIRB 2026). This volume of the IS presents the assessment of

potential environmental effects for water resources including surface water quantity, surface water and sediment quality, and groundwater quality and freshwater fish and fish habitat.

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components, including both permanent and temporary disturbances (e.g., extent of Project infrastructure, planned clearing, and laydown areas). The LAA is the maximum area where project-specific environmental effects can be qualitatively estimated with a reasonable degree of accuracy and confidence. For the Water Resources VC, and Freshwater Fish and Fish Habitat VC, the LAA was defined as a 1 km buffer centred on the PDA. The LAA also includes a 100 m buffer around the Port, Aerodrome and Jericho Station PDAs, plus an extension to the northwest side of the Kennarctic River west of the Aerodrome PDA and encompasses the Road PDA including an area extending 100 m upstream and downstream of the road centerline.

The RAA encompasses the PDA and LAA and provides a regional context for how the project-related effects may influence the respective VCs, and how these effects may interact cumulatively with those of other past, present, or reasonably foreseeable projects. For the Water Resources VC, the RAA includes a 10 km land-based buffer around the PDA and extends to include the Kennarctic River watershed and the unnamed watershed that drains to the Arctic Ocean. The Freshwater Fish and Fish Habitat VC RAA also includes a 10 km land-based buffer around the Port and Aerodrome PDA, but for the Road portion of the RAA, it includes a 10 km buffer around the PDA for southern watersheds, and the entirety of the Arctic and Kennarctic watersheds at the north end of the PDA.

MD.7.1 Water Resources

Water Resources was selected as a VC due to the potential for adverse effects from project activities on surface water quality and quantity, groundwater quality, and sediment quality. These potential adverse effects may arise during the Construction phase, the Operations and Maintenance phase, or other Project-related disturbances that alter natural hydrological processes.

MD.7.1.1 Baseline

Freshwater resources within the LAA remain largely in a natural state. Surface watercourses are driven by snowmelt and rainfall, with highly seasonal flows and periods of low water in late summer and winter. Lakes and ponds are interconnected by shallow channels, and permafrost limits groundwater exchange. Overall, baseline groundwater flow has limited connectivity between deep and shallow systems due to the presence of permafrost which acts as a barrier in most cases.

Water quality in lakes and waterbodies is generally characterized by low nutrient levels, low turbidity, and minimal anthropogenic influence. Natural seasonal variation occurs due to ice cover, meltwater pulses, and weather patterns. Fishing and travel along lakes and river channels relies on predictable water levels and clear, clean water.

MD.7.1.2 Project Effects

The Project may influence surface water quantity, surface water and sediment quality, and groundwater quality through construction of the road, stream crossings, borrow sources, landside Port and Aerodrome, and camps. Potential effects pathways are particularly applicable to areas where land will be disturbed, water is withdrawn and discharged, or infrastructure interacts with natural drainage systems. Three Project effect pathways and results are summarized as follows:

Change in surface water quantity:

- Water withdrawals and discharges for dust control, winter road maintenance, and potable water use may temporarily alter water quantity, particularly during low-flow periods. After applying mitigation, management, and enhancement measures, residual effects are limited to the temporary withdrawal and discharge locations associated with construction and operation, and permanent withdrawal associated with potable water supply during operation. Given the Project's small footprint relative to watershed size, these changes are considered low magnitude (i.e., <10% change in streamflow or lake volume), as licence approvals consider guidelines and rates from waterbodies with sufficient assimilative capacity.
- Landcover changes associated with clearing, grading, embankments, culverts, borrow sources, and bermed areas can modify natural drainage patterns, creating localized changes to surface runoff, ponding, or the direction of flow. After applying mitigation, management, and enhancement measures, residual effects from landcover changes and altered runoff response along the Road PDA are also expected to be low in magnitude (i.e., less than 10% of change in streamflow and lake volume compared to existing conditions), are expected to be localized near infrastructure, short- to medium-term in duration, and reversible as disturbed areas are expected to stabilize during operations, particularly with the implementation of mitigation.

Change in surface water and sediment quality:

- Disturbance of soils and in-stream works may introduce suspended sediments to nearby waterbodies. These inputs can cause short-term increases in turbidity and localized sedimentation downstream of work areas. After applying mitigation, management, and enhancement measures residual effects are predicted to be low in magnitude, irregular in frequency and reversible.
- Surface water and sediment quality may also be affected by contaminants mobilized in runoff from disturbed surfaces, construction areas, bermed areas, and erosion and sediment control features. Exposed rock and borrow materials may contribute dissolved metals or acidity, and blasting may release nitrogen compounds. After applying mitigation, management, and enhancement measures, residual effects are predicted to be low in magnitude, irregular in frequency and reversible.

Change in groundwater quality:

- Shallow groundwater is sensitive to many of the same pathways as surface water, as mixing with affected surface water or runoff can alter groundwater quality. Deep groundwater is largely protected by thick permafrost that limits vertical mixing. Potential changes to groundwater quantity are not assessed because no groundwater extraction is planned for this Project.

MD.7.1.3 Cumulative Effects

The Project's cumulative residual effects on surface water, groundwater, and sediment quality are characterized as low magnitude, reversible, and are geographically limited to the LAA. Cumulative effects on the distribution of permafrost in the shallow subsurface may not be reversible but are not expected to impact water quality. Overall, given the small contribution of Project effects to cumulative residual effects on surface water quantity and quality, and sediment quality within the RAA as well as expected mitigation measures for the Project and mitigation to be adopted by other projects and activities in the RAA, cumulative effects are expected to be not significant.

MD.7.1.4 Significance

After mitigation, residual effects on water resources are predicted to be not significant. Changes to surface water quantity, surface water and sediment quality, and groundwater quality are not expected to change beyond natural variability outside the PDA. Cumulative effects are also predicted to be not significant.

MD.7.1.5 Mitigation, Management, and Enhancement Measures

The Project will apply design practices, operational controls, and monitoring programs to avoid or reduce potential effects to freshwater resources. Key measures include:

- Designing culverts, bridges, and drainage structures to accommodate natural flow patterns and reduce upstream ponding or downstream scour
- Applying erosion and sediment control measures during instream works and grading
- Applying quarry-specific drainage and sediment management plans
- Applying a metal leaching (ML)/acid rock drainage (ARD) strategy (Borrow Pit and Quarry Management Plan) that will include managing ML/ARD material exposed during construction (e.g., road fill, platforms, borrow sources). Any rock material sourced for use above the high-water mark will be subject to acid rock drainage/metal leaching testing, with only acceptable material used in construction.
- Monitoring during construction to evaluate water quality, flow conditions, and drainage performance
- Using adaptive management to adjust practices if monitoring identifies unexpected changes

Continuing dialogue with Kitikmiut, other Indigenous groups, and other potentially affected communities will guide water-related planning, timing, monitoring, and management throughout the Project lifecycle.

MD.7.2 Freshwater Fish and Fish Habitat

This Freshwater Fish and Fish Habitat VC includes fish and fish habitat as defined by the *Fisheries Act* as well as aquatic vegetation and benthic invertebrates, as applicable to freshwater.

MD.7.2.1 Baseline

Freshwater fish and fish habitat within the LAA remain largely in their natural state, supporting a diverse community of fish species that vary across watersheds, including culturally important species such as Arctic char, lake trout, Arctic grayling, burbot, and round whitefish. These species are an important subsistence food source for Inuit communities. Habitat conditions range from larger permanent rivers to shallow tundra streams, lakes, and interconnected ponds. Fish habitat usage varies depending on seasonal flow regimes, freshet timing, ice thickness, and water depths. Flows are highly seasonal and driven by snowmelt, rainfall, and periods of low water in late summer and winter. Ephemeral and intermittent channels also contribute drainage, seasonal connectivity, and nutrient inputs to downstream fish-bearing systems. Overall, baseline habitats in the LAA experience minimal anthropogenic disturbance and provide overwintering, migration, spawning, and rearing functions that support continued harvesting by Kitikmiut and other Indigenous groups.

MD.7.2.2 Project Effects

The assessment focused on two potential Project-related effects on freshwater fish and fish habitat:

Change in fish habitat:

- Project activities may alter, disrupt, or remove fish habitat through physical disturbance of watercourses, change in flow patterns, and construction of permanent infrastructure.
- Alteration of water quantity at crossings or within small drainage networks may also influence habitat availability at certain life stages.
- After applying mitigation, management, and enhancement measures, the residual effects resulting from change in fish habitat will be low to moderate in magnitude. The duration of these effects will vary from short-term to long-term, occur as multiple irregular events, and be limited to the LAA. The likelihood for Project-related effects to occur during sensitive life stages (e.g., spawning period) range from no sensitivity to high sensitivity. The residual effects are anticipated to be reversible in areas that are reclaimed (e.g., temporary workspaces or access roads) but irreversible for permanent Project components (e.g., airstrip, Road, Port infrastructure).

Change in fish health, growth or survival:

- Changes in fish health, growth, or survival are expected to be driven by the potential effects of changes in water quality due to sediment inputs and water quality chemistry, death of fish from injury or stranding, production of underwater noise, and increased fishing pressure.

- After applying mitigation, management, and enhancement measures, the residual effects are considered low in magnitude, limited to the LAA, and will occur as multiple irregular events. The timing of these residual effects will vary from short-term (i.e., Construction phase only) to long-term (i.e., extend throughout Operations and Maintenance phases). The likelihood of effects occurring during sensitive life stages (e.g., spawning period) range from no sensitivity to high sensitivity. The residual effects are anticipated to be reversible, with the exception of death of fish or fish eggs, which would be permanent at an individual level but reversible at the population level.

MD.7.2.3 Cumulative Effects

Cumulative effects on freshwater fish and fish habitat are anticipated between the Project and certain identified physical activities in the RAA. Overall, the cumulative effects are predicted to be low in magnitude for change in fish health, growth, or survival from increased fishing pressure and changes in water quality and moderate in magnitude for change in fish habitat from the loss of habitat below the high-water mark and riparian clearing. The geographic extent of the direct effects will be the RAA but localized to the physical activities' local areas. The potential cumulative effects will be long-term in duration because of the long operating life of physical activities, and will occur as irregular events, and range from reversible (e.g., temporary workspaces, watercourse crossings on fish habitat) to irreversible (e.g., permanent infrastructure that overlaps fish habitat).

MD.7.2.4 Significance

The Project will implement avoidance and mitigation measures, including measures to offset habitat loss, if required to counterbalance unavoidable effects. The residual effects to fish and fish habitat are therefore not anticipated to cause a measurable change in the productivity of relevant fish populations, including those of cultural or traditional importance to Kitikmiut, other Indigenous groups, or other potentially affected communities, and thus are predicted to be not significant. Cumulative effects are also predicted to be not significant.

MD.7.2.5 Mitigation, Management, and Enhancement Measures

The Project will apply design practices, operational controls, and monitoring programs to avoid or reduce potential effects on freshwater fish and fish habitat. Key measures include:

- Designing watercourse crossings (culverts, bridges, and other structures) to maintain natural flow patterns, fish passage, and habitat connectivity.
- Using previously disturbed areas for infrastructure and workspaces where practical, and maintaining riparian vegetation, where feasible.
- Applying erosion and sediment control measures during instream works, grading, and construction to reduce sediment inputs to fish-bearing waters.
- Conducting in-water activities outside restricted activity timing windows, isolating work areas when needed, and maintaining downstream flow during dewatering.
- Implementing a fish salvage program prior to instream work, conducted by qualified personnel.

- Applying water management practices, including screened water intakes, controlled water withdrawal rates, and runoff and stormwater management.
- Implementing explosives, spill contingency, and dust control plans to limit nitrogen inputs, deleterious substances, and sedimentation.
- Closing and reclaiming temporary access roads, quarries, and workspaces once no longer required.
- Inspecting watercourse crossings and erosion and sediment control measures regularly and applying corrective actions, as needed.
- Using adaptive management, updating practices if monitoring identifies unexpected effects.

If DFO determines that Project components result in a harmful disruption or destruction (HADD) of fish habitat requiring authorization under the Fisheries Act, the Project will develop a DFO Offsetting Plan through engagement with DFO, Kitikmiut, and other potentially affected communities.

MD.7.3 Freshwater Environment Impact Statement

An evaluation of the potential influence of the Grays Bay Road and Port Project on water resources, and freshwater fish and fish habitat predicted residual effects and cumulative effects to be not significant.

MD.8 Marine Environment

For Inuit peoples, the ocean is an essential resource that is relied upon for hunting, travel, and a connection to the land. It can also hold socio-economic and cultural value, particularly for the Inuit of the Kitikmeot Region (i.e., Kitikmiut). Arctic char, Arctic cisco and capelin are harvested by the Inuit and constitute critical components of their diet, particularly during seasons where Caribou are unavailable (Banci and Spicker 2024).

Just as caribou (tuktuit) were central to the survival of Nunamiut [inlanders], nattik (seals) were central to the lives of ocean and coastal Inuit. Coastal Inuit could have access to both nattik and tuktuit, but because of differences in timing of their availability, Inuit could not harvest enough of both types of animals. Nunamiut and Ocean Inuit traded with each other to obtain what they lacked. (Banci and Spicker 2024)

This assessment has been designed to respect these values and focus on protecting this vital environment.

WKR collected baseline condition information by combining Inuit-led and collaborative knowledge gathering (including the project-specific Inuit Knowledge report, compiled using information 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 collected through western scientific methods.

WKR used this integrated knowledge to inform the establishment of Project Assessment Boundaries and to support the Assessment of Project Effects and Cumulative Effects across valued components of the marine environment. The combined Inuit Knowledge and western scientific information also directly informed the determination of significance and the development of Mitigation, Management, and Enhancement measures. This knowledge base is critical to ensure that the Project assessment reflects Kitikmiut perspectives, lived experience, and observed environmental conditions. Continued knowledge sharing, collaboration, and incorporation of new information over the life of the Project will be essential to refine predictions, improve adaptive management, and enhance Project outcomes for Inuit and other potentially affected communities.

The Project is a deep-water port and 230 km all-season road development being proposed by WKR, located within the Kitikmeot Region of Nunavut. The port will be located within the Coronation Gulf, approximately 50 km south of the North West Passage route through the Arctic and will connect via the all-season road to the closed Jericho Mine site at Jericho Station, on the northwest side of Contwoyto Lake, NU. The all-season road will connect seasonally to the TCWR annually. WKR has prepared an Impact Statement to identify and assess potential environmental and Socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for the (NIRB File No. 24XN038; NIRB 2026). This volume of the IS presents the assessment of potential environmental effects for marine water and sediment, marine fish and fish habitat and marine mammals.

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components, including both permanent and temporary disturbances (e.g., extent of Project infrastructure, planned clearing, and laydown areas). The LAA is the maximum area where project-specific environmental effects can be qualitatively estimated with a reasonable degree of accuracy and confidence. For the Marine Water and Sediment VC the LAA was defined as a 1 km buffer centred on the PDA. The Marine Fish and Fish Habitat VC LAA was defined as a 3 km buffer centered on the PDA. The Marine Mammal VC LAA was defined as a 10 km buffer centred on the PDA.

The RAA encompasses the PDA and LAA and provides a regional context for how the project-related effects may influence the respective VCs, and how these effects may interact cumulatively with those of other past, present, or reasonably foreseeable projects. For the Marine Water and Sediment VC and Marine Fish and Fish Habitat, the RAA is defined as a 20 km buffer around the PDA to account for regional circulation patterns that could influence sedimentation and erosion. The RAA for the Marine Mammal VC spans the Coronation Gulf; bound at the northwestern end, where the Dolphin and Union Strait enters the Coronation Gulf, and at the northeastern end, where the Dease Strait opens into the Queen Maud Gulf, terminating at the eastern edge of the Kent Peninsula. This assessment area was chosen to cover a broad region that encompasses different bathymetry types, project logistics and plans, geomorphology, and oceanographic features, as well as coverage for the broader-scale movement and usage of several marine mammal species to account for the potential effects of marine shipping.

MD.8.1 Marine Water and Sediment

This assessment examined potential effects of the Grays Bay Road and Port Project on marine water and sediment quality within Grays Bay, recognizing these components as ecologically and culturally significant to Inuit communities. Project activities during the Construction and Operations and Maintenance phases were evaluated along with cumulative effects, climate change considerations, and mitigation measures informed and supported by Inuit Knowledge as well as information obtained through public engagement, Project-specific field surveys, and a desktop review of publicly available literature.

MD.8.1.1 Baseline

The largest influence on marine water quality in Grays Bay is the formation and melting of ice and the input of freshwater from the Kennarctic River and smaller streams. There is a high salinity surface layer present during ice formation and a low salinity surface layer during the ice melt. The freshwater input from the Kennarctic River contributes to a high suspended sediment load that produces a plume of turbid water in the ocean (MMG 2012). The warmer temperature and lower salinity water from the river create a low-density surface layer over the high-density seawater, which is affected by wind and tide. Water quality sampling in Grays Bay conducted in 2024 and 2025 showed consistent patterns in temperature, salinity, pH, dissolved oxygen, conductivity, and turbidity. Chemical analyses of water samples showed that most metals, nutrients, and organic compounds were below detection limits or guidelines.

Marine sediment sampling conducted in Grays Bay indicated that clay was the dominant substrate across most sample sites, with silt and sand as sub-dominant components, while sand prevailed near the Kennarctic River. Chemical analyses showed naturally occurring elevated concentrations of arsenic, chromium, and copper.

MD.8.1.2 Project Effects

Project activities during Construction and Operations and Maintenance have the potential to affect water and sediment quality through pathways including dredging, blasting, infrastructure installation, effluent discharge (from desalination and wastewater treatment systems), and vessel activity during the Construction phase, and through ongoing effluent discharge and seasonal vessel traffic during the Operations and Maintenance phase. These activities may increase turbidity, alter water chemistry, and mobilize contaminants in marine water and may resuspend fine particles, release bound contaminants, and increase salinity and organic loading in sediments near the effluent outfall.

Predicted Project effects on marine water and sediment quality are summarized as follows:

- Construction activities are anticipated to temporarily degrade water quality as a result of sediment resuspension and increased turbidity; however, these effects will primarily be limited to the PDA short term and reversible once construction is complete.
- During Operations and Maintenance propeller wash and vessel wakes may also temporarily degrade water quality as a result of sediment resuspension and increased turbidity; however, these effects will be short term, limited to the LAA and reversible after each vessel movement is completed.
- Construction activities that disturb the seabed may result in the alteration of sediment composition and transport of existing contaminants that eventually settle elsewhere.
- Modelling indicates that effluent discharges will rapidly dilute within small mixing zones (approximately 6 m during construction and 28 m during operations), maintaining water quality within acceptable limits, and thus limiting effects to sediment quality.
- Following the implementation of mitigation measures, Project residual effects to both marine water and sediment quality are anticipated to be adverse in direction, low to moderate in magnitude, and occur over the short to medium-term and are reversible upon completion of activities. Residual effects are likely to occur primarily within the LAA, however, residual effects extending into the RAA are possible due to vessel activity.

Climate change projections—such as reduced ice cover, increased storm activity, and permafrost thaw—may influence sediment transport and water quality over time, but adaptive design and monitoring strategies have been incorporated to address these uncertainties.

MD.8.1.3 Cumulative Effects

The cumulative effects assessment (CEA) considered the Project's residual effects in combination with other past, present, and RFI projects and activities. For the purposes of the cumulative effects assessment, marine water and sediment are considered together because changes in water quality can directly influence sediment quality, particularly in nearshore environments.

Other present and reasonably foreseeable induced projects and physical activities may act cumulatively with Project-related residual effects on marine water and sediment, primarily due to vessel activity within the RAA. Based on the strong understanding of these pathways, the anticipated effectiveness of mitigation measures, the cumulative effects assessment concluded effects would be low to moderate magnitude, occur over the medium term, and are reversible upon completion of individual activities. The cumulative effects are not anticipated to result in a permanent or long-term degradation of marine water or sediment quality.

MD.8.1.4 Significance

The residual project effects and the cumulative effects on marine water and sediment are determined to be not significant. The Project is expected to maintain compliance with applicable guidelines and protect the integrity of marine ecosystems and Inuit use of the marine environment.

MD.8.2 Marine Fish and Fish Habitat

The assessment of potential effects on Marine Fish and Fish Habitat was conducted to identify and evaluate the potential direct and indirect effects of the Project on the VC. The assessment was informed by Inuit, Indigenous and Community Knowledge, public engagement, project-specific field surveys, and a desktop review of publicly available literature. The assessment considered potential residual effects pathways including change in habitat, change in behaviour caused by sensory disturbance, and change in mortality and/or injury risk.

MD.8.2.1 Baseline

The RAA encompasses a large geographical area that supports a range of habitats from marine riparian through to intertidal and deep subtidal waters. Each of these habitats provide a unique ecological function and habitat requirements for many species. Marine fish and invertebrates rely on these habitats for food, shelter, nursing/rearing, and protection from predation.

Common marine fish identified from Inuit Knowledge (Banci and Spicker 2024), observed during 2025 Project-specific field surveys and those from prior surveys include: Arctic char, Arctic cisco, capelin, broad whitefish and Pacific herring. Many of these species play important ecological roles or are notable for their abundance within the RAA.

No biologically sensitive habitats (e.g., eelgrass, coral gardens, glass sponge reefs) have been historically documented at Grays Bay or within the RAA, and none were observed during Project-specific marine surveys.

MD.8.2.2 Project Effects

The assessment focused on three potential Project-related effects on marine fish and fish habitat:

Change in Habitat:

- The Project may result in a residual change in habitat through direct and indirect habitat alteration (e.g., dredging, placement of riprap) or destruction (e.g., marine intertidal or subtidal infilling, placement of in-water infrastructure, vessel wake and wash).
- Based on preliminary engineering design, the Project footprint is expected to affect approximately 61,688 m² of marine fish habitat. This total is inclusive of both alteration and destruction of marine riparian, intertidal and subtidal habitat.
- The residual effects of these activities are anticipated to result in the alteration (e.g., dredging) or loss (e.g., infilling) of fish habitat within the PDA though these effects are not expected to exceed the threshold for significance.
- Residual effects on marine fish and fish habitat due to a change in habitat are expected to be moderate in magnitude. These effects are likely to be confined within the PDA. The timing of residual effects is expected to range from no to high sensitivity (i.e., activities occurring year-round), with a frequency range from single event to continuous events. Duration of effects will be medium to long term. Residual effects are anticipated to range from reversible (e.g., temporary workspaces) to irreversible (e.g., permanent Project components).

Change in Behaviour Caused by Sensory Disturbance:

- The Project may change the behaviour of marine fish through pathways including the introduction of underwater noise (e.g., terrestrial and in-water blasting, pile driving) and artificial lighting, and an adverse change in water quality (e.g., turbid runoff, resuspension of marine sediments, and effluent discharge into the marine environment).
- Residual behavioural effects are variable (e.g., startle responses, localized site avoidance, change in distribution) and are anticipated primarily within the LAA, though some masking of auditory queues is also possible within the RAA. These effects are not anticipated to exceed the threshold for significance.
- Residual effects on marine fish and fish habitat due to a sensory disturbance are expected to range from low to moderate in magnitude. These effects are likely to be confined within the LAA but may extend into the RAA (vessel activity). The timing of residual effects is expected to range from no to high sensitivity (i.e., activities occurring year-round), with a frequency range from multiple events to continuous events. Duration of effects will be short to medium term. Residual effects are anticipated to be reversible.

Change in Mortality and/or Injury Risk:

- Residual effects of the Project on the risk of mortality and/or injury to marine fish may occur through pathways including crushing and burial (e.g., in-water infilling, infrastructure placement, and vessel grounding), change in water quality (e.g., wastewater discharge into the marine environment), introduction of underwater noise (e.g., dredging and pile driving), introduction of artificial lighting, and impingement and entrainment (in marine intakes).
- The residual effects of these activities may include injury (either reversible or irreversible) or mortality within the LAA to individual invertebrates and fish; however, population level residual effects are not anticipated.
- Residual effects to marine fish due to changes in mortality and/or injury risk are expected to range from low magnitude to moderate magnitude. These effects are likely to be confined within the PDA but may extend into the LAA. The timing of residual effects is expected to range from no to high sensitivity (i.e., activities occurring year-round), with a frequency range from multiple events to continuous events. Duration of effects will be short to medium term. Residual effects are anticipated to be reversible (in the case of an injury) or irreversible (in the case of mortality).

MD.8.2.3 Cumulative Effects

Other present, and reasonably foreseeable projects and physical activities may act cumulatively with Project-related residual effects on fish and fish habitat (vessel wake and wash, introduction of invasive species) and behaviour (acoustic masking) within the RAA. Based on the strong understanding of these pathways, the anticipated effectiveness of mitigation measures, the cumulative effects assessment concluded the potential for a low magnitude effect that does not result in a permanent population level effect on marine fish.

MD.8.2.4 Significance

This assessment concluded that no long term or permanent population level residual effects or cumulative effects are anticipated as a result of change in habitat, behaviour, or risk of mortality and/or injury. As such, the residual and cumulative effects of the Project on marine fish and fish habitat are characterized as not significant.

MD.8.3 Marine Mammals

The assessment of potential effects on Marine Mammals was conducted to identify and evaluate the potential direct and indirect effects of the Project on the VC. The assessment considered potential residual effects on marine mammals through three pathways, including change in habitat, change in behaviour caused by sensory disturbance, and change in mortality and/or injury risk.

MD.8.3.1 Baseline

Marine mammals known to occur in the marine mammal RAA identified from Inuit Knowledge, observed on 2025 Project-specific field surveys and those from prior surveys include: Bowhead Whale, Beluga, Narwhal, Bearded Seal, Harp Seal, Hooded Seal, Ringed Seal and Polar Bear. Ringed seals are anticipated to be the most abundant marine mammal in the assessment areas (LAA and RAA). 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. 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. While not common, the Kugluktuk community now has six narwhal tags when historically they did not. This indicates that narwhals are more present in the area than historically known. 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 despite them typically migrating south as the ice begins to thicken in the fall/early winter. The remaining marine mammal species (polar bears, hooded and harp seals) have mainly been observed around Kugluktuk within the Coronation Gulf.

MD.8.3.2 Project Effects

The assessment focused on three potential Project-related effects on marine mammals:

Change in Habitat:

- Residual effects of the Project with the potential to result in a change in habitat may occur through pathways including direct and indirect habitat alteration or destruction (i.e., site preparation [e.g., grading, blasting], intertidal or subtidal infilling, placement of in-water infrastructure and through adverse change in water quality (e.g., increased turbidity and resuspension of marine sediments))
- Based on preliminary engineering design, the Project footprint is expected to affect approximately 59,515 m² of marine mammal habitat. This total is inclusive of both alteration and destruction of intertidal and subtidal habitat. This total is less than that estimated for marine fish and fish habitat as it excludes the marine riparian area which is not considered habitat for marine mammals.
- Residual effects on marine mammals, or their prey, due to a change in habitat are expected to range from low magnitude (vessel activity) to moderate magnitude (blasting, infrastructure, and dredging). These effects are likely to be confined within the PDA but may extend into the LAA (vessel activity). Activities will occur during the summer open-water season, which is considered an important feeding period for some species of marine mammals; therefore, is of moderate to high sensitivity. Duration of activities will range from short to medium-term. Changes to marine habitat are predicted to occur as single or multiple events. Residual effects on marine habitat will be reversible (vessel activity) up to irreversible (blasting, dredging).

Change in Behaviour Caused by Sensory Disturbance:

- Residual effects of the Project with the potential to change the behaviour of marine mammals may occur through pathways including the introduction of underwater noise (e.g., terrestrial and in-water blasting, pile driving) and artificial lighting, and an adverse change in water quality (e.g., turbid runoff and resuspension of marine sediments into the marine environment) during the Construction and Operations and Maintenance phases.
- Residual behavioural effects may include the inducement of startle responses, and the masking of auditory queues, localized site avoidance and disruption of sensory processes with the LAA. No population-level residual behavioural effects are anticipated.
- Residual effects to marine mammals due to sensory disturbance are expected to range from low magnitude (vessel activity, lighting) to moderate magnitude (blasting, infrastructure, pile driving). These effects are likely to be confined within the LAA but may extend into the RAA (vessel activity). Activities will occur during the summer open-water season, which is considered an important feeding period for some species of marine mammals; therefore, is of moderate to high sensitivity. Duration of activities will range from short to medium-term. Changes are predicted to occur as single or multiple events that are reversible.

Change in Mortality and/or Injury Risk:

- Residual effects of the Project on the risk of mortality and/or injury to marine mammals may occur through pathways including vessel strikes, direct contact (e.g., in-water infilling, infrastructure placement, and vessel grounding), and introduction of underwater noise (e.g., blasting and pile driving).
- The residual effects of these activities may include injury (either reversible or irreversible) or mortality. No population-level residual effects are anticipated, although effects to individual marine mammals may be significant dependent upon the extent of injuries.
- Residual effects on marine mammals due to changes in mortality and/or injury risk are expected to range from low magnitude to moderate magnitude. These effects are likely to be confined within the LAA but may extend into the RAA (vessel activity). Activities will occur during the summer open-water season, which is considered an important feeding period for some species of marine mammals; therefore is of moderate to high sensitivity. Duration of activities will range from short to medium-term. Changes are predicted to occur as single or multiple events that are either reversible (in the case of an injury) or irreversible (in the case of mortality).

MD.8.3.3 Cumulative Effects

Other present, and reasonably foreseeable projects and physical activities may act cumulatively with Project-related residual effects on marine habitat (vessel wake and propeller wash), behaviour (underwater noise) and mortality (vessel strikes) within the RAA. However, these cumulative effects are not anticipated to exceed the threshold for significance.

MD.8.3.4 Significance

This assessment concluded that no long-term or permanent population-level residual effects are anticipated as a result of a change in habitat, behaviour caused by sensory disturbance, or risk of mortality and/or injury. As such, residual and cumulative effects of the Project on marine mammals are characterized as not significant.

MD.8.4 Mitigation, Management and Enhancement Measures

The Project will use engineering controls, good operating practices, and site-specific measures to reduce adverse effects to the marine environment and the species which rely upon it. Key measures include:

- The PDA will be confined to a specific design layout to reduce the Project's impact on habitat loss and effectiveness.
- Infrastructure will be designed to reduce the size of the PDA in the marine environment.
- Noise generating marine construction activities will be managed to minimize the potential for impacts (e.g., scheduling to avoid multiple noise sources and sensitive environmental periods, where practicable, ramp-up or soft start techniques, silt/bubble curtains)
- Blasting program will be designed to minimize potential effects to marine environment
- A marine mammal monitoring program will be implemented to mitigate in-water Project-related effects (e.g., direct contact, underwater noise) on marine mammal species, including hydroacoustic and visual monitoring, during in-water Project activities
- Marine outfall discharge and mixing zone to be as small as possible, incorporating additional diffusers at the outfall, if required, to promote effluent dilution
- Erosion and sediment control measures will be implemented and regularly inspected
- A DFO Offsetting Plan to counterbalance all unavoidable losses of fish habitat in the Project footprint will be developed
- Project vessels and third-party vessels accessing the Port will be subject to speed limits and operational protocols (i.e. avoidance distances) to minimize effects to marine mammals
- Aquatic Effects Management Plan and Wildlife Mitigation and Monitoring Plan will detail monitoring and management programs to determine the short- and long-term effects of the Project on the aquatic and marine environment and drive adaptive management

MD.8.5 Marine Environment Impact Statement

An evaluation of the potential influence of the Grays Bay Road and Port Project on marine water and sediment, marine fish and fish habitat, and marine mammals predicted residual effects and cumulative effects to be not significant.

MD.9 Human Environment

The human environment volume comprises the social and economic environments of the Project region, such as land use, cultural activities, employment in the traditional and waged economies, food security, health and wellbeing, and the interrelations between them. For Inuit and other Indigenous peoples, the practice of traditional activities, including traditional harvesting for subsistence, and connection to the land are integral to Inuit culture, language, and lifeways more broadly (Pauktuutit 2006). The social and economic environments therefore provide the basis for the assessment of effects of the Project on people and communities in the Project region.

This volume includes an assessment of effects of the Project on traditional and non-traditional land, marine, and resource use; food security and food sovereignty, community health and well-being, employment and economy, infrastructure and services, and heritage resources. It considers potential changes to land, water, and resource use identified by Inuit of the Kitikmeot Region (i.e., Kitikmiut) and other potentially affected Indigenous groups exercising their section 35 rights (as identified in the *Constitution Act*, 1982) in the Kitikmeot Region. It also considers potential changes to language use, cultural transmission, governance, and other harvesting and cultural practices valued by these groups. Heritage resources are deeply interwoven with the culture and history of the Kitikmiut. Heritage resources and sites may also be deeply connected to sacred areas, cultural practices, and represent traditional land, marine, and resource use activities, across decades, centuries, or millennia. The heritage resources section considers effects of the Project on heritage resources through changes in site contents or site context resulting from development-related activity.

This volume also considers changes to both the traditional food system and the market food system, including through changes to availability, access, utilization, and stability of food within these systems. The community health and wellbeing section considers changes to the social determinants of health and wellbeing, including physical, mental, and emotional health; personal, family, and community safety and dynamics; and access to health infrastructure and services. The employment and economy section considers changes to employment in the traditional and waged economies; education and training; economic development and contracting and business opportunities; and supply chain resilience. The assessment of effects on infrastructure and services also considers changes to land- and marine-based transportation infrastructure, which can support improved supply chain resilience and food security and food sovereignty, as well as improved search and rescue in the Project region. Project-related employment could increase the number of workers transiting through the Project region, which could increase demand on community infrastructure and access to public services or utilities and temporary accommodation and housing availability.

The Kitikmeot Region is comprised of both IOL and Crown (Public) Land. As negotiated through the Nunavut Land Claims Agreement, IOL with subsurface rights were selected by Inuit to advance economic development for the benefit of land claim beneficiaries and to rebuild and advance Inuit self-determination in land and resource management the Kitikmeot Region (Public History Inc. 2006). This volume considers changes to land use designations, access to and use of lands and resources for mining and for commercial harvesting, tourism, and recreation, and access to and use of the marine environment.

WKR collected baseline condition information by combining Inuit-led and collaborative 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 collected through western scientific methods. The combination of these knowledge perspectives and western science was used to inform and evaluate the impact statement for all three components of the human environment.

The Project is a deep-water port and 230 km all-season road development being proposed by WKR, located within the Kitikmeot region of Nunavut. The port will be located within the Coronation Gulf, approximately 50 km south of the Northwest Passage route through the Arctic and will connect via the all-season road to the closed Jericho Mine site at Jericho Station, on the northwest side of Contwoyto Lake, NU. The all-season road will connect seasonally to the TCWR annually. WKR has prepared an Impact Statement to identify and assess potential environmental and Socio-economic effects resulting from the Project that meets the requirements outlined in the Nunavut Agreement and the NIRB Guidelines for the Preparation of an Impact Statement for the (NIRB File No. 24XN038; NIRB 2026). This volume of the IS presents the assessment of potential environmental effects for traditional and non-traditional land, marine, and resource use; food security and food sovereignty, community health and well-being, employment and economy, infrastructure and services, and heritage resources.

Spatial and temporal boundaries have been established to support the development of the VC assessments, informed by the current understanding of potential Project effects and other relevant factors. The PDA encompasses the physical footprint of all Project components, including both permanent and temporary disturbances (e.g., extent of Project infrastructure, planned clearing, and laydown areas). The LAA is the maximum area where project-specific environmental effects can be qualitatively estimated with a reasonable degree of accuracy and confidence.

TLMRU LAA consists of a 5 km buffer around the PDA, which is the greatest extent of the LAAs for supporting biophysical VCs (air quality, noise and vibration, terrain, soils, and permafrost, vegetation, wildlife and wildlife habitat, water resources, freshwater fish and fish habitat, and marine environment) and the areas in which direct (e.g., habitat loss) and indirect (e.g., sensory disturbance) effects of the Project on TLMRU may occur. The LAA for food security and food sovereignty, community health and wellbeing, infrastructure and services, and employment and economy is comprised of the five Kitikmeot communities: Kugluktuk, Cambridge Bay, Kugaaruk, Taloyoak, and Gjoa Haven. For community health and wellbeing and infrastructure and services, Yellowknife, NT is also included in the LAA, since Yellowknife will serve as a logistics and staging location for the Project. As non-traditional land, marine, and resource use activities are closely tied to navigation, and mineral, fish, and wildlife resources that are harvested, the LAA is based on the fish, wildlife, and marine assessment boundaries and is comprised of:

- A 2 km-wide corridor centered on the Road PDA
- A 4 km buffer of the Port PDA (Landside Infrastructure)
- A 4 km buffer of the Aerodrome PDA, and
- A 1 km buffer of the Port PDA (Marine-based Infrastructure).

For heritage resources, the LAA is considered to be the same as the PDA since it is considered to be the maximum area for which effects can be predicted or measured with accuracy.

The RAA encompasses the PDA and LAA and provides a regional context for how the project-related effects may influence the respective VCs, and how these effects may interact cumulatively with those of other past, present, or reasonably foreseeable projects. The TLMRU RAA consists of the greatest extent of the RAAs for supporting biophysical VCs, which was predominately informed by combining the Caribou VC and Marine Mammal VC RAAs. Food security and food sovereignty, employment and economy, and non-traditional land and marine resource use all have the same RAA, which is the Kitikmeot Region of Nunavut, which includes the primarily seasonal settlements of Bathurst Inlet and Omingmaktok. For community health and wellbeing and infrastructure and services the RAA is the Kitikmeot Region of Nunavut and Yellowknife, NT. Regional Assessment Areas are not typically defined for heritage resources since the PDA/LAA are the maximum area for which effects can be predicted or measured.

MD.9.1 Traditional Land, Marine, and Resource Use

For as long as it can be remembered, Kitikmiut and other affected Indigenous groups have engaged in TLMRU activities that have become central to their way of life, culture, language, governance systems, and well-being. As described in this assessment, TLMRU activities can be affected by all VC throughout the IS, from changes to wildlife, to marine resources, to socio-economic conditions, and beyond. This assessment respects the wide range of environmental and socio-economic effects that can contribute to a change in TLMRU and focuses on evaluating the ability for Kitikmiut and other affected Indigenous groups to continue to use the land in traditional ways in the context of both Project-related and potential cumulative effects.

The TLMRU VC assessment focuses on areas where Kitikmiut and other affected Indigenous groups engage in TLMRU activities. It evaluates the potential effects of Project-related activities on TLMRU, with a priority placed on traditional harvesting areas, and other sensitive locations. These areas include the PDA, LAA, and RAA.

MD.9.1.1 Baseline

Kitikmiut and other potentially affected Indigenous groups reported using the TLMRU LAA and RAA for TLMRU activities, such as hunting, fishing, trapping, and plant gathering. They also made observations about key species being assessed throughout the IS, their habitats, and specific areas of cultural importance. In addition, Kitikmiut and other potentially affected Indigenous groups commented on how they access resources, sites, or areas, and share knowledge about cultural practices, language use, intergenerational knowledge transfer, and governance systems.

MD.9.1.2 Project Effects

Project effects were evaluated based on where project activities are situated in an area where TLMRU activities commonly occur, are of cultural importance or where access resources or to sites or areas where TLMRU occurs. The residual effects and characterizations of those residual effects are provided:

Change in quality, quantity, or distribution of resources involved or require for TLMRU:

- Residual effects on wildlife, fish, vegetation, marine resources, and water have the potential to affect the traditional activities that are supported by these resources, including hunting, trapping, fishing, plant harvesting, and cultural use of water or other important resources. Various biophysical and socio-economic conditions may also affect harvesting.
- Within the PDA, there will be a direct loss of native vegetation, resulting in loss of plants and habitat. Within the LAA and RAA, potential effects on terrestrial wildlife, freshwater, and marine fish, and marine mammals involved in or required for Kitikmiut or other potentially affected Indigenous groups' TLMRU activities, are expected largely due to sensory disturbances from vessel and vehicle traffic and project activities.
- Overall, during both the Construction and Operations and Maintenance phases, and following the implementation of mitigation, enhancement, and management measures, the residual effects of the Project on changes in the quality, quantity, or distribution of resources involved in or required for Kitikmiut or other potentially affected Indigenous groups' TLMRU are predicted to be adverse in nature and low to moderate in magnitude within the PDA, LAA, and RAA, and occur short-term (i.e., Construction phase only) to long-term (i.e., extend throughout Operations and Maintenance), anticipated to range from reversible (e.g., temporary workspaces or short-term individual behavioural changes) to irreversible (e.g., permanent project components or individual mortality).

Change to specific areas of cultural importance where TLMRU occurs:

- Residual effects on change to specific areas of cultural importance will predominately occur during the Construction phase when project activities related to the construction of the road and port alter habitat and harvesting areas through both direct (land disturbance) and indirect (sensory disturbance) activities.
- Direct land disturbance during this phase will be adverse and irreversible, with the exception of reclaimed areas (e.g., temporary workspaces, laydown areas) following construction within the LAA.
- During the Operations and Maintenance phase, vessel and vehicle traffic and maintenance of project infrastructure may result in adverse, long-term, continuous effects to harvesting areas within the LAA due to sensory disturbances and increased human activity. Effects on harvesting areas within the PDA are possible due to potential habitat alteration for caribou, other wildlife, birds, fish, and plants and migration changes for caribou during both the Construction and Operations and Maintenance phases.
- As a result, the magnitude of these effects is anticipated to be low to moderate in magnitude due to their confinement to the LAA and potential for long-term, continuous effects.

Change in access to resources or to sites or areas where TLMRU occurs:

- During the Construction and Operations and Maintenance phases, project infrastructure will result in increased access to the Kitikmeot Region. The introduction of a road, port, and new air transportation infrastructure is expected to result in increased access to traditional resources, sites, resulting in both positive and adverse residual effects for Kitikmiut and other potentially affected Indigenous groups.
- Positive effects include the increased accessibility to areas that were otherwise previously challenging to access or required additional resources to access. Additionally, direct or indirect employment from the Project has the potential to both increase and decrease opportunities to participate in traditional economies due to increased income and reduced time from potential rotational shiftwork, resulting in both positive and adverse effects.
- Adverse changes in access to resources, sites, or areas during the Construction and Operations and Maintenance phases due to project activities may prohibit, restrict or discourage access in the PDA due to safety concerns or sensory disturbances, these are expected to be short-term in duration.
- Project may result in a positive change in access to cultural sites through increased access to harvesting areas, which may result in an increase of gathering places within the LAA.
- After the implementation of mitigation measures and management plans, adverse changes in access to traditional resources, sites, or areas is anticipated to be low to moderate in magnitude, short-term in duration and confined to the PDA and LAA (moderate during Construction phase due to restricted access caused by Project activities)
- During the Operations and Maintenance phase residual effects will be low in magnitude and confined to the PDA and LAA. Project effects during Operations and Maintenance will also be long-term in duration, since the potential for increased access to the Project area by harvesters is anticipated to be continuous for the Project

Change to cultural practices, laws, and governance systems that inform how TLMRU occurs:

- Both negative and positive residual effects on cultural transference are predicted to result from the Project. Vegetation clearing and building project infrastructure during the Construction phase will result in loss of plants and habitat; sensory disturbance from vessel and vehicle traffic, blasting and other project activities. This will directly remove or alter locations that may be used to practice cultural transference (e.g., harvesting locations, teaching sites).
- Alterations of cultural transference opportunities may also occur as a result of a change to perceptions of land health and quality, or an increase in travel time, costs, and distances required to engage in cultural transference opportunities.
- The road may provide Inuit with access to areas and resources that have previously been difficult or dangerous to access, thereby increasing opportunities for cultural transference.
- Inuit decision making is anticipated to also experience positive effects as a result of the Project due to the Kitikmeot Inuit Association's involvement in the Project as a major shareholder and decision-maker for the Project's design and Construction activities.

- Harvesting will continue to be managed through government policies and based on the promises made under the Nunavut Agreement, as carried out by Nunavut Tunngavik Incorporated and the Kitikmeot Inuit Association and relevant HTOs.
- Adverse residual effects are predicted to be moderate in magnitude and extend to the RAA due to the various potential effects pathways listed above. Residual effects will be short-term to long-term in duration depending on the effect mechanism; the ability to engage in cultural practices are predicted to be short- to long-term in duration.

MD.9.1.3 Cumulative Effects

Cumulative effects on TLMRU are expected to be adverse and low to moderate in magnitude as changes to TLMRU are anticipated to occur as a result of direct effects and sensory disturbances within the RAA. Adverse cumulative effects on TLMRU will occur continuously. Timing is not applicable, except for quality, quantity, or distribution of resources involved in or required for TLMRU, as species are expected to experience moderate to high sensitivity as a result of physical projects and activities. In the event that reasonably foreseeable and RFI projects proceed, cumulative effects are anticipated to be long-term as they are expected to occur during the Construction and Operations and Maintenance phases of the Project, and the road will be permanent. All effects are anticipated to be irreversible. Positive effects to change in access to resources or to sites or areas where TLMRU occurs and change to cultural practices, laws, and governance systems that inform how TLMRU occurs are anticipated as a result of easier access to resources or areas for TLMRU activities, and as a result of increased employment and income resulting in increased financial resources that may support the gear, fuel, and equipment needed to participate in TLMRU. With the implementation of effects management measures, the cumulative effects on TLMRU are predicted to be not significant.

MD.9.1.4 Significance

With the implementation of mitigation, management, and enhancement measures, the Project residual effects on TLMRU are predicted to be not significant and cumulative effects on TLMRU are predicted to be not significant.

MD.9.1.5 Mitigation, Management, and Enhancement Measures

Key mitigation, management, and enhancement measures that are anticipated to avoid or reduce potential negative effects on the quality, quantity, or distribution of traditional resources resulting from the Project include:

- WKR has engaged 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 ongoing engagement with the Government of Nunavut and/or Inuit Organizations, and other potentially affected parties regarding perceived effects.
- WKR will notify communities of project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods.

- The Project will use previously disturbed areas for project activities, project infrastructure and workspaces, to the extent practical (e.g., Jericho Station).
- WKR is committed to working closely with Kitikmeot residents, communities and other stakeholders to build the Project in a manner consistent with regional needs and aspirations. Communities will be consulted throughout the lifetime of the Project. WKR will provide timely Project updates, responses to feedback provided, and information on upcoming employment and training opportunities. Inuinnaqtun and Inuktitut interpretation / translation will be provided throughout the engagement process to enable participation of all community members.
- Engagement will be conducted with land users to determine location and usage information for areas such that avoidance of noise-generating activities (i.e., pile driving, drilling) may be considered.
- Road Management Plan and Port Management Plan: As part of the Road Management Plan and Port 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 and Inuit populations. These plans will include provisions for access to the road, port, airstrip, and associated facilities. Clear access protocols are intended to prevent unintentional restrictions, reduce conflict, reduce the potential for illegal/overharvesting, and support safe and respectful use of Project infrastructure.
- Blasting will be scheduled during less sensitive time periods (i.e., shift change, period with no traditional land use activities).
- Known areas of collection of plants of interest to Inuit Organizations and other potentially affected parties will be avoided where possible.
- No icebreaking will occur during normal port operations during the Construction or Operations and Maintenance phases of the Project. The port will only receive vessels during the open-water season, which is typically from late June through October, and as such, is not expected to alter DUH caribou migration paths.
- A Wildlife Mitigation and Monitoring Plan will be developed and implemented. It will contain detailed monitoring and mitigation measures to be implemented for the duration of Construction and Operations and Maintenance of the Project.

MD.9.2 Food Security and Food Sovereignty

This section assesses how the Project may affect food security and food sovereignty for residents in the Kitikmeot communities. Food security is: “a situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life” (FAO 2022). The concept of food sovereignty expands the understanding of food security to include “the right of peoples to healthy and culturally appropriate food produced through ecologically sound and sustainable methods, and their right to define their own food and agriculture systems” (Nyeleni 2007). Inuit food sovereignty reflects the importance of the land and environment and Inuit culture, values, and well-being in the food system (Panikkar and Lemmond 2020; Nunavut Food Security Coalition 2014).

MD.9.2.1 Baseline

The food security and food sovereignty assessment considered potential changes in the traditional food system and the market food system during the construction and operations and maintenance phases. The potential changes for both food systems considered the four dimensions of food security, which include availability, accessibility, utilization, and sustainability of country and market foods.

To inform understanding of Food Security and Food Sovereignty baseline conditions, multiple sources of information were considered, including statistical data, academic literature, grey literature, Inuit, Indigenous, and Community Knowledge perspectives and values gathered through engagement, workshop and desktop review results, and findings from community-based primary research.

MD.9.2.2 Project Effects

The Project will affect food security and food sovereignty both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence, with results summarized as follows:

Change in traditional food system:

- The Project is expected to have both positive and adverse effects on the traditional food system. Positive residual effects are anticipated to occur as a result of improved accessibility to harvested resources which may reduce access barriers.
- The Project is also anticipated to have adverse residual effects on the traditional food system through increased sensory disturbances and dust from the road; alterations to, and loss of, terrestrial and marine habitat as a result of Project construction activities; effects on species movement, including caribou populations and interactions with caribou's primary their migration route and the broader Bathurst caribou calving range.
- Availability and stability of reliable country food are expected to be most evident during the construction and early operations and maintenance phases, when activity levels are highest.
- Measures such as regulated traffic, scheduled blasting, and the prohibition of recreational vehicle use by workers are designed to reduce stress on harvested species (e.g., caribou, marine mammals), that said, some temporary displacement may still occur.
- Accessibility of the traditional food system and utilization of traditional foods are expected to be adverse for harvesters in the Kitikmeot Region that are employed, resulting in less time availability to partake in traditional harvesting.
- Decreased participation in the traditional food system could increase individuals' and households' reliance on store-bought foods, changing their utilization of food (i.e., decreasing the frequency and type of country foods and increasing the frequency and type of market foods consumed). Alternatively, given that there is a preference for country foods, and that country foods are perceived as healthier, fresher, and more natural than store-bought foods, the new access route created by the Project in the LAA may result in land users, including Elders and youth, having more opportunity to harvest on the land, and as a result, increase the amount of country food they can consume and share with the wider community.

- Adverse residual effects are anticipated to be low in magnitude (for accessibility to harvesting areas), to moderate in magnitude (for the stability, availability, and therefore utilization of species required for the traditional food system, such as caribou), as the Project may affect country foods and may affect quality or perceived quality of country foods (i.e., through contamination or perceived contamination), leading to potential avoidance.

Change in the market food system

- The Project is expected to have positive effects on the market food system.
- Positive residual effects are anticipated to occur as a result of improved stability of the supply chain of store-bought foods through the construction of transportation infrastructure in the Kitikmeot Region and improved accessibility to and utilization of store-bought foods through Project-related employment, income, and revenue.
- There are no anticipated residual effects of the Project on the supply chain using sealift services and the distribution of dry goods and shelf-stable items to the Kitikmeot communities.

MD.9.2.3 Cumulative Effects

With the application of mitigation, management, and enhancement measures, cumulative effects are likely to occur, and are predicted to be adverse and low to moderate in magnitude in the RAA, taking into consideration cumulative residual effects on country foods including caribou (moderate effects on range and movement), marine mammals (moderate mortality and injury risk resulting from vessel strikes), and marine water (predicted to have low to moderate magnitude effects given that effects are limited to the PDA). Project residual effects will be long-term and will contribute to cumulative effects from RFI projects due to the continued sensory disturbances and removal/alteration of habitat for country food. However, the availability of country foods and access to country foods is expected to continue to be available throughout the RAA.

With the implementation of mitigation, enhancement, and management measures, cumulative effects on the market food system are expected to be positive.

MD.9.2.4 Significance

With the implementation of mitigation, enhancement, and management measures, residual effects of the Project and cumulative effects on food security and food sovereignty are predicted to be not significant because they will not result in a persistent and substantial decline in availability and/or perceived quality of country foods or a measurable change in the market food system at the community level that cannot be mitigated with current or anticipated programs, policies, or mitigation measures.

MD.9.2.5 Mitigation, Management, and Enhancement Measures

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on the traditional and market food systems resulting from the Project include:

- WKR's Road Management Plan will help limit Project-related disturbance to wildlife by setting clear expectations for industrial traffic. This plan will include provisions for access to the road, port, airstrip, and associated facilities and measures are intended to reduce vehicle-wildlife interactions and support safe, predictable wildlife movement in areas traditionally used for harvesting.
- WKR will develop and implement a Port Management Plan that includes requirements of the *Marine Transportation Security Act* for the safe operation of commercial vessels operating near the port.
- WKR will transport equipment and supplies from outside of the region to the Project site using barges, sealift, aircraft, and/or trucks contracted specifically for the Project and coordinate joint resupply efforts, if possible, with local and territorial governments. WKR will also minimize interference with resupply efforts by sealift, air-freight, and ground transportation, where possible.
- WKR will increase opportunities for local Inuit employment and facilitate regional and Inuit business involvement on the Project through implementation of a Labour Relations Strategy, a Training Strategy, and a Procurement Strategy. In addition, WKR will engage with Kitikmiut, other Indigenous groups, and other potentially affected communities throughout the lifetime of the Project.

MD.9.3 Community Health and Well-being

This section assesses how the Grays Bay Road and Port Project (the Project) may affect community health and well-being for residents of Kitikmeot communities and Yellowknife. In this context, health and well-being includes physical, mental, and social health and well-being.

MD.9.3.1 Baseline

A summary of existing (i.e., baseline) conditions for community health and well-being including health infrastructure and services, physical health conditions and outcomes, mental health conditions and outcomes, personal health behaviours, community and family stability, community safety, and the biophysical determinants of health were collected using primary data (in-person and phone interviews) and secondary data sources (literature resources).

MD.9.3.2 Project Effects

The community health and well-being valued component is closely related to other Human Environment valued components including traditional land and resource use, food security and food sovereignty, employment and economy, and infrastructure and services. The assessment of community health and well-being includes the following effects:

Change in access to health infrastructure and services:

- The Project may have positive and adverse effects on health infrastructure and services. Positive residual effects may occur revenue, taxes, and funding that could enable governments to direct funds to support health and social resourcing and programming, including health infrastructure and services.
- The Kitikmeot Region has limited services that are often overburdened. Medical travel to Yellowknife or southern Canada is required for residents requiring specialist medical services and care. The Project may contribute to an increased demand for health infrastructure and services in Yellowknife by the out-of-region workforce; however, the Project workforce is not anticipated to seek medical care in Kitikmeot Region communities. Adverse residual effects may also occur as out-of-region Project workforce could increase demand on health and social services in the LAA due to potential injuries or medical conditions, thereby reducing availability and access for some residents.
- It is not anticipated that out-of-region workers will relocate to communities in the LAA during Construction and Operations and Maintenance phases of the Project. It is, therefore, expected that out-of-region Project workers would continue to use health infrastructure and services located in their home communities to manage chronic conditions and will not contribute to demand on health infrastructure and services in communities in the LAA.
- With the application of mitigation, management and enhancement measures, adverse residual effects are anticipated to be low in magnitude as increased demand on capacity of health infrastructure and services would be at or near to baseline conditions and standards of service are unlikely to be affected through alternate and contingency planning. Residual effects are anticipated to occur in the LAA, be long-term in duration, occur as multiple, irregular events, and are irreversible given the perpetuity of the Project, however, once Construction is complete, there is anticipated to be a reduced workforce during Operations which will further reduce potential changes in health infrastructure and services.

Change in rates of communicable diseases:

- Adverse residual effects on rates of communicable disease could occur through increased movement of people, specifically out-of-region workers, through Yellowknife and through social interactions in camp accommodations.
- WKR will establish a policy to address communicable disease prevention and outbreak protocols to promote healthy behaviours, identify potential outbreaks, and limit disease transmission. Medical and first aid services will be available at the Project site during Construction and Operations and Maintenance.

- With the application of mitigation, management and enhancement measures, residual effects on rates of communicable diseases are expected to be adverse and low to moderate in magnitude. In the event that the spread of communicable diseases is limited to individuals working at site, magnitude is expected to be low. Magnitude may be moderate if communicable diseases are transmitted to other individuals and households in the LAA. It is unlikely that an entire community would become infected. Communicable disease transmission may occur at any time, with no set schedule (irregular events).

Change in mental health, emotional health, and coping mechanisms:

- The Project is anticipated to contribute to positive effects on mental and emotional health through increased employment opportunities and income advancement and distribution. An increase in project-related employment and income may alleviate personal and family financial pressures that can improve mental health outcomes and social determinants of health such as housing and food security.
- Rotational work schedules and camp accommodations including time away from friends and family may contribute to feelings of stress and homesickness. This can in turn, increase harmful coping mechanisms (e.g., substance use) and income earned by employees may also contribute to increased rates of substance use.
- The ability to travel outside of home communities may have positive effects on mental and emotional health for some residents of the LAA who gain employment on the Project.
- Negative effects on mental and emotional health as a result of employment on the Project may exacerbate existing mental and emotional health conditions in the LAA.
- Adverse residual effects are anticipated to be moderate in magnitude as changes to mental and emotional health and coping mechanisms may affect both individuals employed on the Project and their families, thereby extending to the household level. Residual effects may occur as multiple irregular events. Changes to mental and emotional health related to working conditions will likely be reversible following the end of employment on the Project; however, substance use-related effects may continue due to their addictive nature.

Change in family and community dynamics and cohesion:

- Positive and adverse effects on family and community dynamics and cohesion are expected to occur due to the Project. Income from Project-related employment may alleviate financial pressures for families, although rotational work schedules may strain family dynamics and cohesion. Project-related income may contribute to wealth disparity within families and communities, and may contribute to increased rates of substance use.
- Families and communities may realize effects from a change in workers' mental health conditions or coping mechanisms as some workers may have changes in behaviours.
- Positive residual effects are not characterized further. Adverse residual effects are expected to be moderate in magnitude because effects extend into the household level. Duration will range from short- to long-term, depending on how long workers remain employed with the Project. Effects are anticipated to occur as multiple irregular events, aligning with worker rotations and seasonal activity.

Change in community and personal safety:

- The Project may adversely affect community and personal safety as a result of working conditions and Project-related employment and income.
- Rotational work schedules and camp accommodations may contribute to adverse perceptions and incidences of personal safety concerns such as racism, discrimination, and harassment. Project-related income may contribute to increased rates of substance use, which can affect community safety.
- Access to Grays Bay Road and Grays Bay Port from Yellowknife would be limited to the winter road season, controlled and monitored by WKR at both the Grays Bay Port and Jericho Station, limiting the transportation of drugs and alcohol to the LAA using Project infrastructure. Furthermore, the Grays Bay Road will not be physically connected to any communities in the Kitikmeot Region, which is also expected to limit the transportation of drugs and alcohol to Kitikmeot communities.
- With the implementation of proposed mitigation, management, and enhancement measures, residual effects on community and personal safety are expected to be adverse and moderate in magnitude, occur as multiple irregular events and irreversible given the perpetuity of the Project.

Change in health from exposure to pollutants and hazards:

- Residual effects to health from exposure to pollutants and noise are expected to extend throughout the Construction and Operations and Maintenance phases. Air quality modelling shows that during the Construction phase at the Grays Bay accommodation camp, concentrations of SO₂, NO₂, PM₁₀, and PM_{2.5} would fall within the “Good” category of an Air Quality Index (AQI) at all times. Exposure to SO₂ and PM₁₀ carries a negligible risk, with modelled concentrations below the World Health Organization air quality guidelines. Exposure to NO₂ and PM_{2.5} carries a low risk because they are associated with a non-zero risk at any exposure level. Exposure to NO₂ and PM_{2.5} at the modelled concentrations are associated with low-grade respiratory effects for most of the Construction phase (e.g., slight irritation of the mucous membranes, eyes, nose, throat) for people with existing respiratory conditions such as asthma or chronic obstructive pulmonary disorder. Healthy individuals are unlikely to experience these adverse effects. At the Jericho Station accommodation camp and more distant locations such as mining exploration camps along the road corridor and locations where Inuit may harvest traditional country foods, the health risk is lower, and unlikely to present a substantial health risk to people.
- Air quality modelling shows that during the Operation and Maintenance phase at the Grays Bay accommodation camp, concentrations of NO₂, SO₂, PM₁₀ and PM_{2.5} would fall within the “Good” category of an AQI at all times. Exposure to SO₂, PM₁₀ and PM_{2.5} carries a negligible risk, with modelled concentrations below the World Health Organization air quality guidelines. Exposure to NO₂ carries a low risk, similar to that during the Construction phase, and is associated with the same types of low-grade respiratory effects for individuals with pre-existing respiratory conditions. However, these potential effects are anticipated to occur over a shorter duration, approximately one-third of each year, given the reduced emissions during the Operation and Maintenance phase. Healthy individuals are unlikely to experience these adverse effects. At the Jericho Station

accommodation camp and more distant locations such as mining exploration camps along the road corridor and locations where Inuit may harvest traditional country foods, the health risk is lower, and unlikely to present a substantial health risk to people.

- Noise modelling shows a negligible risk of annoyance and sleep disturbance for off-duty workers residing at the accommodation camps at Grays Bay and Jericho Station, people at mining exploration camps along the road corridor, and Inuit and Indigenous people conducting traditional country food harvesting activities.

MD.9.3.3 Cumulative Effects

For a cumulative effect on health to occur, the Project's air pollutant or noise emissions must overlap in the same place and at the same time with emissions from other activities. If emissions do not coincide spatially and temporally, they cannot combine to create cumulative effects. Detailed technical information about potential future mines, relevant to supporting detailed health-based assessments, is not available. Without this information, it is not feasible to estimate the magnitude or type of environmental effects associated with these reasonably foreseeable induced projects.

Overall, the cumulative change in health from exposure to air pollutants and noise is expected to be adverse but low in magnitude. The geographical extent of the effects is within the RAA (based on the RAA for air quality and noise effects). There is no sensitivity of effect related to timing. The duration is long-term, lasting the life of the Project, with a continuous frequency of effect as emissions from other projects will continue for years. The cumulative effects are irreversible.

MD.9.3.4 Significance

With the implementation of mitigation, enhancement, and management measures, residual effects of the Project and cumulative effects on community health and well-being are predicted to be not significant. The Project is not expected to create an exceedance of available capacity of health infrastructure and services, or a substantial decrease in the quality of a service, provided on a persistent and ongoing basis, which cannot be mitigated with current or anticipated programs, policies, or mitigation, management, and enhancement measures. The Project is not expected to create a measurable or observed change from current conditions and trends in physical, mental, and social health and well-being at the community level that cannot be avoided or reduced to an acceptable level through adjustments to programs, policies, plans, or through other mitigation, management, and enhancement measures. The Project is not expected to result in a significant adverse health effect to people from their exposure to pollutants and noise.

MD.9.3.5 Mitigation, Management, and Enhancement Measures

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on the community health and wellbeing resulting from the Project include:

- A Travel Policy in the event that personnel transiting to/from the Project site are weathered in a community. The Travel Policy will include plans for accommodation, meals, use of community medical services, and other needs for personnel during travel delays
- An education program to inform workers of the range of health services available onsite
- A health, safety, security & environment (HSSE) plan will include safety training requirements for personnel, and security and response procedures
- 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
- Training Strategy will identify specific skill requirements for employment on the Project and work with local and regional training and educational facilities to increase opportunities for local Inuit employment, and to implement on-the-job training and apprenticeship programs
- Gender, equity, and diversity policies that focus on hiring Inuit, other Indigenous persons, and women to increase Project employment among underrepresented populations
- Access to on-site virtual or telephone tele-communication tools for calling family members or for Elder communication which could enhance family connectedness
- A Drug and Alcohol Policy that will apply to all personnel and contractors on-site, at work camps, and during transit through communities
- Drug and alcohol screening procedures for checked and carry-on luggage on chartered flights
- Cultural awareness and sensitivity training to all personnel and contractors
- Employee Code of Conduct that includes discrimination, bullying, and harassment in the workplace policy and relevant training
- Anti-harassment and violence in the workplace policies, procedures and training
- On-site security personnel and access control
- Community Engagement Plan to receive and address community suggestions, concerns, and complaints.
- Opportunities for on-site Indigenous workers to engage with community Elders to provide a connection point with home communities and for traditional counselling
- Socio-economic Monitoring Program (SEMP). The SEMP will include annual monitoring reports. Reports will be submitted to NIRB, as required.
- In addition, WKR will engage with Kitikmiut, other Indigenous groups, and other potentially affected communities throughout the lifetime of the Project.

MD.9.4 Employment & Economy

Employment and economy has been identified as a VC to be assessed for the Project. The Project may affect employment and economy positively and adversely through a change in economic development and opportunities, a change in employment, a change in education and training, a change in contracting and business opportunities, and a change in cost of living.

MD.9.4.1 Baseline

The summary of existing conditions with respect to employment and economy indicates that Nunavut has a mixed economy, comprising both traditional and market economic systems. The traditional economy relies on subsistence land use and is connected to culturally important activities, including traditional harvesting and fishing, and the production of Inuit art and crafts. The market, or wage-based economy, is supported by key industries such as mining, public administration and construction.

Nunavut's labour force has lower participation and employment rates compared to the national average, while unemployment is higher. Education levels in Nunavut remain below the national average, and in the Kitikmeot Region, most residents do not have a high school diploma. Cost of living in Nunavut is high relative to the rest of Canada, particularly the cost of food.

MD.9.4.2 Project Effects

The Project will affect employment and the economy both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence, with results summarized as follows:

Change in economic development and opportunities:

- The Project is expected to contribute to positive effects on economic development and opportunities. Project activities and expenditures on materials, equipment and services will result in increased economic activity, contributions to GDP, and contributions to municipal, territory and federal government revenues. The Project could also support wider economic objectives for the Kitikmeot Region and Nunavut.
- Project construction and operations and maintenance will generate contributions to the Nunavut GDP and territorial government revenues.

Change in employment:

- The Project is expected to contribute to positive and adverse effects on employment. Demand for labour, materials, equipment, and services will create employment opportunities and employment income. However, this demand could also create competition for workers. Employment opportunities provided by the Project could limit time to engage in traditional activities, while employment income will provide financial resources that could support participation in traditional activities.
- Project construction, and operations and maintenance, will create employment opportunities and employment income for workers residing in the Kitikmeot Region, Nunavut and the rest of Canada.
- Project-related employment may limit some individuals' time and ability to engage in traditional activities such as hunting, trapping, arts and crafts, and fishing, with workers residing in camps during their shifts rather than in Kitikmeot communities. While employment income associated with the Project could provide financial resources to support greater participation in traditional activities, and associated opportunities for knowledge transfer.

- Project-related labour demand during construction could increase competition for workers in the Kitikmeot Region and across Nunavut.
- Adverse residual effects will be long-term in duration, as employment will occur through both construction and operations and maintenance, will be low magnitude, extend to the RAA, occur continuously and be reversible as the labour force is expected to adjust to this change.

Change in education and training:

- The Project is expected to contribute to positive and adverse effects on education and training. The Project is expected to create opportunities for education and training, which could increase enrollment in education and training programs. However, Project-related employment opportunities may cause students to leave school for work.
- With the implementation of mitigation, enhancement, and management measures, residual effects of the Project on change in education and training are anticipated to be positive.
- Any adverse effects on school completion rates are expected to be negligible. Adverse residual effects will be long-term in duration, as they will occur during construction and operations and maintenance, in the LAA, will occur continuously and be reversible.

Change in contracting and business opportunities:

- The Project is expected to contribute to positive effects on contracting and business opportunities. Project expenditures on materials, equipment and services will create procurement opportunities for businesses.

Change in community resupply resilience:

- The Project is expected to contribute to positive effects community resupply resilience. Adverse effects could occur through increased demand on community resupply capacity through air freight from the Project. Positive effects on community resupply resilience could occur through the delivery of new infrastructure that could increase timing and frequency of resupply.
- WKR will contract dedicated sea-lifts to transport equipment and supplies to the Project site, which will avoid affecting the ability and capacity of existing commercial sea-lift operations to service communities and WKR will coordinate with local and territorial governments to reduce potential interference of sea-lift delivery.
- Resupply using air freight will be accomplished using charter airlines from Yellowknife directly to the Project site, and goods (e.g., consumables) will not be sourced from the same suppliers that are flown into the Kitikmeot Region.
- The Project could strengthen community resupply resilience in the Kitikmeot Region by introducing new land and marine infrastructure to support community resupply by providing an additional access point to the Kitikmeot Region via sea-lift during the open water season.
- If there are means to transport goods and materials from the Grays Bay Port to the Kitikmeot communities, the port would serve as an additional resupply option, diversifying access points to Kitikmeot communities and improving regional connectivity.

MD.9.4.3 Cumulative Effects

With the implementation of mitigation, enhancement and management measures, cumulative effects on economic development and business opportunities, contracting and business opportunities and community resupply resilience are anticipated to be positive. Expenditure on materials, equipment and services associated with reasonably foreseeable and reasonably foreseeable induced projects and physical activities, beyond the expenditure of the Project, will result in increased economic activity, contributions to GDP, contributions to municipal, territorial and federal government revenues and will create procurement opportunities for regional business.

With the implementation of mitigation, enhancement, and management measures, cumulative effects on employment and education and training are anticipated to be both positive and adverse. The Project, reasonably foreseeable, and reasonably foreseeable induced projects and physical activities are expected to increase employment opportunities, employment income, provision of education and training opportunities in the RAA.

Adverse cumulative effects are anticipated to occur through competition for workers and increase enrollment in education and training programs that could occur if demand exceeds capacity, such as overcrowding, strained resources, inability to access programs, or lower quality services. Competitive effects are likely to be moderated over time by several factors. Notably, Nunavut's young and growing population will continue to require substantial new employment opportunities as more individuals enter the workforce, particularly given the territory's persistently high unemployment relative to national levels. Cumulative effects on demand for labour, and competition for workers, have the potential to be moderate to high in magnitude, applicable across the RAA, long-term in duration, will occur continuously and be reversible as the labour market adjusts to this change (e.g. increased salaries, increased training, increased migration, reallocation of workers across industries). However, any substantial increases in long-term educational demand will likely also be responded to by education providers (e.g., Nunavut Arctic College) through additional capacity, course offerings, and/or other strategies. It is anticipated that regional project developers, including WKR, will work closely with the Government of Nunavut's Department of Education and other providers to identify future needs and resources in this area.

MD.9.4.4 Significance

With the implementation of mitigation, enhancement, and management measures, residual adverse effects of the Project on employment and economic conditions in the LAA and RAA are predicted to be not significant because they do not create a measurable adverse change from current conditions and trends that cannot be managed or mitigated, and, the Project will not result in a reduction in annual GDP growth at the territory level.

Adverse cumulative effects on employment and economic conditions in the LAA and RAA are predicted to be not significant because, while the Project, in combination with past, current, reasonably foreseeable, and reasonably foreseeable induced developments, is expected to result in a measurable adverse change from existing conditions and trends, these effects are anticipated to be effectively managed through adjustments to programs, policies, and plans, as well as through the implementation of additional mitigation measures.

MD.9.4.5 Mitigation, Management, and Enhancement Measures

Mitigation, management, and enhancement measures are expected to reduce adverse effects and enhance positive effects.

- A SEMP will be one of the key strategies to guide the implementation of mitigation and management measures, measure the effectiveness of mitigation and management measures, measure how communities are experiencing effects (both positive and adverse), help with the economic and socio-economic development of Inuit communities, and enable adaptive management of new/emerging socio-economic effects.
- A Labour Relations Strategy will be developed and implemented to enhance and retain local Inuit employment, with a focus on preferential Inuit hiring. The Labour Relations Strategy will detail skills and entrance requirements, employee benefits, employee communication, work rotation schedules, employee orientation programs and ongoing support for Project workers during employment. This includes:
 - Gender, equity and diversity policies that focuses on hiring Inuit, other Indigenous persons, and women to increase Project employment among underrepresented populations.
 - An Employee Code of Conduct that includes a no discrimination, bullying, or harassment in the workplace policy and relevant training.
 - A Training Strategy will be developed and implemented to identify specific skill requirements for employment on the Project, provide pre-employment training for Inuit and youth (in partnership with local educational institutions and Inuit organizations), and to implement on-the-job training and apprenticeship programs.
- A Procurement Strategy, focused on Inuit contracting opportunities, will be developed and implemented to facilitate regional and Inuit business involvement.

MD.9.5 Infrastructure & Services

Kitikmeot community members recognize that Nunavut's harsh climate, remoteness, high costs, and short construction seasons make infrastructure difficult to build and maintain. Much of the territory's infrastructure is aging, housing needs are high, and communities lack all-season road or rail links. Supply deliveries are infrequent, costly, and unreliable, creating strong interest in improved transportation and more frequent resupply. The Project may affect infrastructure and services both positively and adversely.

MD.9.5.1 Baseline

Nunavut faces a major infrastructure gap compared to the rest of Canada. Harsh climate, remote geography, short construction seasons, limited resources, and climate change make building and maintaining infrastructure extremely difficult. Much of today's infrastructure is aging or past its lifespan. The impacts of colonialism and other factors have contributed to poor socio-economic conditions in Nunavut and Kitikmeot communities. In particular, a shortage of housing, substandard housing conditions, and overcrowding affects many Kitikmeot residents. Some sub populations may be affected by a lack of community infrastructure and services disproportionately. Communities in Nunavut are

typically separated by large distances and are not connected to each other or to the rest of Canada by all-season roads or rail links. Nunavut has very limited marine infrastructure, with only one deepwater port in Iqaluit, meaning most ships must offload cargo to barges or small craft, and many areas still lack adequate navigational charts. Community resupply to Kitikmeot communities is currently accomplished through sealift once or twice per year and through regular air freight, which are prone to changes, delays, and cancellations.

MD.9.5.2 Project Effects

The Project may affect infrastructure and services both positively and adversely through a change in community infrastructure and access to public services or utilities, a change in accommodations and housing availability, a change in transportation infrastructure, and a change in community resupply as summarized below.

Change in community infrastructure and access to public services or utilities:

- Effects on community infrastructure and access to public services or utilities are anticipated to be both positive and adverse.
- The Project will add new land- and marine-based infrastructure that can support Coast Guard and search-and-rescue (SAR) activities, improve wayfinding, and generate government revenue that could benefit community infrastructure and public services.
- Project activities and mobilization of the labour force may increase demand on local infrastructure, emergency services, and utilities due to the movement of workers through the Kitikmeot Region and Yellowknife. Adverse residual effects are predicted to be low magnitude, long-term in duration and occur as irregular and irreversible events.

Change in accommodations and housing availability:

- Effects on accommodations and housing availability are anticipated to be both positive and adverse.
- Temporary and permanent camps will house most workers, reducing pressure on local housing; but transient demand may affect hotels and rental accommodations.
- The Project could improve housing availability by enhancing land- and marine-based infrastructure, making it easier to transport construction materials to Kitikmeot communities.
- Adverse residual effects on accommodations and housing availability are predicted to be long-term, low in magnitude, and occurring both regularly (scheduled rotations) and irregularly (weather delays). These adverse effects are considered irreversible and are most pronounced in winter months when accommodation demand in Yellowknife is already elevated.

Change in transportation infrastructure:

- Effects of the Project on transportation infrastructure are anticipated to be both positive and adverse. New transportation infrastructure created by the Project (road, port, and aerodrome) will improve connectivity in the Kitikmeot Region and with Yellowknife.

- The Project is anticipated to have adverse residual effects on transportation infrastructure through increased demand on the TCWR in the winter road season and air transportation infrastructure.
- Adverse residual effects will be low magnitude, long-term in duration, occur as irregular events and be irreversible.

Change in community resupply:

- Effects of the Project on community resupply are anticipated to be both positive and adverse. The Project will increase land- and marine-based infrastructure in the RAA and could improve community resupply through the transport of goods and materials from the Grays Bay Port to the Kitikmeot communities. The transport of goods and materials from the Port to the Kitikmeot communities may be accomplished on an individual basis or through the establishment of new businesses to transport or haul goods and materials.
- New transportation infrastructure could facilitate more frequent and reliable resupply of goods to Kitikmeot communities.
- There are no anticipated residual effects of the Project on community resupply from using sealift or air freight services to mobilize goods and materials for Construction and Operations and Maintenance of the Project.

MD.9.5.3 Cumulative Effects

Cumulative effects on infrastructure and services are expected to include both benefits and pressures: new land- and marine-based infrastructure from the Project and other foreseeable developments will support Coast Guard and SAR use, improve wayfinding, and may facilitate housing construction and more reliable community resupply, while also generating revenue that could enhance public services over time. At the same time, the movement and potential in-migration of workers, primarily through Yellowknife, may place added long-term, low-to-moderate, and irreversible pressure on community infrastructure, housing, transportation systems (including air travel and the TCWR), and service capacity, though these effects are expected to occur irregularly and remain within or near existing system limits.

MD.9.5.4 Significance

Cumulative effects on infrastructure and services in the RAA are predicted to be not significant because they do not exceed available capacity of infrastructure and services and do not result in a substantial decrease in the quality of a service provided, on a persistent and ongoing basis, which cannot be mitigated with current or anticipated programs, policies, or mitigation measures.

MD.9.5.5 Mitigation, Management, and Enhancement Measures

Key mitigation, management, and enhancement measures that are expected to reduce the adverse residual and cumulative effects of the Project on employment and economy resulting from the Project include:

- A Travel Policy will guide accommodations, meals, medical service access and other needs personnel weathered-in during transit delays.

- A HSSE plan will include safety training requirements for personnel, and security and response procedures.
- The HMSP will include prevention and management measures for injury, infection, and disease prevention/management, and details on onsite medical/first aid services, and emergency response including evacuation.
- A Risk Management and Emergency Response Plan will define notification protocols with local search and rescue groups and the Canadian Coast Guard / Canadian Coast Guard Auxiliary, including compensation requirements if their resources are used.
- A Port Management Plan will manage the safe operation of commercial vessels operating near the port in accordance with the requirements of the Marine Transportation Security Act.
- A Procurement Strategy will support Inuit and regional business participation, prioritize local equipment, and enhance local economic benefits
- A SEMP will monitor socio-economic conditions, track mitigation effectiveness, document community experiences, and support adaptive management.

WKR will continue to respond to questions and concerns from Kitikmiut, other Indigenous groups, and other potentially affected communities through its ongoing engagement efforts. WKR will also develop "Guidance for Incorporating Community Perspectives and Inuit, Indigenous, and Community Knowledge" to meaningfully incorporate this valued information and knowledge into project operations.

MD.9.6 Non-traditional Land, Marine, and Resource Use

The Kitikmeot Region is comprised of both IOL and Crown (Public) Land. As negotiated through the Nunavut Land Claims Agreement, IOL with subsurface rights were selected by Inuit to advance economic development for the benefit of land claim beneficiaries and to rebuild and advance Inuit self-determination in land and resource management in the Kitikmeot Region (Public History Inc. 2006).

Non-Traditional Land, Marine, and Resource Use has been identified as a VC to be assessed for the Project. The Project will interact with IOL and Crown land areas. The Project is anticipated to interact with certain non-traditional land, marine, and resource users through changes in access to and use of land and resources for mining, changes in access to and use of land and resources for commercial harvesting, tourism and recreation, and changes in access to and waters used for marine navigation.

MD.9.6.1 Baseline

IOL comprises approximately 6.6 million ha in the western Kitikmeot Region, 5.6 million ha with surface rights and approximately 1.0 million ha (15%) with subsurface rights. Crown land constitutes approximately 47 million ha in the western Kitikmeot Region. The Kitikmeot Region has been explored historically for gold, base metals, diamonds, and platinum-group elements. The Goose Mine (B2Gold Corp.) is the only operating mine in the Kitikmeot Region. There are several advanced mineral exploration projects in the Kitikmeot Region.

There are several tourism, outfitters, and guiding businesses operating in the Kitikmeot Region. These businesses offer sport fishing, sport hunting, and recreational experiences for tourists to the region. Non-

traditional marine use in the Kitikmeot Region consists of sea vessel activity, including commercial vessels, government vessels, ice breakers, and small (e.g., personal use) boats. Commercial vessel traffic is largely destination shipping, annual sealifts to deliver supplies to Arctic communities, or voyages (i.e., cruises) to and from Arctic locations.

MD.9.6.2 Project Effects

The Project will affect non-traditional land, marine, and resource use both positively and adversely based on Project components and activities including road construction, increased traffic and access, port development, and enhanced human presence, with results summarized as follows:

Change in land use designation:

- Crown lands and IOL parcels will be crossed by the road and port, but there will be no change in land use designation. Kitikmeot Inuit Association views the road alignment across IOL as a benefit to Inuit as a result of providing greater access to areas under IOL designations.
- Overall, following the implementation of mitigation, management, and enhancement measures, the residual effects on change in access to and use of lands and resources for mining during Construction and Operations and Maintenance are anticipated to be positive as the Project will provide access to a previously inaccessible area for mineral exploration and mining. Positive residual effects are not characterized further.

Change in access to and use of lands and resources for mining:

- The Project is expected to have positive effects on access to and use of lands and resources for mining as the Project will provide access to a previously inaccessible area for mineral exploration and mining. The Project may increase access to areas in the LAA and RAA for commercial harvesting, tourism and recreation. Positive residual effects are not characterized further.
- Adverse effects are anticipated to be low magnitude as some users may choose to avoid the PDA during periods of construction or high operational activity at the port and along the road and limited to the PDA and LAA. Residual effects are likely to be short-term (for temporary access restrictions and sensory disturbance related to Construction activities) to long-term (for sensory disturbance related to Operations and Maintenance) in duration, and regular/continuous in frequency. Effects are highly sensitive due to the seasonal nature of commercial harvesting, including hunting and fishing. Residual effects are likely to be irreversible, as the Project will be permanent.

Change in access to and use of lands and resources for commercial harvesting, tourism and recreation:

- The Project may affect access to and use of land and resources for commercial harvesting, tourism and recreation. The Project may provide access to previous inaccessible areas for these activities but may also cause sensory disturbance and nuisance effects on land and resource users and commercially harvested species, which could affect harvesting success for sport hunting.

- With the application of mitigation, management and enhancement measures, adverse residual effects are anticipated to be low magnitude, limited to the PDA and LAA, short-term to long-term in duration and regular/continuous in frequency. Residual effects are likely to be irreversible, as the Project will be permanent.

Change in access to and use of waters for marine navigation:

- The Project will increase marine-based infrastructure for use in the western Kitikmeot Region and is expected to have positive effects on marine navigation through improved navigation aids, mapping, and wayfinding, which are likely to result in improved safety.
- Project-related shipping activities may affect existing navigation patterns of large vessels and small boats and some community users may choose to avoid Grays Bay during periods of construction or periods of high operational shipping and chose an alternate route (e.g., further from the coastline).
- With the application of mitigation, management and enhancement measures, adverse residual effects on navigation in the RAA are anticipated to be low magnitude, short-term and reversible as existing navigators become familiar with the frequency and routes of marine vessels.

MD.9.6.3 Cumulative Effects

As the Project is not anticipated to result in a change in land designation, no residual project effects are predicted and thus this effect is not carried forward for consideration in the cumulative context. The Project and other foreseeable developments are expected to expand land- and marine-based infrastructure in the Regional Assessment Area, creating positive cumulative effects for mineral resource developers by improving access to exploration areas on both IOL and Crown land. While sensory disturbance from the Project may combine with disturbances from other activities, these cumulative effects on non-traditional harvesting, tourism, and recreation are predicted to remain low in magnitude, long-term, continuous, and irreversible, but not to the extent that they prevent existing activities from continuing at baseline levels. Similarly, new port-related infrastructure will enhance marine navigation for shipping, tourism, and small craft, though increased marine traffic may create moderate, long-term, and irreversible nuisance effects for other users; however, these changes are not expected to impede overall marine use within the region.

MD.9.6.4 Significance

With the implementation of mitigation and management measures, residual effects of the Project cumulative effects on traditional land, marine, and resource use are predicted to be not significant. The cumulative effects from disruption and disturbance of non-traditional land, marine, and resource use are not anticipated to occur at levels that restrict non-traditional land, marine, and resource use activities such that existing uses cannot continue within the RAA at current levels.

MD.9.6.5 Mitigation, Management, and Enhancement Measures

The following key mitigation, management, and enhancement measures will be implemented to limit residual effects on non-traditional land, marine, and resource use:

- WKR will develop and implement a Road Management Plan, including provisions for access to the road, port, airstrip, and associated facilities.
- WKR will control access to the road through agreements with various 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. 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 (Hunters and Trappers Association).
- WKR will develop and implement a Port Management Plan in accordance with the requirements of the Marine Transportation Security Act for the safe operation of commercial vessels operating near the port
- WKR is committed to open communication with its industry neighbours and where possible implement joint programs to share information.
- WKR will notify communities of project activities and schedules, including the provision of Project maps and design components.

These measures will be guided by continued engagement with Inuit communities.

MD.9.7 Heritage Resources

Heritage resources are deeply interwoven with the culture and history of Kitikmiut. Heritage resources and sites may also be deeply connected to sacred areas, cultural practices, and represent TLMRU activities, across decades, centuries, or millennia. The assessment of heritage resources respects the value of heritage resources and sites and focuses on preserving these physical reminders of culture and history.

MD.9.7.1 Baseline

The Kitikmeot Region has been used by people for a long time, since long before the current communities existed. Inuit Knowledge identified Omingmaktok (community of Bay Chimo), Kingaok (community of Bathurst Inlet), Perry River (Kugyoak) and Cambridge Bay (Ekaluktutiak) as main Kitikmiut gathering areas with Grays Bay area as a long-term camping area for a number of Inuit families. Numerous archaeological studies have been completed in the general region, particularly those associated with the High Lake and Izok Corridor projects, which together document roughly 150–200 known archaeological sites near the current PDA. These sites include precontact and historic camps, hunting sites, inuksuit, grave sites, and lithic scatters. Because parts of the PDA have not been subject to archaeological field assessment, a data gap analysis will be conducted once the PDA is finalized to identify where additional studies are required. Future archaeological field programs will revisit previously recorded sites and assess unstudied areas, with mitigation (e.g., avoidance, mapping, excavation, and community engagement) developed in consultation with the Government of Nunavut and Inuit. At present,

palaeontological resources have not been assessed and will be addressed with regulators during the data gap analysis stage.

MD.9.7.2 Project Effects

Change in heritage resource (e.g., loss or disturbance to site contents and site contexts) may occur through disturbance associated with surficial activities (access, vegetation removal), grading, excavating, vehicle traffic and use of workspaces during construction activities. A change in heritage resources may also occur through unauthorized impacts or collection of artifacts/fossils during construction or as a result of the creation of new access opportunities. Once they are disturbed, heritage resources cannot be replaced, recreated or restored.

The regulator (Department of Culture and History, GN) is responsible for managing the threshold of loss to heritage resources in Nunavut. Provided that requirements issued by the regulators for assessment, mitigation, avoidance and consultation are fulfilled, the Department of Culture and History recognizes no residual effects on heritage resources.

MD.9.7.3 Cumulative Effects

After implementation of mitigation measures required by the Department of Culture and Heritage, GN no residual effects on heritage resources are anticipated. Therefore, there is no requirement to consider the potential for cumulative effects.

MD.9.7.4 Significance

After implementation of mitigation measures required by the Department of Culture and Heritage, GN no residual Project effects or cumulative effects on heritage resources are anticipated.

MD.9.7.5 Mitigation, Management, and Enhancement Measures

The objective of mitigation is to limit the loss of heritage resources materials and sites or site context caused by Project activities. The following measures will be implemented to prevent adverse residual effects on heritage resources:

- Areas of the PDA that are data gaps for archaeological field assessment will be subject to studies to identify sites.
- Detailed documentation of newly recorded sites, avoidance of sites where possible, detailed site and feature mapping, surface collection of artifacts, community engagement, construction monitoring or controlled archaeological excavation of site or portions of sites will be undertaken and may contribute to the knowledge base for the territorial archaeological and palaeontological record.
- Information and concerns provided during engagement that are relevant to heritage resources, including locations of gathering sites and graves and the importance of eskers, will be considered during data gap analysis and determination of the nature and scope of archaeological field programs.

- If previously unknown heritage resources sites of value are identified during construction or operations and maintenance activities, discovery protocols will be implemented, and appropriate mitigation measures will be applied in consultation with GN and through engagement with Kitikmiut.

MD.9.8 Human Environment Impact Statement

An evaluation of the potential influence of the Grays Bay Road and Port Project on TLMRU, food security and sovereignty, community health and well-being, employment and economy, infrastructure and services, non-traditional land, marine and resource use, and heritage resources residual effects and cumulative effects are predicted to be not significant.

MD.10 Additional Assessments and Conclusions

Additional assessments presented in this volume of the IS are included to satisfy the following factors of the IS Guidelines (NIRB 2026):

- Holistic Discussion (Section 7.4 of the IS Guidelines; see Section 31 Holistic Assessment)
- Cumulative Effects Assessment (Section 7.4.3 of the IS Guidelines; see Section 32 Cumulative Effects Assessment Overview)
- Transboundary Impacts (Section 7.4.4 of the IS Guidelines; see Section 33 Transboundary Effects Assessment)
- Accident and Malfunctions Assessment (Section 8.4 of the IS Guidelines; see Section 34 Accidents and Malfunctions)
- Impacts of the Environment on the Project (Section 7.4.2 of the IS Guidelines; See Section 35 Effects of the Environment on the Project)

As noted in the relevant sections, these additional assessments are closely linked to the VC assessments and are intended to supplement or summarize those assessments.

MD.10.1 Holistic Assessment

The Holistic Assessment considers the potential for collective and cumulative impacts to natural and human systems as a result of the Project, and the capability of these systems to maintain their structure and functions and support biological and ecological diversity as well as the culture, health and well-being of Nunavummiut. Inuit, Indigenous, and Community values and perspectives have been considered alongside western science to form the foundation of project design and the IS. WKR understands that at the heart of Inuit, Indigenous, and Community Knowledge is the interconnectedness of all beings; this principle is a key consideration for the IS and the foundation on which the Holistic Assessment is based.

Organized in three parts, the first part of the Holistic Assessment reviews the VC assessments which form the basis of the Impact Statement and acknowledges the interconnectedness of the individual VCs. Next, the following Holistic VCs are introduced to facilitate a systems-based evaluation of project and cumulative effects on terrestrial, marine, and social, cultural and health systems:

- Land and Freshwater Environment - This Holistic VC was selected in recognition of potential Project and cumulative effects on the land, high places and fresh water, the interconnectedness of animals, rocks, and earthen features, land, plants, and water systems, and importance of these features to Kitikmiut, other Indigenous groups, and other potentially affected communities.

- Ocean Environment - This Holistic VC was selected in recognition of potential Project and cumulative effects on living and non-living features of the ocean and their social, cultural, scientific, and economic significance to Kitikmiut, other Indigenous groups, and other potentially affected communities.
- Human Environment - This Holistic VC was selected in recognition of the potential Project and cumulative changes on the social, cultural and health conditions that may affect the well-being of Kitikmiut, other Indigenous groups and other potentially affected communities.

The assessment then extends beyond the Holistic VCs to examine the potential collective impacts of the Project and reasonably foreseeable induced activities on the environment and people to understand how impacts to terrestrial, marine and social, cultural and health systems may affect community objectives and desired outcomes with an emphasis on avoiding unacceptable impacts and enhancing social benefits.

With the implementation of mitigation, management and enhancement measures, residual project and cumulative effects are not predicted to affect the capability of terrestrial, freshwater and ocean systems to maintain their structure and functions. Biological and ecological diversity and Inuit culture, health and well-being will also continue to be supported so unacceptable effects can be avoided. The Project will be developed in consideration of community values and objectives to achieve desired outcomes.

The Holistic Assessment is not intended to be read as a stand-alone assessment but brings together the work done in other sections of the IS in a succinct summary through a systems-based style of assessment to highlight the interconnectedness of key elements.

MD.10.2 Cumulative Effects Assessment Overview

The Cumulative Effects Assessment Overview summarizes how cumulative effects were assessed for the Project, the regional context shaping those effects, and the key outcomes across all VCs. Cumulative effects arise when the Project's effects interact with effects from past, present, proposed, and reasonably foreseeable activities, as well as natural processes such as climate change.

A Project Inclusion List identified 129 physical activities (e.g., mines, exploration, roads, communities, marine traffic) with potential interactions. Cumulative effects were analyzed in two parts for each VC:

- Past, present, and reasonably foreseeable physical activities
- RFI activities (i.e., projects that would likely not happen without the Port and Road being operational); RFI activities include possible future expansions of the Project, three candidate mines (Izok, Hackett, High Lake), and associated access roads, air traffic, and marine shipping.

For context, the Kitikmeot Region is vast, remote, and lightly developed. The Project footprint is extremely small relative to the Kitikmeot Region. Human activities are sparse and widely separated, reducing the likelihood of cumulative effects under current conditions. Cumulative effects become more relevant in certain future scenarios:

- Resource development in the Slave Geological Province could increase road, marine, and air traffic, particularly if the three RFI mines proceed.

- Potential southern road connections could create a continuous all-season route to the Arctic coast, increasing access and long-term human use.
- Under the RFI scenario, additional mining-related traffic could increase substantially, although total land disturbance from induced mines remains extremely small (<0.02% of the region).

Remote conditions, long distances from the Project, and relatively low activity levels mean cumulative effects are currently rare, though they could emerge depending on future development choices. The only established regional threshold (from the Bathurst Caribou Range Plan) was applied to evaluate cumulative habitat disturbance for caribou, indicating that while the Project alone does not elevate risk, RFI projects could contribute to increased risk within the range.

Project-specific mitigation, management and enhancement measures are generally sufficient for managing effects, although in some cases, future regional measures may be beneficial. Regional land-use planning and resource management frameworks (e.g., Bathurst Caribou Range Plan, Slave Geological Province studies, shipping frameworks, Nunavut Land Use Plan) offer ways to manage cumulative effects beyond project-specific commitments.

Overall, cumulative effects are currently limited due to the region's remoteness and sparse activity. More meaningful cumulative effects emerge only in future scenarios where the Project supports additional mine development, increased transportation, or new regional infrastructure. Even then, effects remain generally low to moderate and not significant. Positive cumulative effects (e.g., employment, non-traditional land use opportunities) may be realized for several socio-economic VCs.

MD.10.3 Transboundary Effects Assessment

The Transboundary Effects Assessment outlines how the Project may generate effects that cross territorial or provincial borders. Under NIRB guidance, transboundary effects are defined as project related impacts occurring outside the Nunavut Settlement Area (NSA) or impacts within the NSA that originate from project activities occurring outside it.

While project infrastructure is located entirely within the Kitikmeot Region of the NSA, the Project does have the potential to result in transboundary effects related to the following:

- Physical activities that cross the NSA boundary (e.g., marine vessel routes connecting to Quebec, Inuvik, or Tuktoyaktuk; use of the TCWR, allowing project-related trucking between Nunavut and the NT)
- Migratory and wide-ranging wildlife species (e.g., individual species whose movements naturally cross geographic boundaries beyond the NSA)
- Socio-economic factors (e.g., project-related employment opportunities and requirements for materials, equipment and services that may be met from other territories and provinces)

Through Project-specific engagement, the Project-specific Inuit Knowledge report and a review of publicly available information, Kitikmiut, other Indigenous groups and other potentially affected communities shared information, concerns, and recommendations related to transboundary effects. Comments highlighted extensive concerns about how the Project may affect wildlife, cultural practices, and overall

well being with many groups expressing concerns specific to caribou populations and potential disruptions to long standing harvesting rights and cultural continuity.

The assessment identifies several VCs with potential for transboundary effects including: caribou, birds, other terrestrial wildlife, marine mammals, TLMRU, food security and sovereignty, community health and well-being, employment and economy, and infrastructure and services. The remaining VCs are predicted not to experience transboundary effects as their project-related changes remain within locally defined assessment areas inside the NSA.

For biophysical VCs, potential transboundary effects arise mainly from sensory disturbance, movement alterations, and cumulative pressures on migratory species. Migratory caribou may experience cross-jurisdictional effects due to their extensive ranges and the influence of the Project combined with cumulative disturbances in both Nunavut and mainland NT. However, residual effects on migratory birds, muskox, moose, grizzly bears, and wolverine are predicted to be low or negligible, with potential effects generally localized and limited by distance to the border and existing natural movement patterns. For marine mammals, transboundary effects may occur through underwater noise and vessel collision risk associated with marine shipping routes that extend into the Inuvialuit Settlement Region and beyond. These effects are expected to be brief, low in frequency, and not significant due to limited traffic volumes and mitigation measures.

Socioeconomic transboundary effects may occur through changes to harvested wildlife availability, cross border worker travel, community health dynamics, shifts in employment and income distribution, and increased demand on infrastructure such as the TCWR, health and emergency services in Yellowknife, and regional transportation networks. Although these effects may involve both adverse and positive outcomes, the Project includes mitigation measures and management plans aimed at reducing adverse influences and supporting adaptive management over the project life.

In summary, while transboundary effects are possible for select VCs through ecological connectivity, workforce mobility, and shared infrastructure, the majority of transboundary effects are predicted to be low in magnitude and manageable with planned mitigation, monitoring, and ongoing engagement with Kitikmiut, other Indigenous groups and other potentially affected communities.

MD.10.4 Accidents and Malfunctions

Accidents and malfunctions resulting from the construction, operations and maintenance of the Project are events that are not part of any planned activity or normal operation of the Project but have a reasonable probability of occurrence and have the potential to result in adverse environmental effects. During project-specific engagement activities, Kitikmiut, other Indigenous groups, other potentially affected communities and Canadians emphasized the collective concern about accidents and malfunctions that may occur during all phases of the Project. It was understood that accidents and malfunctions may occur; however, the expectation is that WKR ensures that all possible measures are taken to prevent these incidents.

The following potential accidents or malfunctions were assessed:

- Terrestrial and aquatic hazardous material spill
- Marine hazardous materials spill
- Fire or explosion
- Handling, storage and use of explosives (accidental discharge or detonation)
- Vehicle or mobile equipment accident
- Aircraft accident
- Marine vessel accident

The assessment of each scenario considered the risk of occurrence and detailed mitigation and emergency response measure, then determined the significance of residual effects of the accident or malfunction to VCs using the same significance criteria used in the individual VC assessments.

Management Plans (see Volume 11) will be developed with input from Inuit, Indigenous governments and organizations, users, and regulators to reduce the likelihood of occurrence and potential effects of accidents and malfunctions, should they occur.

Given the mitigations and emergency response measures that will be in place during construction and operations and maintenance phases of the Project, the likely residual effects of the majority of the accidental events identified are determined to be not significant. The exception for this would be an incident that resulted in loss of life or significant injury, or an incident that resulted in a change in the way individual traditional land users use an area or resources, based on the effects or perceived effects to the value of the affected area or resource. If individual traditional land users select to no longer use an area due to the perceived effects of an incident then the effect to those users may be significant.

MD.10.5 Effects of the Environment on the Project

Local conditions and natural hazards could potentially adversely affect or damage Project infrastructure, resulting in failures, malfunctions, or accidental events, which in turn could result in adverse effects to the environment. Kitikmiut, other Indigenous groups, and other potentially affected communities shared information, expressed concerns, and provided recommendations related to weather events and natural hazards. A CCRA (Volume 5, Appendix 12B; see Volume 5, Section 12.3 for a summary) considered permafrost, severe weather events and sea conditions and included adaptive strategy recommendations to address these high-risk climate hazards and improve the resilience of the Project. The scope of assessment in this section focuses on geotechnical hazards and unfavourable geological conditions with findings summarized below:

- Terrain instability and permafrost thaw can damage project infrastructure (e.g., roads, airstrip, culverts), causing settlement, structural failures, and embankment instability, but these risks are reduced through geotechnical investigations, design measures to maintain ground thermal conditions, and ongoing monitoring and maintenance.

- Although there is a low potential for seismic activity in the region, seismic events could damage foundations, roads, airstrip, and utilities, potentially interrupting services or delaying project activities, with impacts varying by earthquake magnitude and proximity.
- Weak zones and faults may occur in quarries or borrow pits, but they are not expected to affect project infrastructure due to the above-ground design and nature of the Project.

The Project is being designed and engineered with consideration of environmental conditions, including climate and geological conditions. With the application of mitigation and management measures, environmental conditions are not expected to damage project infrastructure or result in a substantial change to project schedules. WKR will continue engaging with Kitikmiut, other Indigenous groups, and other potentially affected communities to integrate new information into planning and adaptive management.

MD.11 Management Plans

The Environmental Management System (EMS) developed for the Project provides the overarching framework for managing potential adverse environmental and socio-economic effects over the life of the Project. Volume 11 outlines the management, mitigation, monitoring, and institutional measures that are needed to mitigate, offset or reduce the Project's potential effects to acceptable levels. The volume identifies responsibilities for implementing the mitigation measures based on VC assessments presented in Volumes 5 through 9.

Management plans include appropriate actions designed to reduce potential adverse effects of the Project on the ecosystemic (biophysical) and socio-economic (people and communities) environments and include specific requirements for monitoring. Management plans consider changes that may be required to accommodate the construction and use of the road, port, and other associated infrastructure.

Each management plan in Volume 11 is a stand-alone management plan forming part of the Project's overall EMS. Individual management plans are specific to various aspects, components, activities and phases of the Project. Plans vary in level of detail depending on the Project's development and refinement throughout the IS review and subsequent regulatory processes.

Plans will be developed during the review process of the Impact Statement and will be refined as Project design advances and additional information becomes available. Anticipated management plans and development responsibilities, with the expectation that these will form the basis for subsequent licensing/regulatory processes, include the following:

- Road Management Plan
- Noise and Vibration Abatement Plan
- Environmental Protection Plan
- Borrow Pit and Quarry Management Plan
- Erosion and Sedimentation Control Plan
- Explosives Management Plan
- Risk Management and Emergency Response Plan (RMERP)
- Spill Contingency Plan
- Water Management Plan
- Waste Management Plan
- Port Management Plan

Mitigation measures identified in each VC assessment are organized into ecosystemic and socio-economic mitigation and monitoring plans. These measures may be implemented through Project design, VC-specific plans, or the Environmental Protection Plan (EPP).

Where monitoring is proposed, indicators will be selected to evaluate mitigation effectiveness and/or identify unanticipated effects to inform adaptive management and feed back into adjusting mitigation measures or activating backup mitigation measures. Anticipated monitoring plans for the Project include:

- Wildlife Mitigation and Monitoring Plan (WMMP)
- Air Quality Monitoring and Management Plan
- Aquatic Effects Management Plan
- DFO Offsetting Plan
- Progressive Reclamation Plan
- Heritage Resources Management Plan
- Inuit Human Resources and Business Development Plan
- Socio-economic Monitoring Program (SEMP)

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Nutauniqhaugituq Naitumik Uqauhiq

West Kitikmeot Resources Corp. (WKR), piliuqtauhimajuq ukunannga Kitikmeot Inuit Katimajiinnin 2014mi imaatun Inuinnarnin-nanminirijaujuq Inuinnarninlu-hivulliuqtaujuq havagvik havagiami ujaraghiurnikkut qinirhianikkut, uumanilluaq Inuit Nanminirijainni Nunani (IOL) Kitikmeoni Nunavunmi, upalungaijaqhimajuq Hulaqutikkut Titiraqmik (IS) uumunga Qurluqtuaryungmi Apqutikhaa Umiat Tulaktaqvikhaq Havaktaujukhaq (una "Havaktaujukhaq"). Havaktaujukhaq tukhiqtauhimajuq itijumi imarmi tulaktaqvikhaq ukiuraaluklu apqutliurnikkut tahamaniittumi Kitikmeoni Nunavunmi (Piksangani NTS.1). IS-kut angummadjutigijait pitqujauhimajun naunaijaqtauhimajun uvani Nunavunmi Nunataarnikkut Angirutimi uvanilu Nunavunmi Avatilirinirmut Katimajiinnin (NIRB) Maliktakhait Upalungaijarnikkut Hulaqutikkut Titiraqmik uumunga Qurluqtuaryungmi Apqutikhamun Tulaktaqvikhamunlu Havaktaujukhamun (NIRB File No. 24XN038; NIRB 2026).

Una IS iluaniituqaqtuq naunaiyaqhimayunik naunaiyautinik tadjamin (kiklikhaa) qanuginiit nayugaani humi Havaaghaq tukhiqtaujuq, ilauyut qanuginiit avatingit (imaa nauhimayut uvalu hugadja) uvalu inuit avatingit (imaa havaatigut uvalu atuqniitigut nunap). Tamna IS-kut naunaiqtaa qanuqtut avatinga aadlangurniaqtuq taimaa Havauhikhaq nappaqtiqtauksat aulapkaitillugulu munariyaulunilu akuniraalukmut. Pihimablugit hapkua itqungniaqtaujuq aalanguqtirnirit, ukua IS titiraqhimayut hunat atugahat havaktauyaaqtut pittailidjutikhat uvaluuniin ikiliyuumiqlugit ihuangitut aalanguqtirnirit (ilihimayaayut ihuaqhaidjutikkut aktilaangit) uvalu ikayuutaayut kangiqhimadjutinun ihumaliurutinun qanuq Havaaghaq hivumuuqtukhaq. Una ayurnangittuq naittuq tuniyuq naunaiyaqtamiknik IS-mit ilaliutiuyuqlu akhuurutaayut itqurnarutaayut qanuriliurutingit, ikiliyuumiutiyut qanuriliurutingit, talvannga piyakhallu pinahuarutingit Havauhikhamut. Ihivriughugit naunaitkutat iluani, ukunuuna NIRB havaanga, pivikhaqautingit tuniyauyuq inungnut ilaugiamikni ihivriurninnganut.

Havaaqhangit Kangikhidjutikhangit

Tamna Havaakhaq malruungnik ilaqaqtuq:

- Pivallianiq uvalu auladjutikhaa itiyumi imarmi tulakvikhaq uvani Qurluqtuaryungmi uvani Coronation Gulf (Qurluqtuaryungmi Tulaktaqvikhaq)
- Nappaktiriniq aulapkaidjutikhaniklu 230 km ukiuraaluk munariyauyuq apqutikhaq (Qurluqtuaryungmi Apqut), ilauyuqlu hanayaunia aulapkaidjutaalu Jericho Station-mik (Jericho uyararhiuqviugaluaq), iliurarvikhaq / nutqarvikhaq talvani tikilvikhaq ukiuraaluk apqut ataniaqtuq tunungani ihuani Tibbitt talvunga Contwoyto Winter Road (TCWR). Ilauniaqtuqlu ukiuq tamaat havakniq ukiumi apqutimik atadjutiyuq ukiutigut apqut uvani Jericho Stationmi angiqtauhimayumun TCWR ihuaqhaqhimayumun uvani Tahiani (Tahikyoak) tahiup hinaani

Tikinahuarutiluanga haffuma Havaaghap havaklugit atuqatigiingnikkut atungnirit igluqpait atadjutighat Kitikmeoni nunakkut tariukkullu.

Tamna naunaituq pidjutikhaq uvani Havaaqharni imaitun:

- **Maniliurninnganut – Aadlangurninnga Ikayuutit**
Pimmarigharnikkut pijaarnikkut ihariagijauqpiagtunun ujaraghiuqtauvaktunun, Havaktaujukhaq pidjutiniaqtuq piliurninik imaakiaq 670nik ubluq-tamaat aajikkiikniqaqtunik (FTE) havaakhanik Nunavunmi ukiuq tamaat nappaqtirnirnin taapkunannga havaktipkainikkut Havaktaujukhami havaakhaniklu pidjutijun taapkunannga pidjutiqaqtunin akiliqtuinirnin. Hamunga 2040mun, Havaaghaq niriuktauyuq ilaliutiluni imaavyak \$750 miliataala atautini ukiuni Nunavunmi maniliurutaanun – imaavyak 18 pusat akituqyuumiyuq hamanga 2024min.
- **Nunallaani Inunngnullu – Niuvvaanikkut Hakugingniit**
Ihuatqijat pivikhat nappaqtirutikhanullu tukiqaqtuq inuit tamajallu ingilrattaagtut ajurnaitqijamik qajangnaittumiklu – hakugikhijuumiutikhanik nunallaani aquiqturvikhanik mahulingaidjutikhainnik Kitikmeoni.
- **Atanniqtuidjutinga unalu Munariniq – Ihumaliurhimayuq Ittuq**
Hivulliqaangupluni itijumi imarmi tulaktaqvikhaq uataani Ukiuqtaqtumi, Havaktaujukhaq pipkainiaqtuq ukiuraalungmi parnaqutikhakkut tahamaniittunik avikturhimanirmi hakugikhaqtipkainikkut Kanadaup pittaarutainnik aulapkainikkut, hapumminikkut, pipkainikkullu pijumajamnik uvani amigaiquummiliqtumi aularaanginnaqtumi Northwest Passagemi.

Tamna Havaaqhaq allanguqtirutikharnik Inuinnainin hivuliqtigarniaqtun Inuit nanminigiyaaniklu iglupkakharnik hanaqidjutikharnik taima aulatitinaqtun hivutunirmik maniliurutikharnik angikliyumirutikharnik, ihuaryumirutikharnik qayangnairutikharnik tamayaqarvikharnik auladjutikharnik atuguminaqtunik nunalaanun, unalu akhurhaidjutikharnik hanaqidjutikharnik aulayukharnik talvani uataani Ukiuqtaqtumi - tuniyaangat hivutunirmik pidjutikharnik Inungnun, Nunavunmiun, Kanatamilu.

Havaakhat Qanurinningit

Atugahat haffumunga ihivgiugutinun ihumagiyauyut uvalu malikhugit atugahatigut upautiniit, piqaqtut imaa:

- **Napaqtirutikhaa** havaktauyukhaq Havaakhap hivituniqarniaqtuq tallimani ukiuni iniqtiriangani (tamangnik hivuagut-nappaqtiqtinnagu nappaqtiqtaunialu) tukhiqtauhimayuuq aullaqtirvikhaa Apitilirvia 2029.
- Tamna **Auladjutikhangit Ihuaqhaidjutikhangitlu hanaqidjutikhangit** uminga Havaaqharnik aulaniaqtun 2035mi aulahimaarniaqturlu hivutunigaalukmik.

Humi attautit havauhiit aulagutiyut uvalu qanuq hivitunikhaa qanuginiitigut maligatigut angigutit uvalu ukiutigut ayuqhautit imaa naituq hikuilgumi uvalu ukiuni apqutikkut piyaaqniq. Apqut upalungaiyaqtauhimayuuq havaktauluni ukiuq tamaat aularutiluni tunungani (Qurluqtuaryungmi Tulaktaqvik) uvalu hivuraani (Jericho Station) uvalu katilvigilugu qitqani. Piqangittuq umiktirutikhamik pinnirhaiffaarutikhaniklu hivunikhanik Havaktaujukhamun taimaatun aularaanginnaraangman aulapkaidjutikhaq, kihimi qujaginnag nuna atuqtaujuq tadjakaffuk nappaqtiqtilluni piffaaqtauniaqtuq.

Havaaqhangit Allatqiinguyut

Piqangittuq aallanik qanuriliurutikhanik pinikkut ikajuutikhanik uumani Havaktaujukhami niriuktaujuq tunijaangani. Allatqiinguyut nayugaingit aulavikhangitlu ihivriqtauvakhimayut talvuuna amigaitunik ukiunganik, ilitugipaktauvakhimayut Inuinarnik, Nunaqaqqaqhimayunik, Nunalaani Ilihimayainik, alruyaqtuqtunik ihivriudjutikharnik, malikhautikharnik maligaliqiyunik, kiudjutikharniklu pivakhimayut talvuuna ilaulukaarnikkut. Uvani 2016, ahiagut apqut aulavikhaa tamna pittailidjutaauyuq nunaayaliuqhimayumik nugarviluagut nunat hapkunanga Kavamatkunin Nunavunmi ihivgiuqtauuyut. Una piyakhaq hivumuutqitaungituq taimaali takitqiyaungmat, ayungnatqiatigut nunat, uvalu pidjutaauyuq amigaiquumiblutik nayugait tamaqpaliayut uvalu nipiquqtuhivaliablutik, puyuqmik, aghaluutunik, uvalu inuit hulidjutainik. Tamna pukuktauhimayuuq pidjutikhaq (Qurluqtuaryungmi) pukuktauvakhimayuuq taima ihuatqiyaungmat nunalaani pidjutikharnik, avatiliqinikkut munagidjutikharnik, hivutunirmiklu pidjutikharnik taima ikikliyumiqtitiyaangat nunanik ayungnautiqagtunik. 2017-mi, tikuaqtauuyuuq atuqtaularumaniganik Qitiqmiuni Inuit Katimayiinit Kavamanilu Nunavumi pijutiqagtumik ilaliutiniginik qitianiitumiklu iniquaqtuq tulaktaqvikhamik tariumi aularutunik aaniqnaitumiklu.

Maniliungnikkut uvalu Havaaghatigut Kangiqhidjutit

WKR-kut niuvirmimut ayuirhainiqmullu maligangit hivulliutiyaait nunamikni Inuinnaillu ilaupkainiq ukunuuna Havauhikhaq havaakhat unalu havakviup pivikhaqautikhangit. Hapkua hanaqidjutit turaaqhimayut hakugikhiyuumiqlugit ilagiit maniliurutait, ikiliyuumiqlugit ahinungaqtitauyut, ikayuqlugillu ilihimayatit uvalu ayuitatik nuutirnirit, pidjutaauyut tapkua ikayuutaauyut nunallaanun atauttimun.

Nappaktiriniq, aulapkaidjutikhat, munaqhaidjutikhallu Havaakhamut pidjutiqarniaqtut tingmitikkut tikinnahuarlugit (FIFO) havaktikhat nunaqaqtut ungahiktuni haniqpaniilvikhani. Taiyauhimayut havaaghat havaktautilugit piyariaqangniaqtut havaktinik hilataanin aviktungniinin (imaa taiyauhimayut tulakviit hanayut katulaaktut/havaktit), ukualu FIFO himauhiqataqlutik atugahani.

Nappaktiritillugit, 200 mit 500 mut inuit havaktitauniaqtut ukiuq tamaat, havaakhat naahuriyauyut 10 pusanmik atan'nguyaulutik, 50 pusanmik ayuiqhattiaqhimayunik, 40 pusanmiklu ayuiqhaqhimangittunik. WKR nahuriyut Nappaktirinirmun havaktiqarniaqtut kaantraaktinit, hivikittumut havaktauyakhamut.

Auladjutikharnik havaktukharnik talvani Havaaqharni ikitqiyauniaqtun ilauqarniaqtun 42nik havaktukharnik talvani tulakvingmi apqutiryuanguitlu auladjutikharnik, 12luniklu havaktunik talvani Jericho Stationmi; ilauyut naamavyaktut 5 pusat atanguyat, 50 pusat ayuittiaqhimayut, uvalu 45 pusat ayuittiaqhimayut havaktut. Tamavyaita auladjutit ihuaqhaiyullu havaktit niriuktauyut nunaqaqtut Kitikmeoni nunallaangini.

Umiktiritit pinnirhaiffaarnirmunlu hulidjutit nayugainun tadjakaffuk ulapiqtauyut piyariaqaqtut ikitunik havaktunik, havaktauyut attautikkut kingulirmik igluqpinikkut uvalu atuliqtilugit hanayiit havaktut.

Havaaqhangit Hanaqidjutikhangit Hulilukaarutikhangitlu

Tamna Havaaqhangit Pivallidjutikharnik Nayugaani (PDA) nayugaani humi tamaita ilagiyaingit Havaaqhangit aulaniaqtun. Ilauyut tamangnik igluqpinikkut uvalu havagviukaffuktumik, imaalu inikhamik idjuhikhaa aalanguriaqaqtat ihivgiugutit aulahimaaqtilugit. Tamna PDA aviktuqtauhimayut siksinit ilagiyaingit naunaiyautigiplugit havaakhat ilagiyaingit hulipkaidjutikhallu:

- **Tulaktaqvikhaq PDA (Tariumi-tunnganiqaqtuq Aulapkaidjutikhaq) –** Nappaqtirniq nutaamik imarmi-tunnganiqaqtumik aulapkaidjutikhanik, ilaujullu malruuk angijuk qajakkut tulakvikhaq, tug/angitqijaujuq qajani tulakvikhaq, umiami tulaktarvik, imakkut humungaunikkut ikajurutit, unalu mikijuni qajani tulaktarvik ilaujuqlu qainanik kikapktivikhaq
- **Tulaktaqvikhaq PDA (Nunami Hanigaini Igluqpait) –** Hananiq nutaanik nunami aulapkaidjutikhanik, ilauyut nayugakhait, uvalu aalat igluqpait; ukiuraaluk uyaraliamik apqutit; inungnut atuqtauyut nayugaa; angiyunik uqhughanik tutquumaviit, uqhughaqarviit, uqhughaqarviit; imarmik imiqtarviit, halummaqtirutit, halummaqtirutillu havakviit; Alruyaqtuutit, iqakunik munaqhiyut igluqpait, iliuraqviit, tutquumaviillu (atukaffuktut uvalu atuinaqtukhat), atuffaaqtaqtut auladjutit, uvalu uqhuqyuaqtuqtut ingniqutit
- **Milvingmi PDA –** Hananiq nutaamik igluqpakmik, ilauyut naamavyaktuq 1,800 m milvik uvalu tingmitit aulavia, tingmitit aulavia, ukiutigit tamaat piyaaqniq apqut, aghaluutiqaqvik, uvalu ilauyut igluqpait, kivataani haffuma Qurluqtuaryungmi Tulaktaqvik.
- **Apqut PDA –** Hananiq nutaanik aulapkaidjutikhanik, ilauyuqlu ukiuraaluk, munariyauyut apqutikhaq atayuq Qurluqtuaryungmi Tulaktaqvik Jericho Station-mut ukiumilu apqut atayuq Jericho Station-mut tunungani kiklinganut TCWR hinaani Contwoyto Tahiani. Pijaarutaa Qurluqtuaryungmi Apqutaa umikhimaniaqtuq Inuit Nanminirijaani Nunaani. Apqutip PDA ilauyut nayugahait havaktauyukhat uvalu kinguliit nayugahait amigaitut imaqarviit ikaarviit (ikaarutit uvalu turhuat), uyagaqarviit, nuutiqaqtut hanayut hiniktarviit, uvalu nayugahait uvalu tutquumaviit.
- **Jericho Station PDA –** Nappaktiriniq nutaamik igluqpangmik ilanginnik nutannguqtilugillu tadjja nappaqtirutikhangit Jericho Station-mi (haniani uyarakhiurviup nayugaani) ilauyullu milviit milviitlu, apqutit nutqarvikhatlu, nutqarvikhat tutquumavikhallu, nayurvikhat igluqpait, uqhuryuaqarviitlu.
- Qurluqtuaryungmi **Ukiumi Apqut PDA –** Hananiq ukiumi apqutikhamik Jericho Station-mit hinaanut Contwoyto Lake-mi, atadjutiginiaqtaat ukiuq tamaat angiqtauhimayumut TCWR-mut.

Ilihimanikkut Ihumagiyaayut

Ilaumatigiingnikkut hulidjutinun, pingahut qanuriniit ilihimanikkut ihumagiyaayut uvalu ilaliutihimayut haffumunga Havaaghamun uvalu haffumunga naunaiyautinun: Inuit Qaujimagatuqangit (ilauyut tutqighaqhimayut Inuit Ilihimayait), Nunaqaqaaqtut Ilihimayait, uvalu Nunallaat Ilihimayait. Tamna hanaqidjutikhaq naunairutiqaqtuq Inuit Ilihimayaingit Havaaqhangit-naunairutiqaqhimayuq ilitugidjutikhaq taidjutiquaqtuq Kitikmiut Ilihimayainik Tukhiqtauhimayunik Kogloktokkyok (Qurluqtuaryungmi) Tuluqtaqvikharnik Apqutikharnik Havaaqharnik (Banci unalu Spicker 2024) taima katitiqtauvakhimayuq tapkuninga Kitikmeot Inuit Katidjutiqatigiingit tutqikhaingitlu talvanga Naonaiyaotit Pitquhingnik Ilihimayainik Havaaqhangit (NTKP).

WKR, ukualu kinguliit ilaayut, Kavamatkut Nunavunmi ukualu Kitikmeot Inuit Katimayit, ilauliqtut haffumunga Havaaghamun hamanga 2016min. Haffumuuna Havaaghanun-kitunun ilaumatigiingnikkut pinahuarutinun, Kitikmiut, aalat Nunaqaqaaqtut katimayit, aalallu hulaqutauniaqtut nunallaat uqautigiyaat uqagahatik, ihumagiyatik, ihumaaluutitik, pitquidjutillu ilaayut inungnun uvalu avatingini uvalu havaaghap idjuhikhaanun. Una naunaitkutaq ihivriuqtaujuq iliuraqtaujuq iluanit ilihimajanginnik naunaijainiq tutquumavinganut. Naunaiyautit ihuaqhaqtauayut haffumunga Ihumagiyaayut Iluaniitut (VC)-kitunun uqagahanun uvalu ihivgiuqtaublutik, ihumagiyaayut, uvalu ilaliutiblugit humi ihuangnikkut havaaghanun upalungaiyautinun uvalu IS.

Naitumik Uqauhiq Aktuqniginik Ilituqhaqniganik

Ihumagiyaayut Iluaniitut tikuaqtauhimayut pihimablugit hapkua ISkut Maligahait, uqautayullu aulahimaaqtumik ilaumatigiingnirmun, Inuit Ilihimayait, kangiqhimablugit hulaqutait auladjutait uvalu pidjutit, ihuaqtut pitquyayut uvalu maliruagahat, ayuittiarinnik ihumaliurutait.

Hilap Avatinga (Makpiraq 5)

Ihivgiugutit hulaqutainun haffuma Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaaghaq hilap qanuginiatigut uvaluuniin nipiquqtuyumik uvalu hayuknikkut itqungniaqtauayut hulaqutainun uvalu amigaiqpaliayut hulaqutait angivalaangitut.

- **Hilap Qanuginia** – Havaaghat hulidjutit pidjutiqaqniaqtut puyumik uvalu hiamitiniqmik tamayanik atuqtauynin, aghaluutinun, auladjutinun, qagaqtiqnikkut, uvalu apqutit atuqtauniitigut. Munagiyaangani hapkua hulaqutit, Havaaghaq havaklugit uvalu atuliqlugit Hilap Qanuginiitigut Munagidjutikkut Upalungaiyautit tapkua ilaayut munagilugit tamayat, munagiblugit puyuit, idjuhikhait qagaqtautit ikiliyuumigiangani puyuit, uvalu munagiblugit hilap qanuginia taimaali aalanguqtiniit uqautauyaangini ihagiagiyaupat. Upalungaiyaqhimayut aktilaangit, Havaaghap hulaqutait hilap qanuginianun havaktautilugu Havaaghaq havaktautilugu uvalu auladjutit uvalu ihuaqhaidjutit itqungniaqtauayut angivalaangitut.

- NTS-7

- **Tuktuut** – Tuktuut Kitikmiut-nun inuunirmut pinnguqtauhimayut, pitquyauyutlu inuknikkut naunairutiqlutik. Kitikmiut nalunaiqtittaqut pingahunik tuktuut: nuna-tuktuut, qikiqtaq-tuktuut, unalu Peary tuktuut; Havaaqhaq pidjutiqaqtuq nuna-tuktuut unalu qikiqtaq-tuktuut. Kitikmiut ihumagiyainut maliglulit, ihivgiugutit naunaiqtauhimayut nunamut tuktuut tamaita, taapkua ihumagiyaayut Bathurst Caribou Herd (BCH), unalu qikiqtaq-tuktuut Dolphin and Union Herd (DUH). Havaaqhangit ihua PDA-mit mikitqiyaqtuq, taimaali apquti aalanguriaqaqtuq pitquyauyut nayugait pittailiniarlulit. Ikayuutit atuqtauyaangini, ilauyut IAG-kut naunaiqtauhimayut, Havaaqhangit uvalu katillulit pidjutait nuna-tuktuut unalu qikiqtaq-tuktuut-mut naunaiqtauhimayut **angivalaangittunik**.
- **Tingmiat** – Havaaqhangit hulilukaarutit pidjutiqaqniaqtut nayugait aalangurninganik unalu toqunikkut qayangnautinik, ilauyut tingmiat tikiqtillulit havaktauyut, umiakut, akhaluutikkut, tingmitikkut, uvalu Havaaqhangit igluqpait. Ikayuutit ilauyut Havaaqhangit mikilaaqtilulit, pittaililulit tingmiat ikpikhaqniaqtillulit, puyuq-mik ikiliyuumiqlulit, sukkatqiyaqtut pittaililulit, nipi ikiliyuumiqlugu, uvalu qaujimayut nayugait qaniginiani pittailiniq. Tingmiat pidjutait naunaiqtauhimayut **angivalaangittunik**, taima Havaaqhaq tingmiat inuhiit piqutainut asijjigiaqanngimmat.
- **Allat Nunami Inuyuit (Omingmak, Tuktukvak, Akhak, Kalvik)** – Una ihivgiugutit Havaaqhamut pidjutiqaqtuq hitamanik nalunaiyautinut inuyunut, allat nunami inuyuit VC-mut: omingmak (Ovibos moschatus), tuktukvak (Alces alces), akhak (Ursus arctos horribilis), unalu kalvik (Gulo gulo). Nunami hananiq nayugait piiqtillulit, pidjutiqaqniaqtut nayugait annaqtait, unalu tusarnaqtuq-mik qayangnautit, imaalu inuit tikiqattaqniq ilaliuninga. Ikayuutit pidjutait ilauyut Havaaqhangit mikilaaqtilulit, puyuq-mik ikiliyuumiqlulit, nipi munariniq, ukiuq-mi pittailiniq, auladjutinik pittailiniq, sukkatqiyaqtut pittailiniq, unalu inuyuit aqqusiurutit. Hapkunin ikayuutinik, allat nunami inuyuit pidjutait naunaiqtauhimayut **angivalaangittunik**.

Imaq iluani Avatinga (Makpiraq 7)

Ihivgiugutit hulaqutinun haffuma Qurluqtuaryungmi Apqutaa uvalu Tulaktaqvikhaq Havaaqhaq imakkut, uvalu tariungungitit iqaluit uvalu iqaluit nayugait itqungniaqtauyut ilakuit hulaqutait uvalu amigaiqpaliayut hulaqutait **angivalaangitut**.

- **Imarnik Ihuaqtut** Havaaqhaq pidjutiqaqtuq imarmik atuqnirmut amigaitunik atuqtakhanik, ilauyut inuit imiqtarviit unalu puyuq-mik ikiliyuumiqniq. Humi imaq piqaqniaqtut, ilauyut tulaktaqvikhami imait unalu kuugait anianiit, Havaaqhaq pidjutiqaqniaqtut imaup qaffasinganut. Nunaq iluani imaq piqaqtillugu piyaaqniq piqanngilaq Havaaqhamut. Imaq ihua ihivgiuqtauniaqtut kuugani ikaarutit hananiqni, uyagaqhiurutitni, uvalu imaq iluani nunamik piiqniqni hulilukaarutitni. Imaq ihua kingulliqaatigut pidjutiqaqniaqtut piunngittuq, kihimi hikuup iluani imaup aalangurninga kingulliqaatigut aaqqigiariaqanngittuq. Ikayuutit ilauyut erohiiniq-mik uvalu imaq iluani nunait-mik pittailiniq, puyuq-mik ikiliyuumiqniq, imaup munariniq igluqpait, uqhuryuarmik minguliniq munariniq, qaraqtirniq atuqniq ihuaqhailugu nitrogen-mik aniniq, uvalu uqhuryuamik spill-nik pittailiniq uqhuryuamut unalu allanik kemikaalarnik. Hapkunin ikayuutinik, imaup qaffasinga, imaup ihua, uvalu imaq iluani nunait-up ihua pidjutait naunaiqtauhimayut **angivalaangittunik**.

- **Tahikmiutanik Iqaluit Iqalukniklu Nayuqpaktait** – Havaaqhangit hulilukaarutit pidjutituaqniaqtut iqaluup nayugait aalangurninganik, piusiniit naullainiq, uvalu piiqniq imaup iluani hananiqni, imaup aulaniit aalangurniani, uvalu igluqpait hananiqni. Havaaqhaq pidjutituaqniaqtut imaup qaffasinganut, imaup ihuanut, imaq iluani nunait-up ihuanut, uvalu nunaq iluani imaup ihuanut apqutit hananiqni, kuugani ikaarutitni, uyagaqhiurutitni, tulaktaqvikhaq-mi nunami hananiqni, milvingmi, uvalu hanayak-ni. Ikayuutit ilauyut kuugani ikaarutit titiraqtillugit imaup aulaniit uvalu iqaluup aulaninga pittaililugit, erohiiniq-mik pittailiniq, imaup iluani hananiq ukiuqmi pittailiniq, iqaluut nuutillugit piyaaqtillugit, imarmik atuqniq munarilugu, uqhuryuaq aniniq-nik pittailiniq, hanayut nunait kinguliqpaatigut ihuaqhailugit, ikaarutit ihivgiuqalugit, uvalu hulilukaarutit aalanguriaqatillugit ihivgiugutit takutillugit aadlangurniaqatillugu. Hapkunin ikayuutit, imaup iqaluillu nayugait pidjutit naunaiqtauhimayut **angivalaangittunik**.

Tariuq Avatinga (Makpiraq 8)

Ihivgiugutit hulaqutainun haffuma Qurluqtuaryungmi Apquti uvalu Tulaktaqvikhaq Havaaqhaq tariumi imaq uvalu marlungnik, tagiumi iqaluit uvalu iqaluit nayugait, uvalu tagiumi hugadjat itqungniaqtau yut ilakuit hulaqutainun uvalu amigaiqpaliayut hulaqutait **angivalaangittunik**.

- **Tariuq Imaq unalu Imaq Iluani Nunait** – Havaaqhaq pidjutituaqniaqtut tariuq imaanut unalu imaq iluani nunait-nut ubluqmi hulilukaarutit imaq iluani nunamik piiqniq, qaraqtirniq, igluqpait hananiq, imiqtaqtuq imarmik halummaqtirniq, halummaqtirniq aniniq imaq, uvalu umiakktut aulaniq. Ikayuutit ilauyut apqutit uvalu kuugani ikaarutit titiraqtillugit inuyuit unalu imaup aulaninga pittaililugit, puyuuq unalu anialaqtut ikiliyuumiqlugit havaktauyut ihuaqhaitillugit, nipi hulilukaarutit ukiuqmi pittaililugit inuyuit unalu nunami atuqtut pittailiniarlugit, uvalu minguliqniq, uqhuryuaq, unalu halummaqtirniq aniniq imaq munarilugit minguliqniq pittaililugu. Hapkunin ikayuutit, tariuq imaup unalu imaq iluani nunait-up pidjutit naunaiqtauhimayut **angivalaangittunik**.
- **Tariuq Iqaluit unalu Iqaluup Nayugait** – Havaaqhaq pidjutituaqniaqtut tariuq iqaluup nayugait annaqtillugit, tusarnaqtuq-mik qayangnautinik, uvalu toqunikkut uvalu nanirluni qayangnautinik. Apqutit, tulaktaqvikhaq igluqpait, uvalu kuugani ikaarutit titiraqtau yaangini imaup aulaninga uvalu iqaluup aulaninga pittaililugit. Iqaluit amerliqniangittut Havaaqhamit. Havaaqhaq maligaliurniaqniaqtut maligahat malillugit uvalu tariuq avatinga unalu Inuit tariuq atuqnirit pittaililugit. Hapkunin ikayuutit, tariuq iqaluillu nayugait pidjutit naunaiqtauhimayut **angivalaangittunik**.
- **Tariuq Imarmi Mamaliit** – Havaaqhaq pidjutituaqniaqtut tariuq imarmi mamaliit-mut nayugait annaqtillugit, tusarnaqtuq-mik qayangnautinik, uvalu toqunikkut uvalu nanirluni qayangnautinik. Ikayuutit ilauyut Havaaqhangit mikilaaqtillugit, tariuq nipi hananiq munariniq, uvalu umiakktut sukkatqiyaqtut unalu aulaniq maligahat. Imarmi mamaliit amerliqniangittut kingulliqaatigut, uvalu inuit amerliqniangittut nayugait aalangurninganik, tusarnaqtuq-mik hulilukaarutitni, uvalu toqunikkut qayangnautinik; taimaali Havaaqhangit pidjutit tariuq imarmi mamaliit-mut naunaiqtauhimayut **angivalaangittunik**.

Inungnun Avatingit (Makpiraq 9)

Aah tutkikhakhikhimayunik mikharut havagiyauyukhanik mikharut havakhautikhanik mikharut TLMRU, nikiikhailiurnaitumik uvunalu ataniudjuta uvaktuniklu, nunalingni inuhikgingnaitumik uvunalu nakukguta uvaktuniklu, havagiyauganginakpaktukhanik uvunalu maniliuknikmunlu, hungnaya uyukhanik uvunalu havakpauhidjutiniklu, nunatuttukanik nunatuttukanik, imakmiutanik uvunalu atugakhaliuknikmunlu **nakungikgutivaktunik kanukgilidjutivaktuniklu kanukgilidjutivaktuniklu.**

- **Pitquhikkut Nunat, Tariumiut, uvalu ikayuutikkut Atuqniit** – Qangaraaluk itqamayauyuq, Kitikmiut uvalu aalat hulaqutauyut Nunaqaqaaqtut katimayit ilauhimayut pitquhikkut nunani, tariumi, uvalu ikayuutikkut atuqniitigut (TLMRU) hulidjutit tapkua qitqaninguqtut inmi inuuhirmingni, pitquhiit, uqauhiit, kavamaliqinikkut auladjutit, uvalu inuuhiqattiaqnikkut. WKRkut ila uvakhimayut aulahimaarniaqtunlu ilaulukaangianganik Inuit havakviingit pidjutikharnik munagidjutikharniklu talvani Havaaqharni, tamna Kitikmeot Inuit Katidjutiqatigiingit, kavamangitlu. WKR tuhaqtinniaqtait nunallaat havaakhat hulipkaidjutainnik ublukhainniklu, ila uyullu iluaniitut Havaakhat nuna uyat qanurinnikhainnullu ilangit, uqautigilugillu pitquhikkut anguniarviit. Tukhiqtau yut aktilaangit, Havaaghat hulaqutait haffumunga TLMRU itqungniaqtau yut **angivalaangit.**
- **Niqailliurnaittumik Niqailliurnaittumik Niqailliurnaittumik** – Havakta uyukhaq pidjutiniaqtuq niqailliurnaittumik niqailliurnaittumik nakuuqpiaqtumiklu pidjutiluni Havakta uyakhmut ilanggit hulidjutainniklu taapkuatlu apqutiliurnikkut, amigaikyuummiklugit akhaluutit pittaalaqiyaanginnilu, tulavikhat pivallia vikhait, amigaikyuummiklugitlu inungni. Nutaq ingilravikhat apqutikhaq uataani Ukiuqtaqtumut hakugikhiyuumirutauniaqtuq tamayaqtarvingnut mahulingaiyautikhainik piliurlutik aallanik pivikhanik ihariagiayuyunik hunanik. Taima piqarniaqtun ilanganik ayungnautiqaaqtunik pigiaqaaqtunik auladjutikharnik ihuaqtumik nunami niqikharnik, tamna Havaaqhaq aulatitilimaituq hivutunirmik angiyunikluuniit allanguqtirutikharnik pigiaqaaqtunik tautuminaqtunikluuniit ihuaqtunik nunami niqinik, qanurlu nunalaangit pigiaqaaqtun niuvaivingmi niuviqhimayunik niqinik. Taimaali, Havaaghat hulaqutait niqailliumirmun uvalu niqitigut ataniudjutinun itqungniaqtau yut **angivalaangit.**
- **Nunalaani Aanniaqtailinikkut Inuuhirinikkutlu** - Tamna Havaaqhaq ayungnautiqarniaqtun nunalaani inuuhirinikkut inuuhirinikkutlu tamangnik ihuaqtumik ihuangituniklu. Piqarniarungnarhijuq angiklijuummiktirutinik maniliqtuutikhanik (pidjutijun maniliurutin taaksiijautininlu) ikajuriami aanniaqtailinikkut inuliqinikkullu aturutikhanik pinahuarutiniklu, ilaujullu aanniaqtailinikkut aulapkaidjutikhanik hulidjutiniklu. Tamna Havaaqhaq aulatitilimaituq ayungnautikharnik talvuuna ayungnautiqaryuaqtunik ikayuutikharnik pigiaqaaqtun, ikikliyumiqtitinaqtunlu ihuaqtunik munagidjutikharnik. Taimaali FIFO atugahait havaatigut angikliyuumirutyut unaguhungnirmik aihimanginirmunlu, Havaaghanun-ila uyut havaat maniliurnirmunlu mikhiyuumirutyut ihumaalungnirmun maniktigut ayuqhautinun. Havaaghaq niriuktaungit uq ayuqhautauluni inungnun inuuhinun halumailgutigut nipiqtuyumikluuniin. Talvuuna, uuktuutikhangit upalungairutikhangitlu ilauliqtunik, tamna Havaaqhaq ayungnautiqarniaqtun nunalaani inuuhirinikkut inuuhirinikkutlu itqurnaruta uy uq **angivalaangit.**

- **Havaktut Manikhaqhiurutilu** – Nunavumi havaktut ikitqiyaniq ilauniginik havaktuniklu amigaitqiyaniq havagitut amigainigit ihumagikpata kanatami amigainiginik. Akiit nunaqariami Nunavunmi akituyut ilauyut ilanginun Kanatami, ukualuat akiit niqit. Havaaghaq niriuktauyut tunihiluni ihuaqtumik hulaqutinik maniliurnikkut pivalliajdutinun piyaghanunlu amigaiquumilugit maniliurnikkut hulidjutit, ikayuutit attautimun Nunaptingni Manighiutaayut (GDP), havaaghat, iliharnimmun ilihaidjutinunlu, nanminiqangnikkut piyaghat. Tamna Havaaghaq akhurhainiaqtuq urhuqyuaqtarvikharnik tuniyaangat ilauyukharnik pidjutikharnik Kitikmeoni. WKRkut piqangniaqtut pinahuarutinik upalungaiyautiniklu atugahanik ikayuutighat nunamingni Inuinnarnik havaktitnimun, ilihaidjutinun, niuvaanimmunlu. Havaaghangit ayungnautiqarniaqtun havaktunik maniliurutikharnik itqurnaqtun **angivalaangitun.**
- **Aulapkaidjutikhanik imaalu Kivgaqtuidjutikhanik** – Nunavutim alappaarnaqpiaktumi hila, unngahiktumi, akituvallaarningit imaalu naittut nappaqtirvikhat hila ilaani nappaqtirutikhanut ajuqhautauvaktut nappaqtirutikhanut munaridjutikhanullu imaalu Nunavunmi angijunik nappaqtirutikhanut ajuqhautiqaqhutik aallanit Kanadami. Tamna Havaaghaq ayungnautiqarniaqtun nappaqtirutikharnik ikayuutikharniklu tamangnik ihuaqtumik ihuangitumiklu talvuuna allanguqtirnikkut nunalaani iglukpakharnik piyaangatlu nunalaani ikayuutikharnik alruyaqtuutikharnikluuniit, allanguqtirnikkut hiniktaqvikhangit iglukharnik iglukharniklu pigiaqaqtun, allanguqtirlutiklu ingilradjutikhanik nappaqtirutikharnik, allanguqtirlunilu nunalaani aqiuqtutakharnik. WKR piqangniaqtut pinahuagutinik uvalu upalungaiyautinik atugahanik munagiyaangani ihuangitut hulaqutit igluqpinnikkut uvalu kivgaqtuutit imaa amigaiquumiyut piumayuyut haffumunga TCWR. Talvuuna, Havauhikhaq ayurhauingit itqurnarutauyut **akhuurutaungittuq.**
- **Pitquhiungitut Nunat, Tariumi, uvalu Ikayuutikkut Atungnirit** – Inuit inmikuuqpalianiq nunatigit uvalu ikayuutikkut munagidjutit Kitikmeoni ikayuqtaublutik maniliuqnikkut pivallianikkut pinahuagutit haffumani Nunavunmi Nunataarnikkut Angiqatigiigutimi. Kitikmeot Inuit Katudjiqatigiit tautuktaat apqut nalruyut akiani Inuit Nanminia Nuna ikayuutaayut Inuinnarnun pidjutigiyaat piqaqtitlugu anginiqhaq piyaaqniq nayugainun ataani Inuit Nanminia Nuna pidjutainun. Havaakhaq nappaqtiqtauniaqtuq tamagingni Inuit Nanminia Nuna unalu Kuin nunaani. Pidjutauniarungnaqhiyut haffumunga Havaaghamun ilauyut aalanguqtirnit piyaangnirit uvalu atungnirit nunat uvalu ikayuutit uyagakhiurnikkut, aalanguqtirnit piyaangnirit uvalu atungnirit nunat uvalu ikayuutit nanminiaqtut anguniarutit, aquinnikkut uvalu hulilukaarutit, uvalu aalanguqtirnit piyaangnirit uvalu imaq atuqtauyut tariumi aulaviit. WKR munariniaqtait munarilugillu apqutit, tulakviit, milviillu naunaitunik upalungaiyautinik angirutiniklu, nunallaat kangiqhimapkaqlugit, havaqatigilugit nuatqatitik, kangiqhimadjutiqaqlutiklu ihumaliurutinik aulahimaaqtumik ilauqatigiingnikkut. Aktilaangit uvalu upalungaiyautit atuqtauyut, Havaaghap hulaqutait atuqtaungitut nunat, tariumi, uvalu ikayuutikkut atuqtauyut itqungniaqtauyut **angivalaangitut.**

- **Ilitquhikkut Ikayuutit** – Ilitquhikkut ikayuutit akhut atadjutiqaqtut pitquhirmun uvalu ingilgaaqnitaanun Kitikmiut uvalu Kitikmeoni atuqtauuyuk inungnin qangagaaluk, hivuani tadjamin nunallaat aulaqtinagit. Havaaghaq hulaqutauniaqtuq ilitquhikkut ikayuutinik haffumuuna ulapiqutaitigut ilauyut huldjutinun nunap qaangani, imaa manikhaqnikkut, algaknikkut, aghaluutituqtut uvalu atuqniit havakviit hanatilugit. Tamna munaqtiuyuk () munagiyukhaq munagidjutikharnik ilitquhingnik hanaqidjutikharnik Nunavunmi Havakviuyuk Pitquhiliqiyitkut, GNkutni. Havaakhaq hivumuupalliatitlugu imaalu maliruagakhanik ihivriuqhitikhanik, ingilraangnitagit naunaiyaiyut (AIAs) piyariaqaqtut PDA-mut. Tuniyuk ihariagiyangit tuniyauyuk munaqtiuyunit ihivriuriami, ikikliyuumiutiniq, pittailiniq uqaqatigiikniqlu iniqtiqtauuyut, Pitquhiliriyiitkut Ingilraangnitaiqiyitkullu ilitariyait ilakungit ayurhautingit ilitquhimut piqutinut; taimaali, Havaaghaq hulaqutait ilitquhikkut ikayuutit itqungniaqtauuyut **angivalaangitut**.

Havaakhaq Qauyiharniq Iniqtirutait

Attautit VCkut iluani ISkut ihivriuqtauuyut atuqhugit ilihimayait uvalu ihumagiyait attautit uvalu katimayut kitut hulaqutiginiaqtaat Havaaghap. Inuit, Nunaqaqaahimayut, Nunagiyauyumilu Qauyimayauyut, ukualu ualiqhiani naunaiyautit, tikuaqtauuyut ihuaqtauluaqtut kagiqhijutinik ilituqhaqnigani Havaap ihuilijutaulaqtunik.

Maliqatqujahimajut piliuqtauniaqtut ikiglinahuarutikhanik imaaluuniit munaqhitikhanik ihuirutauniarunaqhiyunik Havaakhamut imaalu avaliiqtut pidjutaugut pidjutaumaittut angijumik hivitujumikluuniit aanniutaulutik. Tamna Havaaqhaq piqarniaqtuq amigaitunik ihuaqtmik hanaqidjutikharnik, talvuunluaq ayuiqhautikharnik, havaktukharnik, maniliurnikkutlu. Tamainun, Havaaghaq niriuktaungituq angijumik hulaqutainun hilaun, nunamun, imariktunun, tariumun, inungnunlu avatiinun.

Talvuuna, naunaiyainiq ayurhautingit Havahikhamut itqurnarutauyuk **akhuurutaungittuq**.

Katitqhimayut Ayungnautiqatunik Ihivriudjutikhangit Iniqtirutikhangit

Katitqhimayut hulaqutit attautimukhimayut hulaqutait Havaaghap uvalu aalat kinguani, tadjia, uvalu hivuniptingni huldjutit, imaalu idjuhiit aalanguqtirnit imaaton hilap aalanguqtirnitiranun. Havaaghanun Ilauyut Titiraqhimayut naunaiyaqhimayut 129 iqaiyangnikkut huldjutit (imaa uyagakhiuqtut, qiniqhiayut, apqutit, nunallaat, tariumi aulayut) tapkua pidjutiqaqniaqtut hulaqutainun Havaaghap. Ungahiktut qanuginiit, ungahiktut Havaaghamin, uvalu ikitpalaat huldjutit aktilaangit naunaiyautaa amigaiqpalianikkut hulaqutait tadjia atuqtaulungit, kihimi nuiniaqtut qanuginiitigut hivuniptingni pivallianikkut piyakhat.

Atauhiuyuk hivunikhangit uvani Havaaqharni aulatitiyaangat maniliurutikharnik pivalliadjutikharnik pidjutikharnik Kitikmeotmiunun. Uyararhiurnikkut pivallialiurnikkut, amigaiquyumiktuni akhaluutunik, nutaanikluunniit nappaqtirutinik avikturhimanirmi, katitirniit hulaqutit tautungnatqiyauniaqtun. Taimaalu, tamainun hulaqutainun niriuktauyut aulahimalutik mikiyumik qitqani uvalu **angivalaangitumik**.

Amigaitqiyat amigaiqpalianigit akturningit hatqiqpaktut hivunikhami qanurinigini una Havaaq ikayuqtuiyuq ilagiarutikhanik uyarakhiuqviuyuni pivalianiganik, amigaiqpaaliriagani aularutit, nutaaluniit nunami hanayakhanik. Talvangalu, hulaqutit mikiyut qitqani uvalu **angivalaangitut**. Haffumunga maniliungnikkut pivallianirmun, attautimun nakuunikkut hulaqutit, ukualuat ilihaidjutinun, havaaghanun, maniliurnirmunlu, niriuktauyullu amigaiquumilutik.

Avatingnun Ihivgiugutit Iniqtigutit

Ilagani NIRB-kut maliruaqtaini, kikligiyaini aktuqnigit uqatiaqhimayut havaani pijutiqaqtunik aktuqniginik ahiani Nunavumi Nunataarviup Iluani (NSA) aktuqngiluniit iluani NSA-mi pihimayut havaani hulijutinit atuqtauyut ahiani. Tamna Havaakhaq nayugaqaraluaqtitlugu iluani Kitikmeot Avikturnianni NSA, piqaqtuq qaffinik VCs pittaqaqtunik avatingnut pidjutaavaktunut ilauyut: tuktut, tingmiat, aallallu nunamiutanik huradjat, tariumi huradjat, ilitquhiit nunani, tariurmiutat, niqikhaqarnikkut niqikhaqarnikkutlu, nunallaani aanniaqtailinikkut inuuhiringnaqtumiklu, havaakhanik maniliurutikhaniklu, nappaqtirutikhanik ikayuutikhaniklu. Tamaita aadlat VC-ngit itqurnarutauyuq pipkaidjutilimaittuq kiklinganut ayurhautingit taimaa havauhikhaq-piyut aadlangurninngit ittut nunamikni naunairhimayut naunaiyainiq nayugangit iluani NSA.

Ilagit uumayut aulayut avataanut nunatagauyumi kikligiyaini aktuqtaulaaqtut Havaamit, nipaaqniginit, aalaguqniginit aulaniginik, atautimulu aktuqniginik ahiinik hulijutinit. Tikitpaktut tuktut aktuqtauniarunaqhiyut humiliqak Nunavut tamnalun Nunatsiaq piplugit aulavakmata unghiktumun pilaqhutiklu amihunik ulapiqutainik. Kihiani, akturningit tikitpaktut qupanuangit, umingmait, tuktuvait, akhat, qalviillu ihumagiyaayut mikiyut hugiyaungitunluuniit, kiklivikhaqahutiklu hanigaini Havaaqhangit. Tariumi huradjat aktuqtauniarunaqhiyut tamainni avikturniinni imaup ataani nivyaqaqtunit umiat ingilrayunut, amigaiguuminarunaqhiyut qayangnautainut umiat tuluqtautilutik. Hapkua hulaqutait niriuktauyut atuqtauluaqtut, hivikittumik, anginiqhaungitut taimaali agyangnikkut aktilaangit kikliqangniaqtut ihuaqhaidjutighallu atuqtauniaqtut.

Inuuhiqmi manikhaqhiurutinilu nunainaani aktuqnigit atulaaqtut aalaguqniginit agunahuaqniqmi uumayunik qahakniginik, avatingnut nunanit havaktut aulaaqniginik, nunagiyaayumi aaniagitaagani qanurinigini, aalaguqniginik havaktut manikhaakhalu tuniuqhainiginik, amigaiqpalianiginiklu piyumayaunigit hanayakhat ilaa TCWR-guyut, aaniaqtailinikut upaluqnaqtuqaqtut ikayuutunik Yalunaimi, nunamilu aularutitut havaqatiriigutit. Taimaali Havaaghaq piqaqniaqtuq tamangnun nakuunikkut uvalu ihuangitumik hulaqutinik, aktilaangit uvalu munagidjutikkut upalungaiyautit iliugaqtauniaqtut ikiliyuumigianganik ihuangitut hulaqutit, akhuugutigilugu ihuaqtumik hulaqutit, uvalu pipkailutik ihuaqhaidjutinik havaktaulutik ihagiagiyaupkata uvalu kangiqhimadjutiqaqtut aulahimaaqtumik ilauqatigiikniqmik hapkununga Kitikmiut, aalat Nunaqaqaaqtut katimayit, uvalu aalat hulaqiniaqtut nunallaat auladjutaani Havaaghap.

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Aulapkaiyinin Naittuq Titiraqhimayuq

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (una “Havaakhaq”) unaujuq a tukhiqtauhimajuq itijumi imarmi tulaktaqvikhaq ukiuraaluklu apqutiliuqnikkut tahamaniittukhaq Kitikmeoni Nunavunmi. Uataani Kitikmeot Atuqtakhat Kuapuriissakkut (UKAK) unaujuq una ikayuqtiuyuq piliuqtiuyuqlu Havaakhamut. UKAK havaktauhimayuq hapkunanga Kitikmeot Inuit Katimayiin uvani 2014 mi Inuit nanminiriyaat uvalu Inuinnarnin-hivuliqhuqtauyut nanminiaqtut havagiangini uyagakhiuqtut qiniqhiayut, hapkunaniluag Inuit Nanminiriyait Nunat (INN) Kitikmeoni Nunavunmi

Havaaghaq piquqtuq malguknik hivuliqmik ilaayunik:

- Pivalliani aulapkaianingalu itiyumi imarmi tulakvikhaq Qurluqtuaryungmi Coronation Gulf-mi (Qingnavyaktuq tulaktarvik)
- Hanayaunia auladjutikhaalu 230 km ukiuraaluk munariyaayuq apqutikhaq (Qurluqtuaryungmi Tulaktaqvikhaq), ilaayuqlu hanayaunia aulapkaidjutaalu Jericho Station-mi. Apqut atadjutiginiqtaata tulaktaqvik tunungani kiklianun Tibbitt hamunga Contwoyto Winter Road (TCWR) uvani Jericho Station-mi. Ilauniaqtuqlu ukiuq tamaat hanayaunia ukiumi apqut atayuq ukiuraaluk apqut Jericho Station-mi angiqtauhimayumut TCWR nallaumaninga Tahiani (Tahikyoak) tahiup hinaani.

UKAK upalungaiyaiyut Hulaqutikkut Naunaitkutunik naunaiyagiangan uvalu ihivriuglugit avatingnun uvalu inugiangnikkut maniliungnikkut hulaqutait pidjutauyut Havaktauyumin tapkua pidjutiaqtut piyakhanun titiraqhimayut uvani Nunavunmi Nunataarutaanut Angiruta uvalu Nunavunmi Avatilirinirmut Katimayit Atugahait Upalungaiyautinun Hulaqutikkut Titiraqhimayut haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulakvikhaq Havaaq (NIRB File No. 24XN038; NIRB 2026).

Havaakhaq Pidjutikhaa Ihariagiyaalu

Havaakhap pidjutigilluaqtaata piliuriami amihunik-atuqtut, amihunik-aturninnga aulapkaitjutikhanik tamna atadjutiginiqtaata Kitikmeonun nunakkut tariukkullu, ikajuutikhainnun Inuinnarnun Kanadamiunullu. Una akhurnaqtuq napaqtirutikhaq upautiniaqtuq pidjutikharnik maniliurutikharnik pivalliajutikharnik kiluutaqhimalugit akhurnaqtun uyaraqhiuqtunik talvani Kitikmeotmi, aulatitiyaangat ayungnairutikharnik nunalaani iglukharnik umiaqtuffaagiananiklu, akhurhaidjutikharnik Inuit Kanaitian kavamaliqidjutikharnik munagidjutikharniklu talvani Tunungani Tariukkut Apqutikhangitni. Ikayuutauluaqtut Havaaghamun hamma:

- **Piangaiyarnikkut – Aalanguqtirniq Ikayuutit**

Angiyut maniliurnikkut ikayuutit Kitikmeonun imaa angmaqtiqlugit ihariagiyaayut uyagakhiuqtut Kitikmeoni. Tikitpat 2040, nahuriyaayuq havaaq pipkainiaqtuq qanituani 750-miliatalamik ilagiarutimik aipagutuaraagat GDP-mi agiklivalianiganik, qanituani 18%-mik akituriaqniganik Nunavumi 2024-mi GDP-mit, aalaguqpalianiganik aktuqniqaqniganik ukiuqtaqtumi manikhaqhiurutini qanurinigani. Ilaliutihimayut, Havaaghaq ikayuutauniaqtuq amigaitunik havaaghanik amigaiquyumilutik (talvungaqpiaq ahiagullu) piliuqhutik itqungniarutaa 670 ubluq

tamaat aadjikutaa (UTA) havaakhat Nunavunmi ukiuq tamaat nappaktiritillugit. Havaakhat atuqtakhat aulanigani munariniganilu, ukualu ukua havaat hatqigauyut havaanit pijutiqaqtunik akiligakhanik ihuaqtunik ikayuutuniklu, nalautaagauyut qanituani 390-guyut UTA, tunihilutik hivituyumik-kikliqaqtunik piyaghanik nunamingni havaktinun nanminiqaqtunulu.

- **Nunallaani Inungnullu – Tamayaqtarvingit Mahulingainiq**

Naunaitumik ihuaqhaidjutikharnik nunalaanun avatingni Kitikmeotmi. Nutaaq ingilravikhat apqutikhaq uataani Ukiuqtaqtumut hakugikhiyuumirutauniaqtuq tamayaqtarvingnut mahulingaiyautikhainik piliurlutik aallanik pivikhanik ihariagiyaayunik hunanik. Tamna pivalladjutikharnik ihuaryumiqtitinaqtun qayangnairutikharnik tamangni tariukkut nunakkullu aulaaqtunik, ikayuutikharnik ihuaqtmik qayangnairutikharnik auladjutikharnik talvani Coronation Gulfmi uvanilu Tunungani Uataani Tariungani Tariungani Tariungani (Tunungani-uataani tariukkut apqutinga). Ukuat ihuaqhaidjutikharnik pidjutiqaqtun nunaqaqtunik, nunalaani havagvikyuangit, kivgaktiluagiyaingitlu ikayuutikharnik tunihimaqtunik talvani avikturvingmi.

- **Ataniudjutikkut uvalu Munaridjutikkut – Hanaqidjutikkut Atuqtaunig**

Havaklugit hivuliq itiyumi imarmi tulavikhaq uataani Ukiuqtaqtumi, pidjutaayuyuk aghut ukiuq-tamaat hanaqidjutikkut inniq aviktungniini. Igluqpak tulaktaqvikhaqarniaqtuq umiaqtuffaaqlunilu aallakkiiknik Kanadami umianik, ilaujullu Hinaani Amiriya umiat, Royal Kanaitian Navy Ukiuqtaqtumi Tariumi Amirinikkut Umiat, Kanadami Amirinikkut Umiakkuurutit, ukualu Polar Icebreakers. Una ilaliutihimajuq pidjutikhaq hakugikhaqtita Kanadap pittaarutaa aulapkaikkut, hapumminikkut, pipkainikkullu pijumajamnik uvani amigaiqjuummiqtumi aularaanginnaqtumi Tunungani- uataani tariukkut apqutinga.

Ukuat naunaitun pidjutikhangit naunairutiqaqtun allanguqtirutikharnik Inuinarnin-hivuliqtuqtauyukharnik Inuit nanminigiyaikkulu iglukharnik hanaqidjutikharnik taima aulayukharnik aulatitiyaangat hivutunirmik maniliurutikharnik angikliyimirutikharnik, ihuaryumirutikharnik qayangnairutikharnik hunavalungnik hunavalungnik aulavikhangit atuguminaqtun nunalaanun, unalu akhurhaidjutikharnik hanaqidjutikharnik aulayukharnik talvani ualinirmi Ukiuktaqtuni—hivutunikharnik aulayukharnik pidjutikharnik Inuinangnun, Nunavunmiunun, Kanatamilu.

Havaakhaq Hanaqidjutikhangit

Atugahat haffumunga ihivgiugutinun ihumagiyaayut uvalu malikhugit atugahatigut upautiniit, piqaqtut imaa:

- **Napaqtirutikhaa havaktauyukhaq** Havaakhap hivituniqaqtuq tallimani ukiuni iniqtiriangani (tamangnik hivuagut-nappaqtiqtinnagu nappaqtiqtaunialu) tukhiqtauhimayuq aullaqtirvikhaa Apitilirvia 2029.
- **Tamna Auladjutikhangit Ihuaqhaidjutikhangitlu** hanaqidjutikhangit uminga Havaaqharnik aulaniaqtun 2035mi aulahimaarniaqturlu hivutunigaalukmik.

Qanga hivitunialu tamangni havaktauniinni pidjutilgit maligakkut angirutini pidjutiqarniarungnarhijuqlu hilaup ilaani kiklikhainnin, ilaujuqlu hivikittumi hikuirningani imap kikliqarninginnilu pidjutilgit ukiumi apqutini pijaarutainni. Ingilradjutikhangit ingilrutikhangit ingilrutikhangitlu aulaniaqtun talvuuna pingahunik tatqikhiutingnik auyami talvani Qurluqtuaryungmi Tuluqtaqvikharnik, unalu pingahunik tatqikhiutingnik ukiumi talvani Jericho Nayugaani. Nappaktiriniaqtut ukiuraaluk, havaktauyukhat atauttikut tamangnit tunungani (Qurluqtuaryungmi Tulaktaqvikhaq) hivuraanilu (Jericho Station) nunguani Havaktauyakhap. Tamna Havaaqhangit hanaqidjutikhangit ihumagiyauyut atuqtauhimaaqtukharnik iglukpakharnik, talvuuna, piqangitun upalungairutikharnik umiktirutikharnik utiqtiyaangatlu ukuninga hanaqidjutikharnik. Nayugaingit piqaqtukhat napaqtirutikharnik piffaarniaqtun malikhautikharnik laisikharnik atuqtakharnik naunaiyagikhimayut talvani Aulahimaaqtun ihuaqhaidjutikharnik Upalungairutikharnik talvani Havaaqharni.

Havaaqhangit Ahiagut

Piqaqtuq kikliqaqtun ahiaguurutighanik ilituriyaangani ikayuutauniaqtut Havaaghap tunihiyaangani. Ihumagiyauyut Havaaghamun aalanguqataaqtut avatqumayumik 30nik ukiunik; taimaali, amigaitut qaffiuniit naunaiyautit mikhaagun ahiagut havauhikhait aalakiit iluaniit Havaaghap havaktauyut. Havauhikhaq piliurninnga naunaiyainiqlu himmautinga naunaipkaqtauyut Inuinnainnit, Nunaqaqaarhimayut, unalu Nunallaani Ilihimanig, nutauniqhani ilituqhautit, maliruagakhat maliruakhat, kiujutulu pihimayut ilauqatiriikniqmit.

Malruk piyakhak nayugahaanun (Tulaktaqvik Kivataani haffuma Kugluktuk [Maligut] unalu Apqut Izok Tahiq; Kingauk Apqutaa Tulaktaqvikhaqlu) piyaungitut ihivgiuqtautilugit ihumagiblugit Inuit ilihimayait, hulaqutiginiaqtait, uvalu tunihingitut ikayuutikhanik atadjutinun hivungani uyagakhiuqnikkut havaaghat uvalu munagidjutikkut uvalu ataniudjutainun hamani Tunungani Tariukkut Apqutikhaa. Uvani 2016, ahiagut apqutit naunaiyaqtauyut qaliriiktaiiyaangani titiraqhimayut nunaayat nugaqviluangit nunat hapkunanga Kavamatkunin Nunavunmi, kitut kinguani atuqtauyut uvani Nunavunmi Upalungaiyaiyiyut Katimayit Iniqtiqhimaituq Nunavunmi Nunatigut Atuqniitigut Upalungaiyautit. Kihiani, una aulavikhanga hivumuuqtaungituq taima hivitunirmik aulavikhangit talvuuna ayungnautiqaluaqtun nunanik piqaqtukhat anginirmik nunanik akuktauyukharnik napaqtirutikharnik hanalrutikharnik, angikliyumiqtitiyaangat havaaqhangit nayugaingit naunairutiqarniaqtun anginirmik tamaat nayugaingit tamaqpalianiaqtun amigairyumiqtitinaqtunlu nayugaingit tamaqpalianiaqtun. Angitqiaq ulapiqtauyut nayugaa pidjutauniaqtuq amigaiquyumilugit nayugait tamaqpaliayut nipiquqtuhivalianikkut, puyuq, aghaluutituqtut, uvalu inuit hulidjutait. Tahapkununa nakungikgativaktunik nallautakgutaungitunik mikharut havakhimayunik ungniguutivaktunik kanukgilidjutivaktunik tahapkunanga Inuit Ilikhimayainik, kanukgilidjutivaktunik piyukhanik ikikliyumiqtukhanik nunanik kufiutilanginik uvunlu munakgiyauyukhanik naunaitunik huranik nayugainik. Apqutaa pittailiyuqlu akhuuqnaqtunik nayugainik INN, akiraqtuqhugu idjuhikhaa ihuaqtuq ikayuutikhaq Inuit piyaangnirit uvalu atungnirit hapkua nunat.

Ilaliutihimayut avatingnun ihumaaluutit titiraqhimayut, maniinatqiaq nunap qanurinia pidjutauyut haffumunga ahiagut pidjutauniaqtuq akituquyumilutik igluqpinikkut uvalu hivituyumik-kikliqaqtut ihuaqhainikkut akiit, imaalu amigaiquyumilutik qayangnautit apqutinik atuqtunun.

2017-mi, Qurluqtuaryungmi nayugaa naunaiqtauhimayuq atuqtaulluarumayuq Kitikmeot Inuit Katimayiinit Nunavut Kavamanganillu ihumagiylugu atadjutingit qitqani ittuq umiat ingilravikhanik qayangnaittumiklu. Hivutunirmik ihivriudjutikharnik atuqtauluagumayainik atuqtakharnik ilauqaqtun ihumaliurutikharnik nanminikharnik hanaqidjutikharnik, taimaitunik:

- Ahiagut tulakvikhat nayugait haniani
- Ahiagut tulakvikhat hanahimania qanurittuq
- Ahiagut apqut qanurittuq

Idjuhikhaanun-ilauyut ahiagut iluani piumayauyumun ihuaqhainikkut Havaaghap aulahimaaqniaqtuq ihivgiuqtauluni havaktautilugu idjuhikhaa tutqighaqlugu ihuangnighaa piumayauyuq piyakhaq uvalu ikiliyuumiqlugu uvaluuniin pittaililugu avatingnun hulaqutit. Ilauqatigiingniq aulahimaaqniaqtuq tamaini havauhiitigut Havaaghap, uqagahat ihumagiyauyut ihumaliugutinun uvalu upalungaiyautinun auladjutaanun Havaaghap.

Maniliungnikkut uvalu Havaaghatigut Kangiqhidjutit

UKAK's niuviriami ayuirhainiqmullu maligangit piliurhimayuq hivulliutigiami nunamikni Inuinnaillu ilauniq ukunuuna Havauhikhaq havaakhaq unalu havakvikmi pivikhaqautikhaq, aadlamik hakugiktipkaiyuq inungnut atadjutingit. Hapkua hanaqidjutit turaaqhimayut hakugikhiyuumiqlugit ilagiit maniliurutait, ikiliyuumiqlugit ahinungaqtitauyut, ikayuqlugillu ilihimayatik uvalu ayuitatik nuutimirit, pidjutauyut tapkua ikayuutauyut nunallaanun atauttimun.

Nappaktirinirmun aulapkaidjutikhanullu munaqhidjutikhanullu Havaktauyakhamut pidjutiqarniaqtut tingmitikkut tikitpaktukhanik (HPTT) havaktikhanik nunaqaqtut unghaktuni haniqpani. HPTT himmautigiiktarlutik naunaitkutikhat pipkarniaqtait nappaktiriyut aulapkaidjutikhallu munaqhiyullu havaktit himmautigiiktarlutik nunaqarianginni haniqpani nunamingnilu, avikturniinni havaakhanik umani Havaakhami. Taiyauhimayut havaaghat havaktautilugit piyariaqaqtut havaktinik hilataanin aviktungniup (e.g., taiyauhimayut tulakvikhat hanayut katulaaktut/havaktit), uvanilu HPTT himmauhiqataqnikkut atugahani. Ikayugiangani ayuiqhautikharnik havaktitiyaangatlu Inuinarnik aulatitiyaangatlu pidjutikharnik Inuinarnik Ukiuktaqtuniituniklu nanminiaqtunik, UKAKngit pivallianaqtun aulatitinaqtunlu ayuiqhautikharnik hanaqidjutikharnik ilitagiyaangat ayuittiagiikhimayainik piqaqtukhat havaktukharnik talvani Havaaqharni havaqatigiyaangatlu nunalaani avikturningmilu ayuiqhautikharnik iliharvikharnik angikliyumiqtitiyaangat pidjutikharnik nunalaani Inuit havaktukharnik, aulatitiyaangatlu havakhimaaqtilunik ayuiqhautikharnik ayuiqhaqtukharnik ilihairutingnik. UKAK atuliqlugillu havagvingni maliruagahat tapkua ikayuutauyut ilauqatigiingnirmun havaktinirmun, pihimanirmun, hivumuurutighainunlu Inuinait havaktit.

Nappaktiritillugit, 200 mit 500 mut inuit havaktitauniaqtut ukiuq tamaat, havaakhat naahuriyauyut 10 pusanmik atan'nguyaulutik, 50 pusanmik ayuiqhattiaqhimayunik, 40 pusanmiklu ayuiqhaqhimanggittunik. UKAK nahuriyut Nappaktirinirmun havaktiqarniaqtut kaantraaktinit, hivikittumut havaktauyakhamut.

Ingilradjutikhat talvunga talvangalu Havaakhamut piniaqtut atuqtauraanginnaqtunik tingmitikkut naunairiiqhimayunit agyaqtauvikhanit. Aullaarniq tikkuaqtauhimajunun agjaqtauvikhanun piniarungnarhijuq talvuuna tingmitikkut uhidjutikkut. Nappaktiritillugit, havagvikhat iglukhait ilauyut nuutiqtiaqtut nutqangayullu tangmarviit nuutiqaqtut hanayaugaangamik. Attautit aulayut aulayut

nayugahait 80nik inungnik uvalu attautit nuutiqttaqtut maniqami 40nik inungnik. Nuutiqttaqtut uvalu aulaangitut maniqami aulaaqtitiniaqtut tunihiniaqtut aaniaqtailinikkut, qilamiugutikkut, uvalu ulapqinikkut igluqpait uvalu kivgaqtuutit.

Auladjutikharnik havaktukharnik talvani Havaaqharni ikitqiyauniaqtun ilauqarniaqtun 42nik havaktukharnik talvani tulakvingmi apqutiryuangitlu auladjutikharnik, 12luniklu havaktunik talvani Jericho Stationmi; ilauyut naamavyaktut 5 pusat atanguyat, 50 pusat ayuittiaqhimayut, uvalu 45 pusat ayuittiaqhimayut havaktut. Tamavyaita auladjutit ihuaqhaiyullu havaktit niriuktauyut nunaqaqtut Kitikmeoni nunallaangini. Nayurvikhangit auladjutikharnik havaktunik piqarniaqtun havakvikharnik, igavikharnik, naunaitunik munarhiliqidjutikharnik, amigaqhuutiqaqqan ikayuutikharnik, ulapqivikharniklu iglukharnik, havaktauniaqtunlu alruyaqtuqtunik pauwaktuutikharnik, imigiaqaqtunik imarnik, kuvigaqtauhimayunik kuvigaqtauhimayunik kuvigaqtauhimayunik iglurpangnik.

Umiktiritit pinnirhaiffaarnirmunlu hulidjutit nayugainun tadjakaffuk ulapiqtauyut piyariaqaqtut ikitunik havaktunik, havaktauyut attautikkut kingulirmik igluqpinikkut uvalu atuliqtilugit hanayiit havaktut.

Naunaijattiaqhimajut Qanurinnikhait Havaakhap

Iluaniitut uvalu hulidjutit ilauyut Havaaghap pidjutiqaqtut hivunighaanun pidjutighaanun – havaklugit amigaitunik-atungnirit, amigaitunun-atungnirit igluqpait tapkua atadjutiginiaqtaat Kitikmeoni nunakkut tariukkullu, ikayuutikhat Inuinnarnun Kanatamiununu. Havaaghap naunaiyautaa hivuliquqtauyuy hapkunanga hivunikhaliurutin:

- Aanniaqtailinirmun qayangnautinunlu piyakhat
- Atuqtut ihariagiyaait (ilauyut ihariagiyaait nunallaat, munaridjutit, uyagakhuiqtillu atuqtut)
- Ilaliutiniq Inuit, Nunaqaqaaqtut, uvalu Nunallaat Ilihimayait
- Inungnun ilauqatigiingniq uvalu ilauqatigiingniq
- Idjuhikhaitigut uvalu avatiinun piyakhat uvalu ihumagiyaayut
- Hilap aalanguqtirniranun mahulingainiq

Havaakhaq Pivallialiurnikkut Nayugaa (HPN) naunaiyaqhimayut haffumunga Havaaghamun iluaniitut nayugait tamaita havaaghap iluaniitut uvalu hulidjutit, ilauyut tamangnik atuinaqtughat uvalu tadjakaffuk ulapiqtauyut, imaalu nayugahait nayugahait idjuhikhait aalanguqtirnirit pihimayut aulahimaaqtut ihivgiugutit uvalu ihivgiuqtauyut. Tamna HPN aviktuqtauhimayuq siksintut ilagiyainut naunaiyautigiplugit havaakhat ilagiyait hulipkaidjutikhallu:

- **Tulaktaqvikhaq HPN (Imarmi-tunnganiqaqtuq Aulapkaidjutikhaq)** – Hananiq nutaamik imarmiukkut tunnganiqaqtumik aulapkaitjutikhanik, ilauyuqlu malruuk angiyuk qayat tulakvikhait, tug/angivyaktuq qayat tulakvikhait, umiami tulaktarvik, imakkut humungaunikkut ikayuutikhat, mikiyuniklu qayanik tulaktaqvikhamik ilauyuqlu qainanik kikipaktirvikhaq

- **Tulaktaqvikhaq HPN (Nunami Aulapkaidjutikhat)** – Hanalutik nutaanik nunami aulapkaidjutikhanik, ilauyut nayugakhait, uvalu aalat igluqpait; ukiuraaluk uyaraliamik apqutit; inungnut atuqtauyuyq nayugaa; angiyunik uqhughanik tutquumaviit, uqhughaqarviit, uqhughaqarviit; imarmik imiqtarviit, halummaqtirutit, halummaqtirutillu havakviit; Alruyaqtuutit, iqakunik munaqhiyut igluqpait, iliuraqviit, tutquumaviillu (atukaffuktut uvalu atuinaqtukhat), atuffaaqtaqtut auladjutit, uvalu ughuqyuaqtuqtut ingniqutit
- **Milvingmi HPN** – Hananiq nutaamik igluqpakmik, ilauyut naamavyaktuq 1,800 m milvik uvalu tingmitit aulavikhaa, tingmitit aulavia, ukiutigut tamaat apqutit, aghaluutiqarviik, uvalu ilauyut igluqpait, kivataani haffuma Qurluqtuaryungmi Tulaktaqvikhaq.
- **Apqut HPN** – Hananiq nutaanik aulapkaidjutikhanik, ilauyuqllu ukiuraaluk, munariyauyuyq apqutikhaq atayuq Qurluqtuaryungmi Tulaktaqvik Jericho Station-mut ukiumilu apqut atayuq Jericho Station-mut tunungani kiklinganut TCWR hinaani Contwoyto Tahiani. Pijaarutaa Qurluqtuaryungmi Apqutaa umikhimaniaqtuq Inuit Nanminirijaani Nunaani. Apqutip PDA ilauyut nayugahait havaktauyukhat uvalu kinguliit nayugahait amigaitut imaqarviit ikaarviit (ikaarutit uvalu turhuat), uyagaqtarviit, nuutiqttaqtut hanayut hiniktarviit, uvalu nayugahait uvalu tutquumaviit.
- **Jericho Station HPN** – Hanayut nutaanik igluqpangnik ilauyut uvalu nutaanguqtiqhugit atuqtauyut igluqpait uvani Jericho Stationmi (nayugaani atuqtauyumi uyagakhiuqviup nayugaani) ilauyut milviit uvalu tingmitit aulaviit, apqutit uvalu aghaluutiqaqvik, nayugahait uvalu tamayaqaqviit nayugait, nayugahait uvalu ilauyut igluqpait, uvalu ughuqyuaqaqviit.
- **Qurluqtuaryungmi Ukiumi Apqut HPN** – Nappaqtirniq ukiumi apqutikhamik Jericho Station-min hinaanun Contwoyto Tahiani, talvani atadjutiniaqtuq ukiuq tamaat uumunga angiqtauhimajumun TCWR-mun.

Havaaqhangit Hulilukaarutikhangit

Nappaktiritinnagit, hivulliqpamik aullaqtitiniaqtut hivitunianik siksini tatqiqhiutini (nahuriyauyuyq 2029-mi), ilauyullu piliurlutik atukaffuktukhamik uqhuryuaqarviikhamik uqhiquhivikhamiklu, hiniktarvikhanik, tamayakhainik ingilrutikhaniklu tutqurvikhanik. Hivuliq piyaaqniq haffumunga Havaaghamun ilauniaqtut tingmitikkut, nunakkut, uvalu tariukkut, uvalu naunaiyaqhimayut naunaiyattiaqhimayut ataani.

Angiyut nappaqtiqtauniaqtut 2029-mi hivituniqarniaqturlu tallimani ukiuni (kinguliqpaamik unngavaqtiqtaulutik ingilrutit nappaqtiriyullu havaktikhat nunguani 2034). Hanayaunia apqut hivumuqtiqtauniaqtuq atauttikut tulaktarvingmit tunungani ihuani, talvangalu Jericho Station-min hivuraani ihuani Havaktauyup. Nappaqtiriniq nunami-ittunik ihuaqutikhainnik niriuktaujuq havaktauluni ukiuraaluk kihiani tadjakaffuk umikhimaniaqtun pitqujauniarungnarhijun qajangnainnikkut huradjanunluunniit hapummidjutikhanun. Haniani-hinaani uvalu tariumi-pihimayut igluqpait havaktauniaqtut atuqtillugu hikuilgumi ukiuq. Nayugait havaktauyukhat avalitumik (imaa uhiliqhiivit, tadjakaffuk uyagakhiuqviit) ihuaqhaqtauniaqtut maliklugit laisikkut piyakhat uvalu titiraqhimayut uvani Aulahimaaqtumik Pinnirhainnikkut Upalungaiyautit havaktauhimayut haffumunga Pinahuagutinun.

Havaaqhangit hanaqidjutikhangit napaqtiqhimayut tapkuninga UKAKkutni amigaitunik atugiaqaqtunik, amigaitunik atugiaqaqtunik iglurpangnik taima nanminiaqaqtunik/kaantulaaliqiyuniklu atuqtunik pidjutikharnik hivutunigaalukmik; Taimaali, upalungaiyautiqangituaq umiktigutikhaanik uvalu pinnirhainikkut hapkua tamayat. Atuqniit igluqpait piyauniaqtut pingahuuyunin ilaayunin; kihimi, auladjutit uvalu munagidjutit igluqpait munagiyauniaqtut hapkunanga UKAKkunin.

Nayugaani Piyaqniq

Hivulliqaami tikilvikhaq Qurluqtuaryungmi Tulaktaqvikhaq piniaqtuaq tariukkut, atuqlutik iniriqhimajunik umiakkut apqutikhanik talvuuna Northwest Passage-kut talvannga tulakvingnin uvani St. Lawrence Kuugaani haniani Montreal-mi, aallaniklu piqarluni talvannga ukiuqtaqtumi tulakviinnin imaatun Hay River-min, Inuvikmin, Tuktoyaktuk-minluunniit ualiqhianiluunniit Kanadami tulakviinnin ihariagijaukpata.

Atuqtaukaffuktuq milvik havaktauniaqtuaq atulihaaliqtilugu Havaaghap tunihiyaangani aghut tingmitikkut piyaqniq havaktunun uvalu atuqtaghanun. Una ikayuutauniaqtuaq tulaktaqvikmun, tingmitiqavikmun, uvalu tunungani ilanga apqutip pihukvianun igluqpait aulaliqlutik uvalu nigiuktauyuaq qakugu iliugaqtauluni ilaayuaq apqutip nayugaani. Jericho Station-mi, piqaqtuaq taja milvikmik nahuriyaayuaq aulaliqluni Havaami. Tingmitikkut agyarniq aulahimaniaqtuaq aghuungnaqtuaq inungnun ingilradjutinun tamayaniklu agyaqtaqtut havaktautilugit Auladjutit Ihuaqhaidjutillu havaktautilugit.

Hivuraanin, nappaqtirutikkut hanalrutit tamajallu aullaaqtauniaqtun talvuuna TCWR-kut. Ukiuq tamaat aularutibluni hivuliq ukiuq hanadjutaani, 3 km ukiumi apqut (imaavyak 10 m hiliktilaanga nunap) havaktauniaqtuaq ukiuq tamaat aularutibluni uvani Ubluiqtirvia/Ubluqtuhivia uvalu munagiyaaluni upingaami atadjutigilugu ukua TCWR unalu Jericho Station. Ukiumi apqut atuqtauniaqtuaq hivulliinni nappaqtirutini hanalrutini nuutirutini agjaqtauffaarutinilu nappaqtirutini hanalrutini, tamajakhani, urhuqjuani ukiuq tamaat talvunga nappaqtirniq inirutaanun. Una katitirutikhaq talvunga TCWR nigiuktauyuaq piqaqtukhaq ukiuq tamaat talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havaktauyukharnik, kihiani atuqtauhimaaqtukharnik ukiuq tamaat allatqiinik havaktaugumik. Ukiuq tamaat hanayaunia TCWR talvunga Tahiqyuaq hinaani talvunga Nunavut/Nunatsiaq (NU/NT) kikligiyai ihumagiyaungittuaq ilagiya havanguyuaq anginikhaa, tamna huliniq hivuani naunaiyaqtaukmat tahapkununga havakhat huliniitlu.

Nayugakhaa Upalungaiyarniq Nunamiklu Havaktauyukhaq

Unguvaqtiriniq nauhimayunik kikliqangniaqtut nayugainun humi ulapiqidjutit piyakhat igluqpinikkut hulidjutinun uvalu ilainun. Atuqata nunap qanuriniga Qurluqtuaryungmi Tulaktaqvikhaq, nuna piyariaqaqtuaq uyaralianik iliurailuni hinaaniklu, ahiilu nunat hatqiumayut qaiqtuup qagaqtauniaqtut nalruqtiqtaulutiklu. Itininga hiuralianik hinaani naunaiqniaqtuaq ihumagilraarumiuk nunap qiqumania qanurininga talvuuna nunatigut-naunavyaktuni qauyihaqtautilugit naunaiyattiaqhimatilugit qanurinihainik havauhikhainik. Tautungnaqtut qaiqtup qagaqtauhimayuaq atuqtauniaqtuaq iliuraivikhaq humi ihuaqqat. Tamayakhat tutquqtauniaqtut nayugaani iluani HPN atuqtauyukhat hanayauningani.

Ikuutarniaqtut qagaqtaulutiklu uyarakhiurvingni uyaqqaniklu kibluktauhimayuni atuqlutik ammonium nitrate-mik uquhuqyuamiklu ([ANFO]-based) qagaqtautit tutqutiaqhimayut naunairiqhimayuni nayugainni. Taima hinaani hanayauniaqtun qagaqtautiliqiniaqtunlu ukiuq tamaat, qaraqtiirvikhangit angiktilaangit ikaakningitlu ihumagiyauniaqtun atuqtauyukharnik qayangnaqtunik atuqtakharnik uumayunik, iqalungnik

tingmianiklu. Qagaqtautit Munagidjutikkut Upalungaiyautit havaktauniaqtut naunaiyagiangani munagidjutikkut atuqtauyut uvalu piyakhat pihimayut ihuaqtunun maliganun, pitquyauyunun, uvalu laisit tuniyauyut haffumunga Havaaghamun tapkua turaaqhimayut ikiliyuumiqlugit avatingnun uvalu qayangnautikkut qayangnautit havaknikkut, agyaqtarnikkut, tutquumanikkut, hanaqinikkut, uvalu atuqniitigut qagaqtautinik.

Tamayanik uvalu Tamayanik Munagidjutit

Tariukkut-tunnganiqaqtuq ingilraniq havagutiuniaqtuq hivulliqaanguluni tamajakkut nappaqtirutini aulapkaidjutinilu ihuarhainirnilu. Talvuuna hikuigumi imarmi, hunavaluit, ingilrutikhangit, ingilrutikhangitlu agyaqtauniaqtun ukiuk tamaat talvuuna agyaqtauyukharnik agyaqtauyukharnik, umiaryuangit, uqhuryuanik agyaqtauvakhimayut, taima tamavyaita hunavaluit upalungaikhimaniaqtun tikiniaqtun talvanga Quebecmi tuluqtarviangani umiakkut. Agyaqtawniq uataanit Kaanatami tulakvingit atuqtaunginnarialik tunigiami ihuaqtut hanalrutingit tamayangitluuniit. Piyariaqaqat, naamavyaktuq pingahut umiaquyat attauhirmi ukiumi hamanga Hay Rivermin, Inuikmin, uvaluuniin Tuktoyuktuk, NTmi tulakviit ikayuutauniaqtut agyaqnikkut tamayanik atuqtilugu hikuilgami imap atuqtilugu Hananikkut havaktauyuk.

Iliuravikhait nayugait havaktauniaqtut atuqtauyukhat tamangni Hanayaukpat uvalu Auladjutit uvalu Ihuaqhainikkut havaktauyut Havaaghap. Uhiyarvikhait inikhaqarniaqtut uhiliqhivikhanik, uhiyarvikhnik, tutquumavikhainiklu puuqaqtunik imaaluuniit ahiqpaniittunik tamayanik tingmitinit imaaluuniit akhaluutiryuanit agyaqtauvikhanik taffumani TCWR. Nampangit, nayugakhangit, angiktilaangitlu iliugarvikhangit nayugaingit naunairutiqarniaqtun taima havakhimayuq Havaaqhangit aulaligumi unalu pingahuuyut atuqtunik pidjutikharnik naunairutiqaqtun.

Igluqpait Pijaarnikkut Apqutit

Aalakiit igluqpait, tamangnik atukaffuktut uvalu tahamaniihimaaqtut, piyakhat haffumunga Havaaghamun. Tamaita igluqpait niriuktauyut napaktiriiqhimayut uvaluuniin hanayariiqhimayukhat. Atukaffuktut igluqpait ilauyut nuutiqaqtut hiniktarviit uvalu ilauyut igluqpait tapkua nuutiqauniaqtut Havaaghaq havaktautilugu. Ilangini pidjutaunyuni, hapkua atukaffuktut igluqpait atuqtauhimaangniaqtut igluqpait Havaaghaq hivumuutlugu Auladjutinun uvalu Munagidjutinun havauhianun. Atukaffuktut igluqpait ihagiagiyaungitut auladjutinun uvalu munagidjutinun haffumunga Havaaghamun unguvaqtauniaqtut.

Nayuqtaunginaqtun igluqpait ilauyut hiniktaqviit uvalu titiqiqinikkut nayugait, ihuaqhaidjutit (imaa aghaluutinin uaqviit/ihuaqhaiviit) uvalu tamayanik tutquumaviit (uunaqutit, niglaumaviit, uvalu angiyut matuqaqtut tamayaqaqviit), nayugaukaffuktut tulakvikmi uvalu Jericho Stationmi, uvalu tingmitiqaqvik igluqpak tingmitiqaqvikmun. Igluqpait tulaktarvingmi Jericho Station-milu hailihimaniaqtun atuqtaujukhat aullaagtunun amigarnarhikpat, imaalu, pipkaijaami qajangnaittumik aullaarutikhanik uvani Qurluqtuaryungmi Apqutaani amigarnarnikkut uqumavikhanik nappaqtiqtauniaqtun aturiami hilarlungnirmi aallaniluuniit amigarnarhijuni pidjutainni.

Ilauyut piyakhat igluqpait, imaatun kivgaqtuutit uvalu alguyaqtuutit atadjutait, apqutit (imaa uyaraliatigut apqutit), uvalu aghaluutiqaqviknun ilauyut uvani HPNmi. Idjuhikhaa nunamingni apqutit pidjutauniaqtut ukiumi taangningmun, kayumiitumik aghaluutituqtut, uvalu qayangnautit qitqani inuit uvalu nanminiaqtut

aghaluutait ikayuutauniaqtut angiyut aghaluutit uvalu tamayat ughuquuat aghaluutit. Igluqpauraanginnaqtun igluqpait, pidjutilgit aulapkaidjutikhanik, pijaarnikkut apqutinik, nappaqtigtauniaqtun talvani Nappaqtirnikkut havagutaani aulahimmaarlutiklu atuqtaulutik talvuuna Aulapkainikkut Munarinikkullu havaktauningani. Aulahimaaqtut ihuaqhaidjutit apqutinun ilauyut aputaiyaqlugit, manikhaqlugit, imap ikaaqviiit ihuaqhailugit ihuaqhaqlugitlu, piyariaqaqata.

Haniani taphuma mikiyunut qayanut tulaktaqvik, tamna inaa inungnut atuqnia pivaliania. Una piqaqniaqtuq aghaluutitik piyaaqniqmik uvalu aghaluutiqaqvikmik ikayugiangani naitumik kikliqaqtumik nunallaanun atuqtauyukhaq. Qajangnaitkutikhanut pidjutiqaqtunik, tikilvikhangit nappaqtirivujut najugainnut pittailijauniaqtut, aallaniklu itirvikhanik hailijunik, pijariaqaqata.

Qurluqtuaryungmi Apqut

Qayangnairutikharnik atuqtunik, piyaanganik munagidjutikharnik havaktauniaqtun hanayautilunik aulahimaarniaqtunlu talvuuna auladjutikharnik ihuaqhaidjutikharnik apqunmi. Auladjutit uvalu ihuaqhaidjutit haffumunga Qurluqtuaryungmi Apqutaani aulahimaaqniaqtuq munagiyauluni tamangnin tunungani hivuraaninlu: titiqiqviit havakviit tulakviani tunungani napaa apqutip uvalu Jericho Stationmi hivuraani napaani. Atuqtauniarungnaqhingmat apqut angiyunit uqumaittunillu akhaluutinit agyaqtauyullu akhaluutit, atauttikkut mikiyut akhaluutit, apqutit itirvikhait munariyauniaqtut atiliurlutik maliktakhat naalautikkullu naunaiyailutik atuqtut qayangnaitkutikhainik. Munariyaayut piyaangnirit uqautigiyaangani ihumaaluutit mikhaagun amigaiquuminirmun ayuqhautit anguniarnikkut ikayuutinun uqaqtauyut ilauqatigiingnirmun Havaaghamun. Apqut matuqarniaqtuq tamangni ihuani INN-mi, angiqtauhimayumik akhaluutinit itirvikhaq munariyaauluni havaktinit. Ingilrayut apqunmi munariyauniaqtut aturninnganut Apqutimik Munariniqukut Ihumaliurut.

Apqutit qulvahiit havaktauniaqtut algaklugit ilirailutiklu humi piyariaqaqat, algakhimayut qaiqtup atuffaaqlugit aadjikiililugit atungnirit nayugaini tamayat. Itininga hiuralianik qurnaani naunaijaqtauniaqtuq nunap qiqumaninganit imaalu nunap qiqumaninga imaalu nunatigut-naunavyaktuni qaujihaqtaulutik naunaijattiaqhimaliqtitlugit qanurinnikhait havaktautitlugit Piksa ES.1 takunnaqtuq uuktuutikhanik avatingnut haniraani nahurijaujut taffumunga Qurluqtuaryungmi Apqutaani. Una naunaituq avatingnun aktilaanga piqaqtuq 3H:1V hanigaani uvinganiq, kitut, qayangnautikkut pihimayut, pidjutauyuq uvingayuq tamna mikhiyuumirutiuyuq aghaluutit ahinungaqqat apqunmi. Nunatigut, una uvingania piyauluarumayuq hinaani avatqumayut 3 m kingiktilaanga uvalu piyauluaqtuq ilanginun ataani Qanurinia IV (aghut auktuqpaliania) nuna.

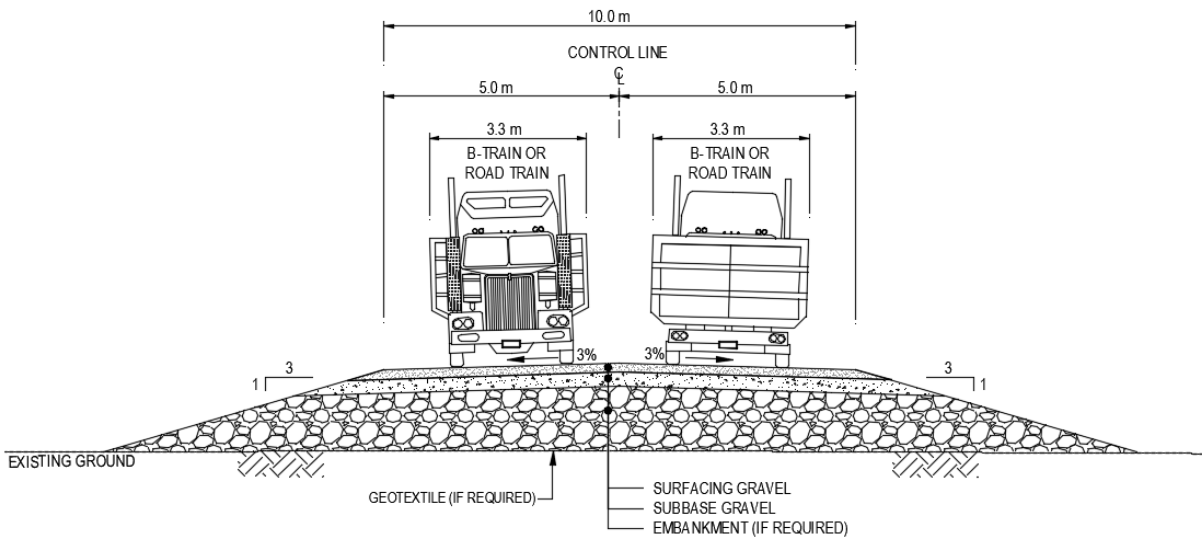
Ihumagiyauniaqtun ayungnautiqarniaqtun uvani Havaaqharni uumayunik, kihiani tuktunik, piqaqtun aulahimaarniaqtunlu ayungnautitiyaangat havakhimayukharnik apqutingnik pivallidjutikharnik Apqutingnik Munagidjutikharnik Upalungairutikharnik. Naunaijattiaqhimaqtun naunaijautikhangit ilaujut:

- Hinait havaktauniaqtut imaa 3H:1V uvaluuniin maniktumik uvinganiani, humi piyariaqaqat, ikayuriangini tuktut ingilgaviit akiani apqutit
- Hituqait qangani ikaaqvighait iniqtauniaqtut pinitqiyanik hunanik, aadjikiiviyaktunik 150 mm unguvaqlugit uyarialiat, humi piyaaqqat
- Kiklikhaitigut naunaiyautit uvalu munaridjutait tuktut aulaniit apqutikkut ihumaliugutauniaqtut kitut nayugait haniani apqutip anginiqharmik ikaaqvighaqaqtut

- Havaaghaq apqut idjuhikhaa kayumiktilaanga aalangayuq ihumagiyauyuni talvuuna qayangnairutikharnik apqutingnik atuqtunik ayungnautiqarniaqtun uumayunik (imaatun itunik, tuluqtaqtunik) - taima 60nik kilaamitanik/ikaaknirmi taima 80nik kilaamitanik/ikaaknirmi humiliqaak atuguminaqtunik, kayumiktilaangitlu ikikliyumirutikharnik naunaiyaiyaangat hila qanuritmangaangit uumayunik hulilukaaktunik
- Pivalladjutikharnik Apqutingnik Munagidjutikharnik Upalungairutikharnik naunairutiqaqtuq malikhautikharnik apqutingnik atuqtauyukharnik taima uumayunik (ilauyutlu tuktunik) talvaniitun, ilauyutlu auladjutikharnik kayumiktilaarutikharnik kiklivikhangit nallautikkutlu tuhaqtitiyaangat malikhautikharnik.
- Apqutituqtailjaujut qajangnaqhikpat imaaluuniit tuktuit takujaukpata qanilrukkut apqunmun

Aullaranginaqtumik munaqhidjutikhangit pidjutiqaarniaqtut havaqatigiiktunik ujaraliaqtarvikhanik nallaumavikhani, tunihilutik 50,000-100,000 m³ ujaralianik ukiuq tamaat qaliqtakhanik ihuaqhautikhaniklu. Ukiumi ihuaqhaidjutit turaaqhimaniaqtut aputaijainirmun pihimayaangani aghaluutitutuq qayangnaitumik, auyami havaaghat ilauyut pujuulaitkutikhat, hinaani ihuaqhaidjutit, ihuaqhaqlugillu immavaluit ikaaquiit. Hilarlungnirmin umikhimaniaqtun, amigaqhuutiqaqqanlu uqumavikhangit piqaqtukhauyut ikayugianganik aulalimaitunik aulaaqtunik hilarluktiluni. Ilaliutihimayut auladjutit uvalu munagidjutit hulidjutit ilauyut avatiliqinikkut munagidjutit, uvalu kuvinikkut uvalu qilamiuqnikkut kiudjutit.

Piksa ES.1 Atuqpagait Apqutit Iliuraivikhat Ilangani (3H:1V)



Atukkirniq Iluqhait uvalu Uyagakhiuqtut Nayugait

Tadjakaffuk aularaanginnaqtullu ujaraghiurviit atukkirviillu tahamaniiniaqtun apqutimi HPN-mi, ilaujullu iluani Port HPN-mi, Tingmitiqarvingmi HPN-mi, uvanilu Jericho Station HPN-mi, pivigijaulutik apqutini. Uyaraliaqtarviit niriuktauyut nayugaqaqlutik naamavyaktuq 7 km haniani apqut, pingahut uyarakhiurviit apqutit tamayaghait ihuaqhaqtauyaangini. Uyaraliaqtaqvikhaq tulakvikmi munariyauniaqtuqlu Aulanigagut Munarinigagulu havaagini ikayuriagani aipagutuaraagat 50,000 m³-mit 100,000 m³-mut uyaralianik aturiaqaqtunik ihuaqhariagani.

Nayugait tadjakaffuk ulapiqutauyut tapkua ihagiagiyauihuqtut kinguani havaktauyut ihuaqhaqtauniaqtut maliklugit laisikkut qanuginiit uvalu naunaiyaqhimayut uvani Aulahimaaqtumik Ihuaqhainikkut Upalungaiyautit havaktauhimayut haffumunga Havaaghamun. *Immavaluit Ikaaqqviit*

Immavaluit ikaaqqviit apqunmi ilaqaqniaqtut ikaarutunik, angmaumayut ataani marhaviit, uvalu umikhimayut marhaviit ikaaqqviit qanuginiitigut aktilaanga, imaq qulvahingnia naunaitkutaa, avatiini nunap/nunap qanuginiit, uvalu imaq aulaviit. Tamaita imakkut ikaaqqviit havaktauniaqtut pidjutigilugit piyakhat ilauyut kuuknikkut, iqaluit aulaviinun, aulaviinun munagidjutit (humi piyaaqqat), uvalu iqalukhiuqnikkut munagidjutit (humi piyaaqqat). Ikaaqqvikhat havaktauniaqtut pihimalugit imakkut havauhiitigut, iqalukhiurnikkut, avatiliqinikkut, aulavikkut, uvalu nunatigut-naunavyaktuni ihumagiyauyut attautini nayugaini.

Immavaluit ikaaqqviit ilaqaqtut:

- 18 angiyut ikaarviit – hanahimayut angitqiyat 5 m, atauhiqmik amihunikluuniit ikaarutit
- Naamavyaktuq 40 ikaarvikhat – hanahimayut akkungangni 1.5 m talvunga 5 m, ikaarutimut aktilaangit umikhimayut angmaumayulluuniit ataani turhuat
- Naamavyaktuq 74 mikiyut ikaarvikhat – mikiyut turhuat, mikitqiyat 1.5 m angitilaangit
- Naunaituq nampaa – qurluarviit turhuat iliyauhimayut tahamuuna apqutip haniraani apqutip haniraani

Humi piyariaqaqat, havaktauniaqtut imap ikaaqqviit ukiumi, kihimi humi piyariaqaqat, auyami havaklutik ilaqangniaqtut iliuraqlutik atukaffuktunik ikaaqqvikhanik ikayugiangini aulahimaaqtumik ingutaaqnigut tamayat uvalu tamayat. Iniriiqhimayut ikaarutikhat turhuallu ilangit ihuaqhaqtauniaqtut agyaqtaulutiklu talvuuna TCWR uvaluuniit umiakkut. Havaktautilugit uvalu ihuaqhaidjutait, kuukkat ikaaqqviit maliklugit piyakhat uvalu pitquyauyut hapkunanga DFOkunin uvalu *Iqalukhiuqnikkut Maligaani*.

Immavaluit ikaaqqviit munariyauniaqtut apqutauyulu Auladjutit uvalu Munagidjutit havauhiit.

Urhuqyuanik Munariniq uvalu Pauwatuqnikkut Piliurninnga

Hinaani atayut umianut piliuqtauniaqtuq umiat tulakviani aturhuni ayurnaittumik urhuqyuaq turhuangit talvunga atadjutingaluuniit, pipkaidjutiyuq nakuuyumik nuutiqtirniq angiyunik urhuqyuaq umianit nunamilu tutquumavinganik. Jericho Station-nga piqarniaqtuq mikkarmik urhuqyuamik tutquumavinganik, amihut urhuqyuaq tutquumaniaqtuq umiat tulakviani agyaqtauffaarlunilu urhuqyuaqtaqtukkut akhaluutikkut. Aturaanginnaqtumik urhuqyuaq tutquumavinga tulakvikmi piqarniaqtuq tuglianik urhuqyuaqarvikmik, iliurailuni urhuryuaqarvikmik iliurailuni (hivulliqpaami 10 milliat liitanik, angikliyuumiqtaaqtuq 160 milliat liitanik), nunap qaangani turhuangit ihuaqtuq Ukiuqtaqtup qanurittaakhaanut. Tulaktarvik ilaqaqtaaqtuqlu uuminnga atauhiq MW himmautinga pauwaqtuutimut timiqutigiyangillu (anuri, hiqinirmin, baatuliimik) ikikliyuumiriami urhuqyuaqturniq. Ikumatyutit ikumatyutit piqaqtitauniat ilariiktut uqhuqyuaqtaqtut qulliliqutit: hitamat iglut (6 MW attautimut) tulaktarvingmi malruukniklu iglut (3 MW attautimut) uvani Jericho Stationmi, aktilaangit havaktauhimayut pidjutigiyaangini havauhiit uvalu anginiqhait piumayayut ihuaqtumik. Ukua ihuaqutit iniqtauniaqtuq hanayauliqat atuqhimaginaqlutiklu aulanigagut munariniganilu.

Tariumi-tunnganiqaqtunik Aulapkaidjutikhat

Qurluqtuaryungmi Tulaktaqvikhaq piqarniaqtuq:

- malruuk itiyumi imarmi tulakvikhak havaktauhimayut angiyunut umianut imaatut 100,000 uqumaitilaanga uqumaitilaanga uqumaitilaanga umiaryuat
- angivyaktuq umiaq tulakvikhaq kiharvikhalik aulapkaidjutikhamut pingahunik tuluqtarvikhanik tulakvikhanik, umiat ukunatut Coast Guard ukuallu Ukiuqtaqtumi Tariumilu Munaqhiyut Umiat
- umiami tulakvikhaq malruuknik umiaryuanik kiharvikhalik – piqaqtitiyuq umiaryuami uhiiyarvikhamik uhiiyarvikhaniklu umiaryuanik, uvalu haniani umiap tulakvikhaa hanigaani uhiliqhivik uvalu uhiiyaqvik
- mikiyut qayat tulakvikhaq naamavyaktuq 24 qayat
- aulaagutikhaq atugahaq umiaqtuqtunun

Umiat tulakvikhat hanahimayut aturniaqtut qiqhuqhimayunik qiqhuqhimayunik uvaluuniin havigaliknik havigaliknik/tuqhuanik tungavikhanik, tamangnik imap ataani upalungaiyaqtauyukhak, umiat tulakviat nigjuaktauyuq piqaqluni nunamik aktilaanganik hinaani uvalu avatiqaqtumik hinaani uyaqqat, tunihiluni umiami uhiiyaqvikhamik uvalu uhiiyaqvikhamik umianik, uvalu haniani umiap tulakvikhaa hanigaani uhiliqhivikhaq uvalu uhiiyaqvik. Mikiyunut qayanut tulaktaqvikhaq ikayuutauhunguyuq qayangnaittumik, ukiup ilaani tikilvikhanik nunallaani qayanut, imatullu nahuriyauyuq piqaqluni qiqhuqtumik qainanut kikapktivikhamik kikapktivikhanik qainanik apqutikkut uhidjutikhanik.

Hanayauniaqtut tariumi-tunnganiqaqtunik aulapkaitjutikhanik niriuktauyuq aullaqtiqluni hikuiqqat imaq ukiup tugliani nappaqtirvingani (2030). Hananiq iluani tariumi avatingini upalungaiyaqtauyuq ukiuq-tamaat, ilauyut tulakviit, umiat tulakviit, uvalu mikiyut qayat tulaktaqvikhaat, piyakhaqaqat uvalu hila / hiku nakuukpat. Ayungnairutikharnik pidjutikharnik pigiaqaqtunik, napaqtirutikharnik atauhiinarmik umiaryuangit tulakvikharnik talvani umiaryuangit tulakvikharnik ihumagiyauluarniaqtun. Nappaktiriniq havaktauniaqtuq hivulliqpaaq umiakktut tulaktaqvikhaq aulaliqniaqtuq nappaqtiqtinnagu tuklia tulaktarvikhaq.

Angiyut qayat tulakviit angivyaktullu umiat tulakviit, umiat tulakviat uvalu mikiyut qayat tulaktaqvia uvani Qurluqtuaryungmi Tulaktaqvik aulapkaqtauniaqtut hikuqangitkaluaqtilugu, kitut itqungniaqtauyut nunguliqat Imaruqtirvia hamunga Tattiarnaqhilirvia, ukiuq tamaat aalakiiklutik qanuginiitigut hilap qanuginiatigut uvalu piinalimaitut atugiangani qitqani Ubluiqtirvia hamunga Qiqaiyarluarviamun, ukiuq tamaat. Qayangnairutikharnik, nunalaani pidjutikharnik atugiangani mikiunik qainanik tuluqtaqvikharnik piqalimaitun taima napaqtiqtinanik tuluqtaqvikharnik iniqtinanik (kihiani amigaqhuutiqaqqan).

Talvuuna auladjutikharnik ihuaqhaidjutikharniklu, havaaqhangit hulilukaaktukharnik talvani tulakvingmi ihumagiyaayut ilauniaqtun tuhaqtitiyaangat, tutqikhainikkut, naunaiyaiaangatlu pingahuuyunik ilaayunik umiat hivayaqtauyukharnik kiharvikhangitlu, tulakvikhangit ikayuutikharnik talvuuna agyaqtuutitigun alrulyaiqiyuniklu havakingit, iglukpangit ihuaqhaidjutikharnik, amigaqhuutiqaqqan kiudjutikharnik (ilaayut kuviyuqaqqan), avatiliqinikkutlu munagidjutikharnik.

Imarnik Munagidjutikharnik

Imaq Havaktauyakhamut piyauniaqtuq angiqtauhimayunit nunamingni atuqtakhanik nappaqtirutikhanut, aulapkaidjutikhanut, munaqhaidjutikhanullu ihariagiyaayunut, maliklugit tamaita maliruagakhat pitquyauhimayut. Nappaqtigakhat ilauniaqtut uququutiliknik, inmingnik-qurluaqtaaqutunik tuqhuanik qiqittailitikharniklu ihuarianginni Ukiuqtaqtup qanurinnianut. Piqaqtuq malguknik imaknik tahi q tahamuuna tunungani ilangani Qurluqtuaryungmi Apqutaani. Atauhiqmi tamangnikluuniit nayurviinni, imiqtarvikhaq iviktiriikhimayurlu pampirvik nappaqtiqtauniaqtuq hanaiyaqhimayumik tunngavikhamik. Tamna halumaqtirutikhaq ilauniaqtuq talvani pampiutiqarviani uvaniluuniit avaliqangitumik imarmik halumaqtirutingnik talvani tulaktaqvikharni. Piyakhamik immiqtaqvikhamik uvalu pampiqvighamik havaktauniaqtut uvani Contwoyto Tahiani. Ikualaaqtuqaqqat qaptirutit iliuraqtauniaqtut, tamaitalu imaqarviit nappaqtirutikhait piliuqtauniaqtut ihuarianginni avatimullu hapummidjutikhat ukiuqtaqtumi hilap qanurinnianut.

Tariuqangituq havaktaukpat, havaktauyarii qhimayuq halumaqhaidjut pauwaqarvik iliuraqtauniaqtuq upalungaiyaqhimayumun tungavikhamun tulaktaqvikmi. Tariumi imaq itiqtiqvia kivataani Qurluqtuaryuup Hingikmi haniani Mikiyut Qayat Tulaktaqvia, kuukviagungha qhiyuq uataani haniani hingikniup haniani Umiap Tulakviata nayugaani.

Imaq piiktauniq uvalu halumaqhaidjut havaktauniaqtut havaktautilugit, uvalu munagiyautilutik aktilaangitigut auladjutit uvalu ihuaqhaidjutit.

Iqqakunik unalu Iqqakuq Imaq Munariniq

Tamaita iqakut hunat munagiyauniaqtut maliklugit Kanatami uvalu aviktuqhimayuni pitquyaayut, hivuliqhuqtaulutik hapkunanga Iqqakunik Munagidjutikkut Upalungaiyautinik uvalu aulahimaaqtumik havaktut iliaqtilugit. Iqqakuq imaq tangmaa qvingnit hanayaayunillu halummaqtitauniaqtut nayugaani agyaqtaulutikluuniit halummaqtitauyanginni, tamaita kuvirarniit maliqalugit Kanadian maliktakhait. Ilaliutihimayut auladjutit hapkunanga ikualaaqtailidjutinun, imigahamik immaqmik, uvalu hilalungnikkut imarnik munagidjutinik atuliqtauniaqtut pidjutigilugit avatiliqinikkut maligahat uvalu munagittiaqlugit nunamingni imaq uvalu qiqumania. Tamangnik hivuganaqtut uvalu hivuganangitut iqakut munagiyauniaqtut maliklugit pitquyaayut piyakhat, tugliqmik munagidjutikkut uvalu kuvinikkut munagidjutikkut atugahanik atugahanik munagiyaangani imaq qanuginia.

Iqqakunik kuvigaqhimayuniklu imarnik munagidjutikharnik havaktauniaqtun napaqtiligumik, munagiyaauhimaarlunilu hivutunirmik auladjutikharnik ihuaqhaidjutikharniklu.

Hivunirmi Pivallidjutikharnik

Hivuagun naunaijaqtauhimajumi, Havaktaujukhaup hivulliuruti hulidjutaa taimaatun piliuriami amigaittunik-aturutikhanik aulapkaidjutikhanik atadjutiniaqtuq Kitikmeonun nunakkut tariukkullu, piqarhuni ikajuutikhamik angiklijuummiqtirnikkut pijaarnikkut piliuriami takijunik-hivituniqaqtunik piangaijarnikkut ikajuutikhanik Inuinnarnun Nunavunmiunnunlu. Taimaali, ihumagiyaayut idjuhiit ilauyut ikitut ihumagiyaayut hivuniptingni upalungaiyaqhimayut Havaaghat kivgaqturiangini amigaiquumiyut pingahuuyunin atuqtunun ihagiagiyaait. Hapkua iluaniitut naittumik naunaiyaqhimayut imaa:

- Havaaghaq ilauyut naamavyaktuq 1,800 m uyaraliaq milvighaa apqutaayuq uvani Qurluqtuaryungmi Tulaktaqviki. Nayugakhaa milviup nayugahaa angikliyuumiriangani naamavyaktuq 2,400 m milvik, piyariaqaqat. Una angikliyuumiqniq piyagiaqaqtuqlu ihuaqhaqlugit nunap qanurinia pidjutigiyaangani pitquyayut piyakhat upautinikkut uvalu aulaqtiqnikkut ungahiktilaangit/qulvahiktilaanga.
- Angiyunik urhuqyuanik tutquumavikhaq talvani Qurluqtuaryungmi Tulaktaqvikhaq ilauqarniaqtuq uyaraliamik nayugakhaanik kingulirmiklu urhuqyuaqarvikharnik nayugakhaanik taima 160 milian liitanik taima tamaat napaqtirviangani; kihimi, uqhughanik ilittuqhitihimayut havaaghamut tajjlu atuqtut ihariagiyaait taimaa 10-milian-liitanik uqhughanik. Iliurarniit malruuknik, 5-million L LSDL qattaryungnik iniqtauniaqtuq ilanganik Havaktauyakhamut. Amigaigyuumilugit uqhughat qattaryuit iliuraqtauyariaqaqtut hivunighami. Piqaqtuqlu urhuqyuanik tutquumavikhamik ihumaliurhimayuq Jericho Station-mut, hivulliqaami aktikkulaanga 250,000 L, piniaruknaqhiuqlu hivuniqmi angikliyuumiriangi tutquumavikhaq taimaa 20 milliat liitanik ihariagiyaupat pingahuuyunit ilauyunit ihariagiyanikkut.
- Tutquumavikhaq nayugaa (190,000 m²) tuniyayuq nayugaani nayugaani tulakvikhap haniani igluqpak. Nayugaa upalungaiyaqtauniaqtuq uyaraliaq nayugahaa nayugahaa hivungani havaktauyut pingahuuyunin ilauyut igluqpait (imaa nuutiritit uvalu katitiqhimayut uhiliqhiviit, tutquumaviit igluqpait).
- Hivunirmi pivallidjutikharnik atuqtauhimaaqtukharnik ukiuk tamaat apqutikharnik talvanga hivuraani kiklivikharni talvani Qurluqtuaryungmi Apqutaani talvani Jericho Stationmi talvanga NU/NTmun kiklivikhangit ihumagiyaayuq. Una uiguniq havaktauniaqtuq ilikuuqtumik havaaghamik uvaluuniin hivungani angikliyuumiqlugu Havaaghap. Apqutaa haffuma uigudjutikhaa pidjutiqangniaqtuq pivallianikkut tamaat ukiutigit apqut hamanga NT inungnun apqutit auladjutainun hamunga NU/NT kiklinun.
- Tamna Qurluqtuaryungmi Apqut piqarniaqtuq inikhanik hivunirmi alruyaqtutikhanut pihukvikhanik. Apqut PDA upalungaiyaqtauhimayuq ihumagilugit hivungani iliuraidjutikhat pauwatuutunik, tuhaqtidjutinik, uvaluuniin aalat auladjutit haniani apqutip. Nappaqtirniit hapkunani pauwaliqidjutini ilaungitkaluaqhuni uumani Havaktaujukhami, pivalliahimangittuq ingilradjutini aulapkaidjutinilu pivighaq qaujihaqtauhimajuq taapkunuuna tunngavikkut qanurinninginni ikajuriami piniarungnarhijuni hivunikhani pivallialiurnirni.

Taimaali Havaaghaq piliuqniaqtuq piyaaqniqmik pihukvighamik uvalu pidjutiqaqhuni hivungani angikliyuumiqliqmik kitunun igluqpinikkut ilauyut, quyaginaq pivallianiq, angigutit, uvalu auladjutait pingahuuyunin ilauyunin atuqtunin Havaaghaq igluqpainik uvaluuniin angikliyuumiqliq pidjutaayuq pingahuuyunin ilauyunin ihagiagiyaait, munagiyaqhait tapkua atuqtut. Tamna Havaaghaq ikayuutiginiyaqtun maniliurutikharnik inuuhirinikkutlu hivunikhangit tapkuninga Inuit Tapiriit Kanatami (ITK), Nunavut Tunngavik Timiqutigiyayuq, Kitikmeot Inuit Katimayit, Nunavut Kavamanga, unalu Kanata tamaat.

Ilihimanikkut Ihumagiyaayut

IS-kut ihumagiyaait qauyihimayait ihumagiyaailu inuit ikayuqtiriilu aktuqtaulaaqtut Havaamit. UKAK ilitaqhiyut anginiqarnianik Inuit, Nunaqaqaaqhimayut, Nunaqatigiiktullu Qauyimayakhainik ihumagiyaailu havaakhanik upalungaiyautikhanik.

IS-kut ihumagiyaait qauyihimayait ihumagiyaailu inuit ikayuqtiriilu aktuqtaulaaqtut Havaamit. Inuit, Nunaqaqaaqtut, Nunagiyaayumilu Qauyimayayut, ukualu ualiqhiani naunaiyautit, tikuaqtauyut ihuaqtaulaaqtut kagiqhijutinik atuqtauyaagani atautimut ilituqhariagani Havaap aktuqniqalaaqtunik. Ilaumatigiingnikkut hulidjutit, pingahut qanuriniit ilihimanikkut ihumagiyaayut uvalu ilaliutihimayut haffumunga Havaaghamun uvalu haffumunga naunaiyautinun:

- **Inuit Qaujimagatuqangit**, taiyauvaktuqlu Inuit Qaujimaningit, kitut iluaniitut Inuit Qauyimayatuqangit (uvaluuniin Inuit Qaujimagatuqangit [hukat Inuit ilihimainaqtaat itquumayut]) pidjutigiyaait kinguliriingnikkut ilihimaniq, ilauyut ukpigiyait, hivunikhaliugutit, uvalu atuqhimayait mikhaagun inuit uvalu avatingit (NIRB 2018a).¹ Ilaliutiyaq naunaitkutaq qangaraaluknitat pitquhingit ukunatitut angunahuariniq, nunannga, tariuq, ikayuutingit aturninganik, aadlallu akhuurutaayut hulilukaarutingit pipkaidjutiyaq pihimmaarninnga pitquhinganik. Inuit Qauyimayatuqangit naunaiqtauyut amihunit kinguliriinit ukunanilu amihunit inungnit.
- **Naunaiqhimaayut Inuit Qauyimayatuqangit** uvalu ihumagiyaayut ihumagiyaayut uvalu ilaliutihimayut uvani ISkut uqautayut attauhikkut ikayuutikkut: Havaaghamun-kitunun uniudjutit taiyauhimaayut *Kitikmiut Ilihimayait Tukhiqtauyut Koglokoakyok (Qurluqtuaryungmi) Tulaktaqvikhaq uvalu Apqutighaq Havaaghaq* (Banci and Spicker 2024) tapkua havaktauhimaayut hapkunanga Kitikmeot Inuit Katimayinin uvalu qauyihaiyit hapkunanga Naonaiyaotit Pitquhiliqinikkut Ihimayukharnik Havaaqhangit (NPIH), tutquumavik Inuit Qauyimayatuqainik munariyaayuq uvani Nunaqaliqiyut Naunairutingnik Hanaqidjutikhaq-pihimaayut tutquumaviit. Taimaali UKAK ilitaqhiyut tapkua Inuit Qaujimagatuqangit aalanin Inuit aviktungniini Nunavunmi, ilauyut Kivalliq Aviktungniani uvalu Qikiqtaalungmi Aviktungniini, tunihiniaqtut ilihimaniqmik uvalu ihumagiyaamingnik pittiaqnikkut haffumunga Havaamun, haffumunga hulidjutikhaa IS, tugaaqhimalugit Inuit Kitikmeoni, uvaluuniin Kitikmiut.

¹ 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 *Qaujimagatuqangit* principles, which have been incorporated into the IS.

- Uvani IS, **Nunaqaqqaarhimayut Ilihimaniq** pidjutigiyaat qauyimayainik Nunaqaqqaarhimayut Inuit ukuallu Nunaqaqqaarhimayut katimayit ahianit Qitiqmiuni uqaqhimayut atuqhugit titiraqhimaninngani 35 pilaarutait *Tun'ngavigjuamut Maligaq, 1982*, kitikmeoni, ilauyut Inuit, Allait, ukualu Metis. Ikayuutit Nunaqaqqaarhimayut Ilihimanikkut ihumagiyaayut uvalu ilaliutihimayut uvani ISmi ilauyut ilauqatigiikniq, uqagahat uvalu inungnun piinagialgit taiguat mikhaagun Nunaqaqqaarhimayut katimayit kitut atuqtait inmi titiraqhimayumi 35 pilaagutait Nunavunmi.
- **Nunallaani Ilihimaniq**, ilaliutiyuq Nunamikni Ilihimaniq, naunaiqtaa nutaaq qun'ngiarniq aadlangurninngalu naunaiqtaaqtuq munarininnganit. Hanaqidjutikhangit Nunallaani Ilihimayainik ihumagiyaingitlu iliqatigiikhimayut talvuuna Inuit Ihumakhaqhiuqtit Ikayuqtiriit (III), nunallaani katimapkaidjutit imaalu inungnit kiudjutait, imaalu nunamingni hivullirmik qaujihaidjutikhat (61 apiqhuqtaujuat 70 nunamingni ilaujut upautiplutik imaalu qaritaujakkut talvuuna Microsoft Teams Tattiarnaqhilirvia Hikutirvia 2024).

UKAK, ukualu kinguliit ilauyut, Kavamatkut Nunavunmi ukualu Kitikmeot Inuit Katimayit, ilauliqtut haffumunga Havaaghamun hamanga 2016min. Haffumuuna Havaaghamun-kitunun ilauqatigiingnikkut pinahuarutinun, Kitikmiut, aalat Nunaqaqqaarhimayut katimayit, aalallu hulaqutauniaqtut nunallaat uqautigiyaat uqagahatik, ihumagiyaat, ihumaaluutit, pitquidjutillu ilauyut inungnun uvalu avatingini uvalu havaaghamun idjuhikhaanun. Piyaungmata hapkua kangiqhidjutit, hunat ihivriqtaujuat uvalu katitihugit iluani ilihimannikkut naunaiyutit tutquumaviit. Tutquumaviit ihuaqhaqtauhimayut VC-kut kitunun uqautiayunun, ihuaqhaqtauhimayut ilauqatigiingnit IS-mun. Una kangiqhidjutit ihivriqtaujuat, ihumagiyaayut, uvalu ilaliutihimayut humi ihuannikkut havaaghamun upalungaiyutinun uvalu IS.

Akituyut Iluaniitut

Tikkuarninnga AI-nik akhuraaluk naunaiqtaa titiraqhimayut tuniyaayut uumani IS Maliktakhangit, kihimi piyuq amihunit ihumaaluutigiyaayut, unalu ilaupkaihimmaarniq, Inuit Ilihimayangit, kangirhiyuq ayurhauingit qanuriliurutingit pipkaidjutingillu, ihuaqtut maliktakhat maligallu, ayuittiarniqmullu ihumaliurniq.

IS-kut ilaqaqtut ukuniga AI-nik:

Hilap Avatinga (Makpiraq 5) – Hilap Qanuginia, Hilap uvalu Hilap Qanurinia, uvalu Nipiquqtuyumik uvalu Hayuknikkut

Nunami Avatauyut (Makpiraq 6) – Nuna, nuna, nunap qiqumania, nauhimayut, tuktut, tingmiat, aalallu nunamiutat huradjaat (umingmait, tuktuvait, akhat, kalviit)

Imanga Avatinga (Makpiraq 7) – Imaq Ihuaqtut Imakmiutalu Iqaluit Iqaluilu Nunagiyaal

Tariumi Avatingit (Makpiraq 8) – Tariumi Imaq uvalu Qanuritmangaat, Tariumi Iqaluit uvalu Iqaluit Nayugait, uvalu Tariumi Hugadjaat

Inungnun Avatingit (Makpiraq 9) – Pitquhikkut Nunani, Tariumi, Ikayuutiniklu Atuqniit, Niqailliurnaittumik Niqighaqattiarniqmiklu, Nunallaani Aanniaqtailinnikkut Inuuhiqattiarnimunlu, Havaaghamun Maniliurnimunlu, Igluqpatigut Kivgaqtuutinunlu, Pitquhiungitunun Nunanun, Tariumun, Ikayuutinunlu Atuqtaujuat, Ingilraangnikullu Ikayuutit

Inikhangit tadjakaffuklu kiklikhangit piliuqtauyut ikayuriami piliurninnga uuminnga AI ihivriurutit, kangiqhimadjutitqaqtut tadjamin kangiqhimadjutikkut Havaaghap hulaqutait aalallu ihuaqtut pidjutit. Ukua HPN Ilaliutiya takuukhauniginik tamaita Havaami ilagiyaini ilaqaqtuqlu siksiniq ilagiyaini uqautauyunik quuliuyuni. Nunalaani Ihivriudjutikharnik Nayugaani piliurhimayuq tamarmiknut AI-kunnut pipkaidjutigiami humi talvunga unalu/unaluuniit talvunga Havauhikhaq-piyut ayurhauingit ihumagiyauyut piniaqtuq ihuaqtumiklu naunaiyaqtaqtuq, naunaiyariami, naunaiqluguluuniit. Avikturniinni Naunaijainiq Nayugaa (ANN) piliurhimayuq tamarmiknut AI-mut, piliuqtaa titiraqhimaninnga (avatinga piyuq) naunaiyariami Havauhikhaq-piyut ayurhauingit.

Atuni AI-guyut naitumik uqauhiuyut aaliuyuni, qanurinigalu nahuriyauyut Havaaq aktuqniginik, ihuaqhautini pigiarutit, aktuqniginik ilituqhaqniginik, atulaaqat, amigaiqpalianiginik akturninginik ilituqhaqniganik.

Hilap Avatinga (Makpiraq 5)

Tamna ihivriudjutikhaq talvani Qurluqtuaryungmi Apqutikhaani Tulaktaqvikhangitlu Havaaqhangit ayungnautiqarniaqtun anirhaarutikharnik qanuritmangaangit, nipiquqtuhinikkutlu hayuktitinikkutlu, itqurniaqhimayut ilakungit katitiqhimaqtunik ayungnautiqarniaqtun **akhuurutaungittuq**.

Hilap Qanuginia

Hilap qanuginia ihivgiuqtauyut taimaali akhuuqnaqtuq aaniaqtailiniqmun uvalu inuuhiqattiaqnikkut inungnun, hugadjat, nauhimayut, uvalu aalat avatingit uumayuit. Tamna Havaaqhaq nayugaqtaqtuq talvani Kitikmeotmi Avikturviani avaliqangitumik nayugaani taima anirhaarutikharnik ayungnautiqangitun nunalaani havakvikyuangit, igluqaqtunik ingilradjutikharnik hulilukaaktunik. Kiklinga hilap qanuginia Kitikmeoni naunaiyaqtauyaaqtuq halumaituq pidjutigiblu kikliqaqtut qaffiuniit angiyut pidjutit hilami halumailrunik ihumagiyauyunik (HHI). Tamainun, kiklivikhanga anirhaarutikharnik qanuritmangaangit talvani Hilap Qanuritmangaangit NIN ihumagiyauyut nakuuqpiaqtuq.

Hilap qanuginiatigut hulaqutauniaqtut havaktautilugit uvalu Auladjutit uvalu Ihuaqhaidjutit atuqtauniaqtut auladjutainun hapkua uquhuqyuaqtuqtut pauwaqarviit uvani Tulaktaqvik uvalu Jericho Stationmi, atungnirrit tamayat uvalu aghaluutit ikualaaqtut ingniqutit (imaa apqut uvalu apqutailgumi tamayat uvalu mikiyut aghaluutit uvalu umiat), qagaqtaqtut uyarakhuiqviiit, auladjutait tingmitit, uvalu iglumingni iqakunik ikualativik. Piniaruknaqhiuq hilap qanurittaakhaanik ayurhauingit ihumagiyauyuqlu piliurninnganit tingivgalaaqtunik puyuvallit ikuutaqtunit qagaqtautinit uyararhuviknit, qanganit ayurhaqtipkainiq unalu apqutit atuqtauyut, anuriplu nungutiqtuq. Nalautaagayut aalaguqnigig kiguani ilituqhaqtauyut ahiini AI-mi uiguini ihuulijutaulaaqtunik nautianik, tukturnik, tahikmiutanik iqaluknik iqalulu nunagiyainik, igilraat nunani, taqyumi ihuaqtuniklu atuqniginik nunagiyauyumilu aaniagitaagani inuuhiqattiaqnikhamiklu.

- Havaaghaq atuliqniaqtuq Hilap Qanuginiitigut Munagidjutikkut uvalu Munagidjutikkut Upalungaiyautit, kitut ilauyut nakuutqiatigut munagidjutikkut atugahat (BMPs) munagiyaangani hilap qanuginia, ilauyut: Aghaluutit uvalu tamayat auladjutait uvalu ihuaqhainikkut aktilaangit ikiliyuumigiangani ACPI hiamitiqtut ingniqutinit uvalu puyuvallit auladjutait
- Qagaqtautikkut idjuhikhaa ikiliyuumigiangani ACPI puyuit
- Havaaghap idjuhikhaa uvalu auladjutikkut atuqtauyut ikiliyuumigiangani puyuvallit hiamitiqtut

- Atuliqtulugu puyuulaitkutikhat pinahuagutit

Hilap qanuginia munagidjutit uvalu hungiutinikkut munagidjutikkut pinahuagutit aktilaagutiginiaqtait avatipitngni halumailgut iluaniitut (PM₁₀, TSP). Munagidjutikkut piyakhat ihivgiuqtauniaqtut uvalu hungiutinikkut munagidjutikkut havauhiit atuqtauniaqtut ikiliyuumigianganani hiamitiqtut ihuaqtunun kikliinun, humi piyakhagaqat.

Ilavaluit hulaqutait hilap qanuginianun (imaa iliugaqtauqpata ihuaqhaidjutit uvalu munagidjutikkut aktilaagutit naunaiyaqhimayut ataani) naittumik naunaiyaqhimayut hamma:

- Ilakuit hulaqutait hilap qanuginiatigut havaktautilugit itqungniaqtauyut ihuangitut uvalu aktilaangit mikiyumin anginiqhaqmun (qanuginiitigut itqungniaqtauyut iluaniitut hapkununga HHIImun), kikliqaqtut hapkununga NIN nunatigut aktilaangit, uvalu atuqtauyut naitumik hivituniitigut (atuqtilugu Hananikkut havaktauyuq). Taimaali hiamitirnit aulahimaangniaqtut tadj, aktilaangit aalanguqtirnit hilap qanuginia ihumagiyauyuq ihuangitumik taimaali itqungniaqtauyut avatipitngni iluaniitut nayugaini aalanguqataaqtut qakugunguraangat qanuriniitigut hilap qanuginiatigut.
- Ilavaluit hulaqutait hilap qanuginiatigut atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit itqungniaqtauyut ihuangitumik uvalu aktilaangit mikiyumik anginiqhaqmun, kikliqaqtut hapkununga NIN nunatigut aktilaangit, uvalu atuqtauyut ihuangitumik hulidjutit hivituyumik.

Angikliyuumiqtuq hilap qanuginia hulaqutait kinguani, tadjamin, uvalu ihuangnikkut tautuknaqtut hulidjutit mikiyut taimaali tamavyaita hiamitiqtut atadjutiqaangit qakugu uvaluuniin nayugaini haffumunga Havaaghap puyuinin. Angikliyuumiqtuq ilakunga avatinganut ayurhauingit anirhaaktaptiknik ihumagiyauyuq angikliyuumiqniaqtuq akhuraaluk uumannga ilakunga avatinga ayurhauingit anirhaaktaptiknik uumannga Havauhikhaq avalittumit.

Atuliriranun haffuma nakuutqiamik munariniqmut pitquhingit (NMPs) uvalu hungiutinikkut munagidjutikkut hanaqidjutit, Havaaghat ilakuit hulaqutait uvalu amigaiquumiyut ilakuit hulaqutait hilap qanuginiatigut havaktautilugit uvalu auladjutit uvalu munagidjutit itqungniaqtauyut **akhuurutaungittuq**.

Hilaup Qanurinia

Hilaup allanguqtiginikkut ayungnautigiyaingitlu tautuminaqtun akhurnaqtun Kitikmiunun, allanunlu Nunaqaqqaqhimayunik katimayiinun, allanunlu ayungnautiqarniaqtun nunalaanun taima ayungnautiqarniaqtun avatipitngni pitquhingniklu nunanik, tariurmi, hanaqidjutikharnik atugiangani (TLMRU; imaatun itun, aulaaqtunik, huradja aulaviingit, anguniarnikkutlu). Ukua ikayuqtiriit uqatiaqtut hila nalunaqhivalianiganik aalaguqniginiklu hilap Kitikmeoni Nunami ilaqaqtut amigaiqpalianiginik ikulaaqtut, nalunaqtut hikuit qanuriginik, mahaktiliqhuni nunap qiqumania, nipalukpaliqpaliavluni, aalaguqpaliavlunilu immavaluit. Qungiaqtauyut hulaqutait aalanguqtiginiitigut hilap uvalu hilap ilaayut hinaa nungutiqtuq, aalanguqtigina aputip qanuginia, amigaitilaangit, uvalu aalanguqniit nauhimayut uvalu hugadja. Uuktuutigiyaayut qanuqtut aadlangurninnga hilaup ayurhaqtipkaiyuq nunallaanut ilaliutihimayuq hatutqiauyuq hiku mahahaliqhunilu hiku pipkaidjutiuyuq ukiup ilaani aullaaqtut huradjallu hulilukaarutingit (ukunatitut, tukut ingilravingit qanuriluringit), ikikliyuumiqtuq imaq pipkaidjutiuyuq aullaaqtunut imarmiutanullu uumayunut (ukunatitut, lqalukpiit), nakuulluanguinmat apidjut qilamiuqtuqaliqqat igluluriami,

kayumiktumiklu nunap qiqumania mahaktiqtuq ayurhauingalu tamainnut avatinganut qangaraaluknitat hulilukaarutingit.

Havaakhaq hiamitiqirniaqtat GHG tingivgalaaktut hilaamut hulipkaidjutanit nappaqtiqtautitlugit aulapkaidjutikhainullu munaqhidjutikhanullu. Hilaup Aalannguqtirninga Hivuranarniq Qauyihaidjutikhaq (HAHQ) iniqtauhimajuq Havaktaujukhamun naunaijaqtait qajangnarhittaaqtun pidjutitadja niriuktaujunilu hilaup hulaqutinik uvani hivunikhaliuqhimajumi Havaktaujukhami aulapkaidjutikhanik piqutiniklu, taapkuat ilaqaqtut, kihimi kikliqangittun ukununga, allanguqtaalaqidjutikkut, nunap qiqumaningani, nunamilu ikualaarnirni. Munarigiami hapkuat qayangnautingit, hungiutiniqmut maligangit piliuqtauyut, ilaliutihimayuq, kihimi kikliqangittuq ukununga, hanayauniqmut munariniq, ihivriunginnarniq, ihuarhainiq, munariniqlu, ikualaqaqtuqaliqqat ihuarhigiami qayangnautingit ihuarhigiamilu Havauhikhaq akhuurninnga naunaiyainiqlu piliurninnga.

Nipiquqtuhiniq Hayukniqlu

Hapkununga Inuinangnun, nuna, imaq, uvalu hiku nunat nipaiqpiaqniq, humi nipaiqniq ilauiyuq inuuhiqmun uvalu ihagiagiyauiyuq anguniaqniqmun, aulaaqniqmun, uvalu atadjutinun nunamun. Naittumik-hivituniani aturaakpaktakhamiluunniit nipiquqtuhiniq hajukniqlu ihuirutittaaqtuq huradjanik, anguniarniq ajurnarhitivaktuq, aallanguqtihugulu pidjuti haniqpaniidjutimi. Nipiquqtuhiniarungnaqhiyut hayuktitiyullu huradja, ilauiyut tuktuq, tingmiat, tariumi hugadja, tariumi iqaluit uvalu iqaluit nayugait, uqautauyut inmi Alsi.

Inuit, Nunaqaqaqtut uvalu Nunallaat Ilihimayaitigut ihumagiya, ilauqatigiiknikkut uqautauyut, tungaviit nipiquqtuhinikkut aktilaangit atuqtauyut naunaiyagianganit tungaviit qanuginiit. Nipiquqtuhiniq hayukniqlu iluani NIN tatja mikiyut, amigainiqhat nivyaarutit pivaktut nunamin anurimit, imaqmit, uumayunitlu. Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik hulilukaaktunik aulatitiniyaqtun nipiquqtunirmik hayuktitiyuniklu taima ayungnautiginiaqtun nunaqaqtunik ukiuk tamaat nunaqaqtunik, nunaniklu atuqtunik. Hapkua hulidjutit ilauiyut apqutilluqtut, uyagaqtaqviit, qagaqtiqtut, tingmitit uvalu aghaluutituqtut auladjutit, uvalu tamayat atuqtauyut.

Tamna Havaaqhaq aturniaqtun hanayiyuyukharnik munagidjutikharnik, ihuaqtumik auladjutikharnik atuqtakharnik, nayugaangitlu naunaitunik hanaqidjutikharnik nipiquqtuhinaitumik hayuktailiyaangatlu. Hapkuat maliqatqujahimajut naunaiqtauhungujut aullaranginnaqtumik ilaupkaidjutikhanik Inuit nunanginni. Maliqatqujahimajut ilaujut:

- Havaklugit qagaqtautit mikhiyuumigianganit nunap hayungnirit nipiquqtuhinirmunlu
- Ikikliyuumiqlugit tamayat kayumiitumik uvalu atuqlugit idjuhiit uvaluuniin havaktauhimayut hapkuutit humi piyaaqqat
- Naunaiyaqlugit hiniktarviit haahimalugit nipiquqtuyunun
- Kituni nayugaini humi avatqutugit atuqtauniaqtut, atugahat havaaghat hulidjutit hilataani qayangnaqtut anguniaqviit uvaluuniin aulaniit hivituniit, ilauqatigiblugit Kitikmiut nunamik atuqtut
- Atuqhugit hungiutinikkut munagidjutit ihuaqhagianganit ihuaqhaidjutit munagidjutit tautungnaqtut niriuktaungit hulaqutit

Ilvaluit hulaqutait nipiquqtuhinikkut uvalu hayuknikkut (imaa kinguani iliugaqtaunikkut uvalu munagidjutikkut aktilaangit naunaiyaqhimayut ataani) naittumik titiraqhimayut hamma:

- Ilvaluit hulaqutait nipiquqtuhinikkut aktilaangit itqungniaqtauyut angivalaangitut iluani RAA uvalu aulahimaaqtut naittumik hivituniani Havaktautilugit uvalu qitqani-kikliqaqtut atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit. Hapkua hulaqutait himmiqtauniaqtut Havaaghat hulidjutait nutqaqata
- Ilakuit hulaqutait hayungnirit aktilaangit qakungugaangat, naittumik havaktautilugit uvalu qitqani-kikliqaqtut atuqtilugu Auladjutit uvalu Ihuaqhaidjutit, atuqtauniaqtut kitunun Hananirmun, uvaluuniin Auladjutinun uvalu Ihuaqhainikkut hulidjutinun (imaa qagaqtautilugit, tungaviit). Hapkua hulaqutait himmiqtauniaqtut Havaaghat hulidjutait nutqaqata

Angikliyuumiqtuq nipiquqtuyumik qanuriliurutingit itqurnarutauyuq angivallaangittuq kikliqaqtuqlu ANN-mut. Hivitunia aulahimaangniaqtuq atuqtilugu hulidjutit, kihimi hivitunia aulalimaituq qitqani-kiklia. Amigaiquumilimaitut hayungnirit niriuktauyut. Kinguani ihuaqhaidjutit, Havaaghat ilakuit hulaqutait uvalu amigaiqpaliayut hulaqutainun nipiquqtuhinikkut uvalu hayungnirit havaktautilugit uvalu auladjutit uvalu ihuaqhaidjutait itqungniaqtauyut imaa **akhuurutaungittuq**.

Nunami Avatauyut (Makpiraq 6)

Tahapkununa tutkikhakhikhimayunik Qurluqtuaryungmi Apqutikhaa imalu Tulakvikhat Havakhautikhanik pidjaulaaqtunik ihuiluutauvaktunik nunanut, nunainit imalu nunap qiqumanianut, nauhimayunut, tuktunut, kupanuanut, imalu alaayunik nunamiutanik uumayunik, nallautakgutauvaktunik ilakunik uvunulu atautimukpaliayunik nakungikgativaktunik **akhuurutaungittuq**.

Nuna, Nuna, unalu Nunap qiqumania

Una naunaiyainiq akhuurutauyut qayangnarmat nunap qiqumaninganit avatingani akhuurutauyurlu havaanga ikayuriami Inuit hulilukaarutingit, ukiuqtaqtumi avatinganit, nuna pivallianiq, unalu nunap qanurittaakhaanik. Havaakhaq iniaqtuq iluani Canadian Shield-mi piqaqhunilu uvinganiaqtunik qaiqtup hikuqpiaqhimaninginnilu. Nunap qiqumania atuinartuq tamatkiumayumi ANN (naunaipkutariplugu, ataani 90 tikitlugu 100 pusat nunap), ilanginilu nunani, nahuriyauyuq hikuqaqpiarniaqtuq, pipkaqhugu mahaktirniqmun qayangnaqtuq. Ajikutaqagituq nuna qanurinigit takuukhauyut ANN-mi, ila qimiaquyuit kiniupayalu nunat, ilitquhiqmi uumaniaqtuqlu atuqniqaqtut Inuit nunagiyauyuni uumayunilu. Pidjautiarungnaqhiyut hulaqutit uvalu apqutit atuqtauyut nunap aalanguqtirniranun havaktautilugit, auladjutit, uvalu ihuaqhaidjutit, kitut ilaayut aalanguqtirnirit nunap qanurinia uvalu nuna, amigaiquumiblutik nunap nungutiqpalianianun, tamaqpaliayut, katitirnirit, halumailruit, uvalu aalanguqtirnirit nunat pinnirhainikkut ihuangnirit, nunap ihuangnia nunap hituarniranun nunat tapkua pidjutiaqtut angiyumik ingutaaqnikkut.

Ihuaqhautikhainik qanuriliurutikhangit ikiglinahuarutikhanik nunap aktuqtauninganik imaalu munarittiarutikhanik nunap puvitquumaninga, nunap idjuhia, imaalu nunap idjuhia. Ihuaqhautiluangit ilauyut (kihimi kikliqangitut hapkununga):

- Atuqlugit kinguani ulapiqutauyut nayugait haffumunga Havaaghap hulidjutainun, igluqpait, uvalu havakviit humi ihuaqqat
- Tikuaqhilutik apqutip kiklikhaanik tapkua mikhiyuumiqlugit avatingnun hulaqutainun ihuangnikkut
- Unguvaqtiqlugit nauhimayut nuna qiqumakpat humi ihuaqqat
- Pidjutigilugu aalangayuq nunap qanurinia ihuangnikkut
- Pittaililugit qayangnaqtut nunap qiqumania ihuangnikkut
- Iliuraqlugit nakuutqiatigut munagidjutikkut atuqtauyut nunap nungutiqtailinikkut uvalu halumailguq pittailiniq
- Havaklugit atuliqlugillu una Nunap hina nunguvallianinga unalu Qanuritmangaangit Munagidjutikharnik Upalungairutikhaq (QMU)
- Piliurnirmik atulirnikhanut kuukvikhanik munaqhitikhanik imaalu turhuanik munaqhidjutikhainnik upalungajautikhamik
- Maliklugit maliktakhat nappaqtirutikhanut nunap qiqumania nunani
- Hanaqilutik nunanik qaujihaidjutikhanik qanurinnikhanik imaalu ikiglinahuarutikhanik ihuirutaunarunaqhijut
- Aullaranginnaqtumik munaqhilutik imaalu ilaupkailutik Inuit munaqhidjutikhainnik ihuariakhainnik imaalu nahurinnaittunik pidjutaujunik ihuaqhaqtaujanginni

Qanuraaluktut, nappaqtiriniq nunap qiqumaninganit pittaililimaittuq, ilangillu nayugangani nunap qiqumania mahakpalliadjutaa pilimaittuq (ukunatitut, qayangnaqtuni nunani hikuqaqtuni nunani) aadlangurmat uunaqutingit pipkaidjutiyuq nunap ahuruqtiurninganit pihimmaaqtumiklu qanuriliurutingit hilaup aadlangurninnganut. Naunaiyaliraangata qanuriliurutingit, munariniqmut qanuriliurutingit, maligangit, munarininngalu akhuurninnga piyuq pittailigiami ikikliyuumiriamiluuniit nakuungittut pilaqutingit ulapiqutinganit nunap puvitquumaninnganik, ayurhautingit nunap qanurittumut unalu nunap qanurittaakhaanik, nunap qanurittaakhaanik, unalu nunap qanurittaakhaanik ihumagiyauyuq **akhuurutaungittuq.**

Katitiqhimayut ayungnautiqaaqtunik, nayugaani Havaaqhangit ayungnautiqaaqtunik talvani ANN kiklivikhaqaqtun, talvuuna katitiqhimayut ayungnautiqarniaqtun itqurnarutauniaqtun **akhuurutaungittuq.**

Nunami nauhimayut

Kitikmiut, nauhimayut akhurnaqtun inuuhirinikkut inuuhirinikkutlu inungnik, uumayunik, avatingniituniklu. Piquaqtaaqtuqlu inuuhinut-piyangaiyautikkut pitquhikkullu akhuurutigiyauyuq. Una ihivriudjutikhaq pittiarutiqaqtun ukuninga upigiyainik ihumagiluaqtaingitlu munagidjutikharnik tamangnik nunami nauhimayunik avatingni pigiaqaqtunik Kitikmiut atugianganik nunanik pitquhitigun atuqtakharnik. Tamna Havanguyuq inilik talvani Takijuq Tahiq Upland uumatyutiqaqvia talvani hivurani ukiurtaqtuq uumatyutit tapkuat ilalgit tamaitniqhanik nauhimangittut uyaqat tamnalu atpani ukiurtaqtumi hila. Qaffiuyut

pitquhiliqinikkut akhurnaqtun nauhimayut ilitagiya uvakhimayut talvuuna Inuit, Nunaqaqqaqhimayunik Nunalaanilu Ilihimayainik ilaulukaarnikkutlu kiudjutikharnik ilauyut nauttiat atuqtaunginaqtun havautikharnik, niqikharnik, qingaunikkut, upigiyainik, igluqpinikkut hanalrutikharnik, aihimavingmilu uqhukharnik atuqtakharnik. Ilagit inungnit pijutiqaqtut ihuilijutit takuukhauyut taja aulaaqviit ukiup ilaganilu aulaaqviit apqutaini. Kitikmiut nunanik atuqnigut ukunani nunani ilaani ukiup ilaani, hulijutulu agunahuaqniqmik qayaknalaaqtut aalaguqniginik nautiat.

Havaaghaq hulaqutauniaqtuq nauhimayunun iluani hanianilu HPN hulidjutinun imaa nunamik halumaqhinnikkut, apqutuliurnikkut, uyagakhiurnikkut, uvalu tamayanik atungnikkut. Ihuilijutit nunagiya uyumi aalatqiinik, aalatqiinik kiniupaniginiklu nunat ilituqhagauyut tamakni Hanayaunigani Aulaniginiklu Munarinigagulu havauhiyut Havaap.

Tamna Havaaghaq aturniaqtun hanayiyuyukharnik munagidjutikharnik, ihuaqtumik auladjutikharnik atuqtakharnik, nayugaingitlu naunaitunik uuktuutikharnik ikikliyumiqtitiyaangat ayungnautiqaqatun nauhimayunik. Maliqatqujahimajut ilaujut:

- Mikhiyuumiqlugu havaaghaq pivallianikkut nayugaa ikiliyuumigianganani nayugait tamaqpaliayut humi piyaaqqat
- Atuqlugit kinguani ulapiqutauyut nayugait haffumunga Havaaghaq hulidjutainun piyaaqqat
- Havaklugit SOCC ihuaqhainikkut upalungaiyautinik humi piyariaqqat
- • Havaklugit aulahimaaqtumik ihuaqhainikkut upalungaiyautit, ilauyut pinnirhainikkut munaridjutit havagviukaffuktunun Atuliqtilugit puyualuit munagidjutikkut pinahuagutit
- Ihuaqhaqlugit hulidjutit qayangnaitumik hivituniit nauhimayunun humi piyaaqqat
- Atuqlugit hungiutinikkut munagidjutit ihuaqhaqlugit ihuaqhaidjutit munagidjutit tautungnaqtut Nahurinnaitut Qanurilidjutait

Angikliyuumiqtuq ayurhauingit uumunnga nauhimayut nunallaani aadlatqiinguyut, huradjaat aadlatqiinguyut (unalu SOCC unalu nauttiat aadlatqiinguyut pitquhimut akhuurutauyuq Kitikmiutmut, aadlat Nunaqaqqaarhimayut katimayit, aadlallu ayurhaqtitauyut nunallaat), unalu kiniupayuq nuna aulapkaiyuq qangaraalukmit, ublumimit, naunaittuq itqurnarutinga, unalu ihuaqtuq naunaittuq pipkaidjutyuq havauhikhat hulilukaarutingillu piyut pihimmaarniaqtuqlu. Katitighimayut ayungnautiqarniaqtun itqurniaqtauhimayut ihualuangitumik aulavikharnik ikikliyumirutikharnik kihimi aulaniaqtun hivutunirmik talvuuna hivutunigaalukmik auladjutikharnik amigaitunik havaaqhangit hulilukaarutikhangitlu. Hulaqutit utiffaalimaitut amigaitut havaaghat atuqtauhimaaarniaqtut. Hivuani-havaktautinagit aalangayut nauhimayut naunaiyaidjutit ikayuutauniaqtut kangiqhipkaqlugit SOCC ihuaqhaidjutighait kitut ikiliyuumirutiniaqtut amigaiquyuuminirmun hulaqutainun huradjaat aadlatqiinguyut.

Iliuraininnga ikikliyuumiutinganik, ilakunga havauhikhaq angikliyuumiqtuqlu ayurhauingit nunallaani aadlatqiinguyut, nauhimayut pitquhimut akhuurutauyut, unalu kiniupayuq nuna aulapkaianinnga itqurnarutauyuq **akhuurutaungittuq**.

Tuktu

Tuktut uumadjutauyut Kitikmiunun uvalu pidjutauyut pitquhikkut pidjutigiblugit hugadja. Tuktut ahiilu uumayut atuqpiagtut niqikhaqatiarniqmun kihimik amigaitqiayuyut niqiginit ihuaqutauyut. Tunihiblutiklu tamayanik aanuraanik, hanalrutinik, uvalu iglughanik. Tuktut uumayut naunaiyautayut qanuq Kitimiut atuqpagait nuna, ilauyut humi aulaaqviit, anguniaqtut, uvalu hiniktaqviit. Akhut atadjutait Kitimiut tuktunun pidjutauyut katitirnirmun ilihimanirit kinguliriiktunun pihimayaangani ukpirnikkut atadjutit uvalu piyaangini tuktut amihuaqyuit aaniangnaitumik. Tapkuat Kitikmiut ilitagihimayut pingahuinarnik allatqiinguyut tuktut: nunami tuktut, qikiqtaani tuktut, Taryumi tuktut; Tamna Havakhautikhanik atadjutivaktunik nunainilu tuktunik tahapkuningalu kikiktakgivagainik tuktunik.

Nunaani talvanilu kikiktak tuktutainik pidjutihimayunik kufiutilanginik ikkiklivalialikpaliktunik talvanganit 1980ni havakhikhimayunik talvuna Inuit Ilihimayauvaktunik talvunulu uataani nalukhanginamik ihiviukhinikmun naunaiyainikmun naunaitkutakhanik. Tahapkununa ikkiklivalialikpaliktunik kanukgilidjutivaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik ilidjuhikgivagainik, ilauhimayunik hilakgivagainik, nirgitinik nirgitinik, uvunulu angunnahuaktauvaktuniklu. Inuit Ilihimayaingit naunairutiqaqtun taima havakviyuangit pivallidjutikharnik, ilauyutlu aulayut mihingnautiqaqtunik ayungnautiqaqtunik uyaraqhiuqtunik apqutiniklu haniani Havaaqhangit nayugaani ikikliyumiqtitivakhimayut. Nalaumaliriagani Kitikmiut ihumagiainik, ilikuuqtut ilituqhautit iniqtauyut nunaani tuktunik, nakuuniqhamik kivgaqtugayut ukunanga Kingauk Tuktut Amihuayuit (KTA), qikiqtaqlu tuktut kivgaqtugayut ukunanga Tahiqpak Kanannangani Ammihuakyuit (TKA).

UKAK atulirniagtait Huranik Kayakutikhanik uvunulu Munakgiyauyukhanik Pangnattayunik (HKMP) taima piqaqtun ihuaqhaidjutikharnik, munagidjutikharnik, ihuaqhaidjutikharnik uuktuutikharnik ikikliyumiqtitiyaangat allanguqtirutikharnik tuktunik avaatingnut ayungnautiqaqtunik, nayugaingit, ingutaarviingit, tuqudjutitigunlu ayungnautiqaqtunik. Hapkuat akhuurutauyut qanuriliurutingit pitquyayut:

- Tamna Havaaqhaq havakhimayuq ikayuutiginiaqtuq ikikliyumiqtitiyaangat ayungnautiqaqtunik nayugaingit aulavikhangitlu. Havaaghap nayugaa mikitqiaq haffumanga HPNmin, kitut tunihiyut ihuangnikkut ihuaqhaqlugit apqutit pittailiyaangani qayangnaqtut nayugait. Havaktauyukhaq Apqutikhaq havaktauniaqtuq ikikliyumiqtitiyaangat kingiktilaangit allatqiinguyut uvinganingitlu atugianginiklu mikiunik qanganiitun hunavalungnik.
- Tuktunik Hanaqidjutikharnik Kiudjutikharnik Upalungairutikharnik (THKU) ikayuutauniaqtuq mikhiyuumiqlugu tuqunikkut qayangnautit (imaa aghaluutituqtut tuluqtaqtut) uvalu nayugait uvalu ingilgaviit hulaqtait. Una anginiqhaq tungavikhaq pipkainiaqtuq hungiutinikkut apqutit umiktirutainun humi piyariaqaqata kangiqhipkaqlugillu aghaluutituqtunun munaridjutit maligahat.
- Munariyayut (piyaaqtut) piyaangnirit Havaktauyumun Apqutaanun anguniarnirmun mikhiyuumirutiniaqtut tuqunirmun anguniarnirmun. UKAK havaqatiginiaqtait nunamingni HTOtkut ikayuqlugit hugadja munaridjutait hulidjutit mikhiyuumiqlugit turaaqhimangit tuqunirit hugadja hugadja.

Katitihimayut ayungnautiqarniaqtun ikikliyumiqtitinaqtun aturlutik aadjikiiktunik ihuaqhaidjutikharnik tapkuninga tukhiqtauhimayunik talvani Havaaqharni. Katitihimayut ayungnautiqarniaqtun talvani KTA TKAmilu ihumagiyauyut hivutunigaalukmik aulaniaqtun talvani KTA-RAA1 uvanilu TKA-RAA kihimi allatqiinguyut talvuuna Havaaqharni Ihuaqtumik Tautuminaqtun Auladjutikharnik (HITA) iqaiyaliginikkut hulilukaaktunik (hivunirmi uyaraqhiuqtunik apqutikharniklu). Tamna Havauhikhaq ihumagiyauyut akuniraaluk qanuriliurutingillu utiffaalimaittut taimaa HITA timimitigut hulilukaarutingit naitqiyauyut atuqtauninnga (ukunatitut, malruuknik pingahunut qulinik ukiunik) qanuriliurutingillu himmautittaaqtut.

Tahapkununa tutkikhainikmun ihiviukhinikmun naunaiyainikmun talvanitunik nunaani tuktutainik ihumagiyauvaktunik nakungigutivaktunik avaatingnut nungumanginik alanguktikattakpaktunik, talvanitunik nunainilu talvanilu kikittak tuktunik nirginiakviniklu, ingilgayanginiklu, tuqutpaliavaktuniklu kayaknaktunik, uvunulu aanniakgitakhaniklu. Tahapkununa nakungigutivaktunik kanukgilidjutivaktunik pihimayunik angiyumik pigumik, atadjutigiplugit, ikayutauyukhanik avaatingnut nunguttailinikmun nallautakgutaavaktunik naliak kayakutaavaktunik ammiuakyuunik ilidjuhikgivaqgainik pigaluaqtilugit kayaknaitumik ingattakgutaavaktuniklu. Tahapkununa atuktaavaktunik kayakgiyuniklu, ilauhimayunik ilitukgiyauvaktunik hivuliuyukhanik tahapkunanga III kut, ilakunik Havagiyauyukhanik uvunulu katitigutaavaktunik nakungigutivaktunik nunainilu talvanitunik kikittakgiktunik tuktutainik pihimayunik itkukniakhimayunik **akhuurutaungittuq**.

Tikmijat

Hapkununga hinaani Inuinait, upingaami akhuuqnaqtuq anguniagianganani amigaitut tingmiat. Auyami, katitiriyut manninik angunahuaqhutiklu ihayunik imaqmiutanik tingmianik (Banci and Spicker 2024). Tikmijat atuqniqaqtut Inuinaqnit niqikhaqaqtitigamik agunahuaqtaamingnit manikmiknitlu, piqaqmata qupanuanik uququutiqaqtunik aanuraanik, piqaqniginiklu aulaqniginiklu utiqitut uumayut naunairutauyut aalaguqniganik ukiup ilagani.

Havakhikhimayunik Inungnit, Nunaqaqqakhimayunik talvanilu Nunalingni Ilihimayainik, nirgitinik naunaitkutainik, nunatuttukanik kinikhianikmun ihiviukhinikmun naunaiyainikmun naunaitkutakhanik uvunulu alauyunik nunatuttukanik ihiviukhinikmun naunaiyainikmun naunaitkutakhanik, uqautauvaktunik tahapkunani nunatuttukanik uumayuniklu ihiviukhinikmun naunaiyainikmun naunaitkutakhanik, imalu nirginiakvinik tutkikhainikmun uvunulu iliktikhimayunik tikuaktauhimayunik nirgitinik, aah kauhimayauvaktunik 92 nik tikmijat nirgitinik pihimayunik takuyauyunik naliak pidjutivaktunik takungnakhivaktunik taqyungmi imalu ingilgayanginik ihiviukhinikmun naunaiyainikmun nayugainik. 8nguyut huradajat huradajat, naunaiqhimayut talvaniitpaktut nunami tariumilu ihivriuqviuyuni nunani, kavamatuqatkut titiraqtauhimayut ilingakpaliayunik, qayagiyauyunik, uvaluuniit ihumagilluaqtauyut ataani SARA. Ilauhimayuniklu, 21nik nirgitinik ilitukgiyauvaktunik naliak kayaktaulikunik kayaktaulikunik, kayaktaulikuniklu, naliak kayaktaulikunik tahapkunani GN. Ihivgiugutit katitihimayut qupanuat pingahunun katimayunun—tingmiat, imakmiutat qupanuat, uvalu kilgaviit ivayut—pidjutigiblugit inmi nunatigut aalakiigutait.

Ihuaqhautikhat, munaqhidjutikhat, imaalu ihuaqhautikhangit iliuraqtauhimayut Havaakhap qanurinnikhanik aulapkaidjutikhainiklu ikiglinahuarutikhanik ihurutauyunut, ilaayut:

- Kikliqaqlugit HPN tumiit
- Iniqtiqlugit nauhimayut unguvaqtiqlugit/nuna ulapiqutauyut hilataani tingmiat ubluqaqviit (Qiqaijalarvia 10min Niqiliqivik 20mun) humi piyaaqqat uvaluuniin iniqtiqlugit hugadjaat tilarilugit
- Atuliqlugit puyuulaitkutikhat, kayumiktilaaqtailugit, uvalu atuqlugit nipiquqtuyumik nipiquqtuhidjutinik tamayanik
- Havaklugit ulapiqutaitumik avatiini naunaiyaqhimayut qayangnaqtut hugadjaat nayugait humi piyariaqaqat

Tamna katitiqhimayut ayungnautiqaqtunik ihivriudjutikhaq ihumagiyaayuq Havaaqhangit ilakungit ayungnautiqaqtunik katitiqhimayut allanik kingulirmi, hadjamimun, unalu ihuangnikkut ihumagiyaayut pidjutaayut (IIP) havaaghat uvalu hulidjutit.

- Amigaiquumiyut pidjutaayut ihuaqtunun tingmiat nayugait tamaqpaliayut mikiyut: 3.2 pusat tingmiat, 2.7 pusat tingmiat, uvalu 10.1 pusat kilgaviit hamani ANNmi.
- Attautimun hulaqutait huiqtunun qayangnautit mikiyut anginiit, taimaali tuquyut itqungniaqtauyut avaliitumik hulaqutit.

Ilakuit havaat uvalu amigaiqpaliayut hulaqutait tingmianun itqungniaqtauyut imaa **akhuurutaungittuq** taima itqurniaqtauhimayut ayungnautiqarniaqtun naunairutiqaqtun ihuangitumik allanguqtirutikharnik atuguminaqtunik aulahimaaqtuniklu qupanuat amihuayuit ilaulukaaktunik talvani ANN avatquhimayumik ihuaqtumik qullirutikharnik.

Ahii Nunamiutat Hugadjaat (Umingmak, Tuktuvaat, Akhaq, Kalvik)

Tahapkununa tutkikhakhikhimayunik tahapkunani Havakhautikhanik ammigiyaayukhanik mikharut piyukhanik ihuikgutivaktunik tahapkunani hitamanik naunaikgutivaktunik nirgitinik piyukhanik havakhikhimayunik Alaayunik Nunamiutanik Huranik Nikiikhanik Akituniqaqtut Ilakhanut (AI): umingmak (*Ovibos moschatus*), tuktuvaat (*Alces alces*), akhaq (*Ursus arctos horribilis*), unalu kalvik (*Gulo gulo*).

Tahapkununa ihiviukhinikmun naunaiyainikmun naunaitkutakhanik ihumagiyaavaktunik pingahunik aullaktikgutikhanik mikharut nakungikgutivaktunik alaayunik avaatingnut nunatuttukanik nirgitinik: Alanguktikattakpaktunik Nirgitinik, Alangukpaliayunik Ingilgayanginik Ingilgayanginiklu, uvunulu Alangukpaliayunik Tuquvaktunik Kayaknaktunik. Havaaqhangit hulilukaaktunik, taimaitutun nunami havaktauyukharnik, piyagiaqaqtun ihuaqtumik nayugaingit, naunairutiqaqtun ayungnautiqaqtunik, taimaitunik mihingnautiqaqtunik ayungnautiqarniaqtun angikliyumiqtitiniaqtunlu anguniaqtiuyunik.

UKAK atuliqtitinaqtut Huradjanik Ihuaqhainikkut uvalu Munagidjutikkut Upalungaiyautinik (HKMP) tapkua iluaniituqaqtut tamatkiumayunik ihuaqhaidjutighanik, munagidjutinik uvalu ihuaqhiyuumigutinik aktilaangit ikiliyuumigiangani aalanguqtinqiit nayugait, aulaniit uvalu tuqunikkut qayangnautit aalanun nunamiutat hugadjat. Maliqatquajuhimajut naittumik titiraqhimajut imaatut:

- Nayugainik halumaqhiyut kikliqangniaqtut hapkununga HPNkunun mikhiyuumigiangani nayugait tamaqpaliayut.
- Mihingnautikkut hulaqutit mikhiyuumiqtauniaqtut haffumuuna pujuulaitkutikhanik, nipiquqtuhinikkut munagidjutit, uvalu kikliqaqlugit atuqtilugu havaaq hulidjutaini.
- Atukiqviit uvalu Uyagakhiuqviit Munagidjutikkut Upalungaiyautit uvalu Qagaqtaqnikkut Munagidjutikkut Upalungaiyautit atuliqtauniaqtut kikliniklugit hugadjat ulapiqtauyut.
- Uumayunik munagidjutikharnik uuktuutikhangit, taimaitunik pidjutikharnik munagidjutikharnik, aulayunik munagidjutikharnik, nivingaqhimayunik kayumiktilaarutikharnik kiklivikhangit, uumayuniklu pidjutikharnik malikhautikharnik, aulaniaqtun ikikliyumiqtitiyaangat tuluqtaqtunik tuqudjutiqtaqtuniklu ayungnautiqtaqtunik.
- Tautungnaqtunik munagidjutikharnik atuqtakharnik, ilauyutlu qayangnairutikharnik iqakunik tutquqtirutikharnik, ubluq tamaat ikualativikharnik, havaktuniklu malikhautikharnik, akhurhainiaqtun inungnik uumayuniklu ayungnautiqarnaitumik.
- Igluqpait uvalu apqutit idjuhiit havaktauniaqtut pihimalugit hugadjat auladjutait, ilauyut mikiyut kikliit uvalu nunap nayugait haniani nayugait humi piyaaqqat.
- Uumayunik munagidjutikharnik huradjaniklu naunaitunik ikaaknikhangit kiklivikhangit atuqtauniaqtun haniani qayangnaqtunik hanigaini taimaitutun hitingit nayugaingit.
- Huradjanik ilituqhaidjutikharnik qayangnairutikharnik ayuiqhautikharnik tuniyauniaqtun tamainun havaktunun naunaiyaangat aulayukharnik auladjutikharnik ihuaqhaidjutikharnik uuktuutikharnik.

Umingmait hiamitpaktut tamainni ANN pitquhikkut, niqigiktunik, maniliurnirmunlu puiguqtailiyaqhat Kitikmuit. Tamatkiumayunik, tamangnik Inuit Ilihimayainik havagivaktainiklu nalukhanginamik ihiviukhinikmun naunaiyainikmun naunaitkutaayunik tahapkununa umingmaknik kufiutilanginik aullayuitunik imalu aulayuitunik talvanitunik ANNmi. Amigaiqpaliayut tamaqpalianigit ihuaqtut nayugait (Havaaq uvalu ihuangnikkut ihumagiyauyut hulidjutit) itqungniaqtauyuyq imaa 3.3 pusat hamunga 3.8 pusat (mikiyuyq anginiqhaq). Katitiqhimayut ayungnautiqarniaqtun aulavingit tuqudjutigiyangitlu ayungnautiqtaqtunik ihivriutaavakhimayut taima mikiyumik angiktilaanganik, talvuuna amigairyumiliqtunik apqutingnik aulayunik ikayukhimaanginaqtunlu anguniaqtiuyut pigiaqtaqtunik, kihimi munagiyauhimayut talvuuna malikhautikharnik havaaqharni.

Tuktuvait takuukhauginaqtut ikituugaluamik Nunavumi, napaaqtuqaqluagitut Kivaliqni Kitikmeonilu Nunami hinaanilu nunami ukua puqtuyut ukpiit ukpiilu nirivigiyainik. Tamainun, tamangnik nalunaqtuliginikkut naunaiyautit uvalu Inuit Ilihimayait tautuktitiyut mikiyumik kihimi amigaiquumiyut tuktuvait, qanitukkut atayut hinaani ukpiit nayugait uvalu nayugait aulaniit hamani ANNmi. Havaaqhangit ilakungit ayungnautiqtaqtunik, katitiqhimayut IIPnik havaaqhangit, katitirniaqtun ayungnautiqarniaqtun tuktuvait nayugaingit, aulaviingit, huirnikkutlu ayungnautiqarniaqtun. Amigaiqpaliayut hulaqutait nayugait

aalanguqtiniit qaffiuniitigut ihivgiuqtauuyut mikiyumik aktilaangit tamaqpaliayut imaa 1.6 pusat ihuaqtut nayugait. Katitiqhimayut ayungnautiqarniaqtun aulavikharnik huirnikkutlu ayungnautiqarniaqtun itqurnarutauyut, ayungnautiqarniaqtun talvuuna amigairyumiqhimayunik akhaluutunik angikliyumiqhimayuni apqutingni. Ukuat katitiqhimaqtunik ayungnautiqarniaqtun avikturvingmi nunami angiktilaangani, anginirmik mihingnautiqaqtnik ikaakningit talvuuna ilaulukaarnikkut ukiungulihaaligumi (taima qayangnatqiyauyuq tuktuvaait), aturaakpaktakhami hivituniani, pihimmaarniaqtuqlu naliinni aularaanginnaqtuni (ukununga amigaiquummiqtirnikkut hulaqutini nunagijainnun taimaalu/taimaaluunniit aulaviinni) taimaaluunniit aallangajuni hulidjutini (ukununga amigaiquummiqtirnikkut hulaqutini tuqudjutikkut qajangnarhittaaqtuni).

Akhanik pihimayunik titikgakhimayunik Ipiknakpiaktunik Ihumaalutigiyauvaktunik talvunakukhimayunik SARA pidjutivaktunik kayaknaktunik akuktauvaktunik imalu ikitpaktunik ivavaktunik nallautakgutaavaktuniklu. Inuit Ilihimayaingit nalunaqtunik ilituqhainahuarnikkut ihivriudjutikhangit tautuminaqtun avatingni ANNmi, taima amigaitqiyauyunik amihuayuit hivuraani tahamungalu kuugaani. Amihuayuit alayuitut mikiyumikluuniit amigairyumiliqhutik, ikayuqtauplutik qanikkut DNA-nik qauyihaidjutainit. Tahapkununa Havagiyauyukhanik ilidjuhikgivakgainik nakungikgutivaktunik, atadjutigiplugit IIP takungnakhivaktunik hulilukagutaavaktuniklu, pikaktunik pidjutitkiyumikpaktunik akidjuhikgivakgainik akhanik, pidjutitkiyumikpaktunik kanukgilidjutivaktunik nirginiakvinik (talvungaavaktunik talvungaahimaitumiklu tamakpianganik), ingilgayanginik ingilgayanginiklu, imalu tuqutpaliavaktuniklu. Amigaiquumiyut ihuaqtut nayugait tamaqpaliayut itqungniaqtauuyut mikiyut aktilaangit (1.2%). Katitiqhimayut ayungnautiqarniaqtun aulavingit tuqudjutigiyangitlu ayungnautiqarniaqtun taima mikiumik anginirmik talvuuna ihuarutikharnik atuqtakharnik ihuaqhaidjutikharnik malikhautikharnik hanaqidjutikharnik munagidjutikharnik anguyauyukharnik. Tahapkununa katitikhimayuniklu nakungikgutivaktunik havakhikhimayunik itkukniaktauvaktunik pihimayunik utiktaulimaitunik, uvunalu havagiyaugakpaktukhanik hivitunikhainik, imalu hivitunikhainiklu kayaknaktunik hivitunikhainik, pilakivaktunik atadjutigivakgainik kayaknaktunik akhanik ilidjuhikgivakgainik ilidjuhikgivakgainik

Kalviit talvani Kitikmeotmi avaliqangitumik niqainaqtuinaqtun angiyunik nayugaqaqhutik amigaitilaangitlu, nigiuqpakhimayut tuktunik umingmakniklu tuktunik mikiyuniklu huradjanik, qapanuanik, niqivalungnik ukiuk tamaat. Taimaalu ilangit Inuit tautukhimayait ihumagiyauyut ikiklivaliayut tautungnaqtut ilangini ANN, nalunaqtuliyiyut naunaiyaiyut tautungnaqtut aulahimaaqtut uvaluuniin amigaiquumiyut amigainiit Nunavunmi hamanilu Nunatsiami, amigainiit aadjikiivyaktut aalanun Ukiuqtaqtumi aviktungniinun uvalu tautungnaqtut nayugait amigaiquumiyut. Havaaqhangit aulahimayut ayungnautiqaqtnik, avugiikhimayut IIPnik iqaiyalinikkut hulilukaaktunik, piqarniaqtun katitirutikharnik ayungnautiqarniaqtun qalvingnun, talvuunaluaq nayugaingit (talvungaqpiaq talvungaungituniklu tamainikkut), aulaviingit, tuqudjutigiyainiklu. Tamna Havaaqhaq anginirmik aituihimaarniaqtuq tamaqtailinikkut ihuaqtunik qalvingnik nayugaingit talvani ANNmi, naunairutiqarniaqtun taima 51.6 km² atautimiitun nallautiqhimayuq tamaihimayuq taima 80.4 km² (unaluuniit 64 pusanmik katitiqhimaqtunik tamainikkut); kihiani, naunaiyakhugit qahaktut 15,502.4 km² ihuaqtut qalviit nayugait talvani ANN atautimut amigaiqpalianig ititqiyat 1%-mit, mikiyuq aginiqhaq amigaiqpalianiginik aktuqnigut. Katitiqhimaqtunik ayungnautiqaqtnik aulavingit tuqudjutigitunlu ayungnautiqaqtnik ihivriutauhimaanginaqtun ikitun angiktilaangit, ihumagiplugit malikhautikharnik munagidjutikharnik munagihimaarniaqtun atuqtauhimaqtukharnik anguyauyukharnik qullirutikhangit ikikliyumiqtitiyaangatlu ihuaqtumik aulayaangat.

Tahapkununa ilikuaktunik kanukgilidjutivaktunik nirgitinik, tahapkununa nallautakgutaouvaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik tahapkunani Havakhautikhanik, kinguagut aullaktikgutikhanik kayaknaitumik nallautakgutaouvaktunik, uvunalu atadjutivaktunik nakungikgutivaktunik alaayunik tahapkununa alaayunik talvanitunik hivunikgiktunik hulilukakgutaouvaktuniklu, pihimayunik havakhikhimayunik **akhuurutaungittuq** hulaqutait niriuktaungitut aalanguqtiqlugit ihuangnirit uvalu aulahimaaqtut amigainiit naunaiyautait huradja tapkua pidjutiqaqtut hapkununga ANN avatqutugit ihuaqtut aktilaangit (imaa humi ihuangitpat uvaluuniin piinagiaqangitpat tunihiyaami aallatqiit nauttiat uvalu avatingit auladjutait uvaluuniin piinalimaitut munagiyauyunun anguniagahanun).

Imanga Avatinga (Makpiraq 7)

Tamna ihivriudjutikhaq talvani Qurluqtuaryungmi Apqutikhaani Tulaktaqvikhangitlu Havaaqhangit ayungnautiqarniaqtun imarnik hanaqidjutikharnik, tamangitunik iqalungnik iqalungnilu nayugaingit, itqurniaqtauhimayut ilakungit katitihimaaqtunik ayungnautiqarniaqtun **akhuurutaungittuq**.

Imarnik Ihuaqutit

Immigaq ihuaqutit NIN-mi aulayuitut agiyumik qanurinigani. Havaaghaq pidjutiqaqniaqtuq nunap qangani imaq aktilaanga, qangani imaq uvalu nunap qanurinia, uvalu nunap ataani imaq qanuginia haffumuuna havaknikkut apqutimik, kuukkat ikaaquiit, atukiqnikkut ikayuutit, nunami tulakvikhat uvalu tingmitiqaqviit, uvalu hiniktaqviit. Pidjutauniarungnaqhiyut hulaqutinun apqutit ihuaqtut nayugainun humi nuna ulapiqutauniaqtuq, imaq unguvaqtaukpat kuvipkaqtaulunilu, uvaluuniin igluqpait atadjutiqaqtut qurluarviit auladjutainun.

Tamna Havaaqhaq aulatitinaqtun hanadjutikharnik atuqtakharnik, auladjutikharnik munagidjutikharnik, munagidjutikharniklu havaaqhangit pinaitumik ikikliyumiqtitiyaangatluuniit ayungnautiqarniaqtun imarnik hanaqidjutikharnik. Maliqatqujahimajut ilaujut:

- Havaklugit turhuat, ikaarutit, uvalu qurluarviit igluqpait pidjutigiyaangini kuungnirit uvalu ikiliyuumiqlugit qungmun tahiraq uvaluuniin anmun kuviraqniq
- Iliuraqhugit nunap nungutiqpalianikkut uvalu marluvalungnik munagidjutikkut aktilaangit atuqtilugu kuukmi havaktauyut uvalu manikhaitigut
- Iliuraqhugit uyagakhiuqviit-kitunun qurluaqviit uvalu marlungnik munagidjutikkut upalungaiyautit
- Uuktuqhugu una havigaliknik kuvipkainiq / acid uyaqqat qurluarviit (HK/AUQ) Munagidjutikkut Upalungaiyautit tapkua ilauyut munagidjutit HK/AUQ tamayat tautungnaqtut havaktautilugit (imaa apqutit iliuraiviit, tungaviit, atukiqnikkut ikayuutit). Quyaginaq uyaqqat atuqtauyut qulaani imaquqtuhinikkut pidjutiqaqniaqtut acid uyaqqat kuviqnikkut/havigaliknik kuviyaaqtunik uuktuqtaulutik, ihuaqtut hunat atuqtauyut igluqpinikkut.
- Munaridjutit havaktautilugit ihivriuriangini imap qanuginiit, kuungnirit qanuriniit, uvalu qurluarviit qanuriniit
- Atuqhugit hungiutinikkut munaridjutit ihuaqhariangini atuqtauyut munaridjutit naunaiyaikpata niriuktaungitut aalanguqtirnirit

Pidjutigiblugit Havaaghap mikiyut nayugait ilaayut immavaluit aktilaangit, ilakuit hulaqutait nunap qangani imaq aktilaangit, imaq uvalu marluit qanuginiit itqungniaqtauyut mikiyut anginiqhait.

Aallangurniarungnaqhiyut nunap iluanni imarnik aktilangit ihivriuqtaungittut nunap iluanni imarmik unngavaqtiqtaunginmata umani Havaakhami.

Havaakhap amigaigyuumiyut ilakungit aktuutauniit nunap qangani imarnik, nunap iluanni imarnik, marluvalungnik qanuritmangaangit naunaiqtauyut mikiyut anginiqhait, utiffaaqtaaqut, nunaualuqhimayullu kigliqaqtut NIN-mut. Angikliyuumiqtuq ayurhautingit tuniqhaininnganut nunap qiqumaninganit ikkattuni nunap iluanit himmautilimaittuq kihimi ihumagiyaayuq pilaqutiniaqtuq imanganik. Tamainun, mikiyumik ikayuutaayuq Havaaghap hulaqutainun katitiqhimayut ilakuit hulaqutait nunap qangani imaq aktilaangit uvalu qanuginiit, uvalu nunavaluit qanuginiit iluani ANN imaalu niriuktauyut ihuaqhainikkut aktilaangit haffumunga Havaaghamun uvalu ihuaqhaidjutit tiguaqtauyukhat aalanin havaaghanin uvalu hulidjutini uvani ANNmi, Havaaghap ilakuit hulaqutait uvalu katitiqhimayut ilakuit hulaqutait nunap qangani imaq aktilaangit uvalu qanuginiit, uvalu nunavaluit qanuginiit havaktautilugit uvalu auladjutit uvalu ihuaqhaidjutit itqungniaqtauyut imaa **akhuurutaungittuq**.

Tahikmiutanik Iqaluit Iqalukniklu Nayuqpaktait

Tariurmiutat Iqaluit uvalu Iqaluit Nayugait AI ilaayut iqaluit uvalu iqaluit nayugait naunaiyaqhimayut uvani Iqalukhiuqtit Maligaani imaalu imarmiutat nauhimayut uvalu benthic hauniquaqtut hauniquaqtut, ihuaqtut imariktunun. Tahikmiutat iqaluit uvalu iqaluit nayugait hamani NIN aulayuitut anginiqhakkut idjuhiit, ikayuutaayut aalakiit nunallaat iqaluit aalakiit tapkua aalakiit avatiini immait, ilaayut pitquhikkut akhuuqnaqtut hugadjat imaatun Iqalukpiit, ihuuraquyuit, Ukiuqtaqtumi grayling, burbot, uvalu kapihiliit.

Havaaqhangit hulilukaaktukharnik allanguqtigiaqaqtun, akuktauniaqtun, piyaqtauniaqtunluuniit iqaluit nayugaingit talvuuna akuktaugumik imaqarviingit, allanguqtiqhimaqaqtunik kuukviingit, napaqtirutikharnik napaqtirutikharnik napaqtirutikharnik. Havaaghaq pidjutiqaqniaqtuq nunap qangani imaq aktilaanga, qangani imaq uvalu nunap qanurinia, uvalu nunap ataani imaq qanuginia haffumuuna havaknikkut apqutimik, kuukkat ikaaqviit, atukiqnikkut ikayuutit, nunami tulakvikhat uvalu tingmitiaqviit, uvalu hiniktaqviit.

Tamna Havaaqhaq aulatitinaqtun hanadjutikharnik atuqtakharnik, auladjutikharnik munagidjutikharnik, munagidjutikharniklu havaaqhangit pinaitumik ikikliyumiqtitiyaangatluuniit ayungnautiqarniaqtun tariurmiutanik iqalungnik iqalungnilu nayugaingit. Maliqatqujahimajut ilaujut:

- Hanatyuhikhai immavaluit ikaaqvut (turhuat, ikaarutit, ahiilu hanahimayut) pihimayangi ilitquhit kuukviit, iqaluit apqutai, nunagiyaailu atatyutait.
- Atuqlugit kinguani ulapiqutauyut nayugait igluqpinikkut uvalu havakviit humi ihuaqat, uvalu munagiblugit hinaani nauhimayut, humi ihuaqat.
- Iliuraqlugit nunap nungutirnia uvalu nunavalungnik munagidjutikkut aktilaangit kuukkami havaktautilugit, manikhaqlugit, uvalu havaklutik ikiliyuumianganani nunavaluit iqaluqaqtunun imarmun.

- Aulatitihimaarniq imarmi hulilukaaktunik hilataani atuqtauyukhaungitunik hulilukaaktukharnik ikaaknitigun, avaliiingaqtitihimaarniq havakviit pigiaqagumik, munagihimaarlunilu anmun aulavikharnik imaiqtitiyaangat.
- Atuliqtulugit iqaluknik atuffaaqtaaqtnik pinahuagutunik hivuani kuukkami havaliqtinagit, havaktauyut ayuittiaqhimayunin havaktinin.
- Atuqlugit imarmik munaridjutit atuqtauyut, ilauyut naunaiyariiqhimayut imiqtarviit, munarilugit imiqtarviit aktilaangit, kuvirarnirit hilalungnikullu imarmik munaridjutit.
- Atuliqtulugit qagaqtautunik, kuvinikkut qilamiurutit, uvalu puyuulaitkutighatigut upalungaiyautit kikliqariangani nitrogenmik iliurainiq, hivuuranaqtut hunat, uvalu marlungnik.
- Umiktiqlugit ihuaqhaqhugillu atukaffuktut apqutit, uyagaqtarviit, havagviilu ihariagiyauihuqqat.
- Ihivgiuqlugit imap ikaaqqiit uvalu nungutiqnikkut uvalu marluvalungnik munagidjutikkut aktilaangit qakungugaikpat uvalu atuqlugit ihuaqhaidjutit, ihagiagiyaupkat.
- Aturluni hungiutiyumik munariniq, nutaanguqtiriniq ayuirhainiq taimaa munariniq ilitarigumiuk ihumagiyaungittut ayurhautingit.

DFO-kut naunaiqhikpata Havaakhamut ilangit pidjutiqaqqata hivuuranaqtut ulapiqidjutit uvaluuniin ahiruqtirutit (HUUA) iqalungnik nayugaingit piqaqtukhat angirutikharnik talvuuna *Iqalukhiurnikkut Maligaq*, tamna Havaaqhaq pivallianaqtun Iqaluit Nayugaingit Ihuaqhaidjutikharnik Upalungairutikharnik talvuuna havaqatigiplugit DFOkut, Kitikmiut, allatlu ayungnautiqarniaqtun nunalaangit.

Katitihimayut ayungnautiqarniaqtun tariurmiutanik iqalungnik iqalungnilu nayugaingit nigiuqtauyut akunganirmi Havaaqhangit naunaituniklu ilitagiyauihimayunik iqaiyalinikkut hulilukaaktunik talvani ANNmi. Tamainun, katitihimayut hulaqutait itqungniaqtauyut mikiyut aktilaangit aalanguqtirnimmun iqaluit aaniaqtailinikkut, angiklivalianikkut, uvaluuniin annaumanikkut amigaiquyuminikkut iqalukhiuqnikkut akhuugutit uvalu aalanguqtiniit imaup qanuginiit uvalu angivalaangitut aalanguqtiniit iqaluit nayugait tamaqpalianikkut nayugait ataani imaquqtuhinikkut uvalu hinaaniit. Nunaayatigut aktilaangit hulaqutit ANN kihimi nayugaqaqtut iqaiyangnikkut hulidjutit nunamingni nayugaini. Amigaiqpaliayut hulaqutait hivituyumik taimaali hivituyumik auladjutit iqaiyangnikkut hulidjutit, uvalu atuqtauniaqtut ihuangitumik hulidjutit, uvalu pidjutiqaqtut utiffaaqtaaqtnut (imaa tadjakaffuk havakviit, imakkut ikaaqqiit iqaluit nayugaini) hamunga utiffaalimaitut (imaa igluqpait tapkua qaliriiktut iqaluit nayugainun).

Tamna Havaaqhaq aulatitinaqtun atuqtailinikkut ihuaqhaidjutikharnik uuktuutikharnik, ilauyutlu uuktuutikhangit ikikliyumiqtitiyaangat nayugaingit tamaqpalianikkut, taima pigiaqagumik ihuaqhaidjutikharnik atuqtailinikkut ayungnautiqatun. Tahapkununa ilakuit nakungikgativaktunik kanukgilidjutivaktunik tahapkununa iqaluit nayugainiklu pidjutitaktunik kanukgilidjutivaktunik alanguktikkattaktunik nauvakgiakhainik nallautakgutaavaktunik nallautakgutaavaktunik iqaluit kufiutilanginik, ilauhimayunik tahapkununa pitkuhiktupaktunik naliak ingilgangnitunik atuktauvaktunik ipiknakpiaktunik tahapkunani Kitikmiut, alauyunik Nunatuttukanik katimayinik, naliak alauyunik ihuilukakgutaavaktunik nunalingnilu. Kinguani pittailidjutit uvalu ihuaqhainikkut aktilaangit iliugaqtaupkata, havaaghat ilakuit hulaqutainun uvalu amigaiqpaliayut ilakuit hulaqutainun Iqaluknun uvalu Iqaluit nayugainun havaktautilugit uvalu auladjutit uvalu ihuaqhaidjutit itqungniaqtauyut **akhuurutaungittuq**.

Tamna Havaaqhaq aulatitinaqtun atuqtailinikku ihuaqhaidjutikharnik uuktuutikharnik, ilauyutlu uuktuutikhangit ikikliyumiqtitiaangat nayugaingit tamaqpalianikku, taima pigiaqagumik ihuaqhaidjutikharnik atuqtailinikku ayungnautiqagtunik. Tahapkununa ilakuit nakungikgativaktunik kanukgilidjutivaktunik tahapkununa iqaluit nayugainiklu pidjutitaktunik kanukgilidjutivaktunik alanguktikattaktunik nauvakgiakhainik nallautakgutaavaktunik nallautakgutaavaktunik iqaluit kufiutilanginik, ilauhimayunik tahapkununa pitkuhiktupaktunik naliak ingilgangnitunik atuktauvaktunik ipiknakpiaktunik tahapkunani Kitikmiut, alauyunik Nunatuttukanik katimayinik, naliak alauyunik ihuilukakgutaavaktunik nunalingnilu. Kinguani pittailidjutit uvalu ihuaqhainikku aktilaangit iliugaqtaukpata, havaaghat ilakuit hulaqutainun uvalu amigaiqpaliayut ilakuit hulaqutainun Iqaluknun uvalu Iqaluit nayugainun havaktautilugit uvalu auladjutit uvalu ihuaqhaidjutit itqungniaqtauyut **akhuurutaungittuq**.

Tariumi Avatingit (Makpiraq 8)

Ihivgiugutit haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaaghaq hulaqutauniaqtut tariumi imarmun uvalu marluvalungnik, tagiumi iqaluit uvalu iqaluit nayugait, uvalu tagiumi hugadjat, itqungniaqtauyut ilakuit uvalu amigaiqpaliayut hulaqutait imaa **akhuurutaungittuq**.

Tamna Havaaqhaq aturniaqtun hanayiyuyukharnik munagidjutikharnik, ihuaqtumik auladjutikharnik atuqtakharnik, nayugaingitlu naunaitunik hanaqidjutikharnik ikikliyumiqtitiaangat ayungnautiqagtunik tariumi avatingnun huradjanunlu taima nayuqpaktaingit. Maliqatqujahimajut, aadjikkiiktut pingahut VCs tariumi avatinginni, ilaujut:

- Tamna HPN kikliqarniaqtuq kitunun idjuhikhaanun idjuhikhaanun ikiliyumigianganani Havaaghaq hulaqutainun nayugait tamaqpaliayut uvalu ihuangnikku.
- Igluqpait havaktauniaqtut ikiliyumiqlugit aktilaangit HPN tariumi avatiini.
- Nivyaaqtunik aulayut tariumi hanayut hulilukaaktunik (imaatun itunik, tunngavikharnik puplaktuqtunik, qaraqtirutikharnik, hunavalungniklu) munagiyauniaqtun ikikliyumiqtitiaangat ayungnautiqagtunik (imaatun itunik, ihuaqhaidjutikharnik pinaitumik amigaitunik nipiquqtuyunik qayangnaqtuniklu avatingni aulavikhangit, humiliqaak pigiaqagumik, aulatitiyaangat ayungnaitumik aulatitiyaangat atuqtakharnik, hiuraliknik/puviqtaqtunik talukuyaakharnik)
- Qagaqtautiqagtunik havaaqhangit havaktauniaqtun ikikliyumiqtitiaangat ayungnautiqagtunik tariumi avatainik
- Tariumi huradjat munaridjutikhainut pinahuaruti atuliqtauniaqtuq ikiglinahuarutikhanik imarmi Havaakhamut-pidjutiqagtunik aktuutaayunik (e.g., aktuqtailitikhanik, imaup ataani nivyaagtunik) tariumi huradjat huradjat, ilauyullu imaup imaup nipaa tautungnaqtumiklu munaqhidjutikhat, imarmi hulipkaititlugit
- Tariumi qurluravikhat kuviravikhat avugiiktullu nunat mikkauvallaarlugit, ilaliutilugit aallanik kuviravikhanik kuviravikhani, piyariaqagqata, akhuuqhaidjutikhanik iqqakunik avuttiarutikhanik
- Nunap nungutirninga marluvalungnik munaqhitikhanik atuqtaulirniaqtut qakugunguraikpat ihivriqtauhimayuq

- DFO Ihuaqhainikkut Upalungaiyautit ihuaqhaidjutikhannun uvalu tamaqtalinikkut iqaluit nayugait haffumunga Havaaghamun havaktauniaqtuqHavaaqhangit umiat pingahuuyutlu ilauyut umiat talvungauniaqtun tulakvingmun aulaniaqtun kayumiktilaangit kiklivikhangit auladjutikharnik malikhautikharnik (imaatun itunik, ungahiktilaangit) ikikliyumiqtitiaangat ayungnautiqaaqtunik tariumi huradjanik
- Imarmiutanik Ayungnautiqaaqtunik Munagidjutikharnik Upalungairutikharnik Uumayunik Ikikliyumirutikharnik Munagidjutikharnik Upalungairutikharnik naunairutiqarniaqtun munagidjutikharnik munagidjutikharniklu havaaqhangit naunaiyaiyaangat naitumik hivutunirmiklu ayungnautiqarniaqtun Havaaqharnik talvuuna imarmiutanik tariumilu avatingniitunik aulatitiyaangatlu atugiaaaqtunik munagidjutikharnik

Marine Water and Sediment Tariumi Imaq uvalu Qanuritmangaangit

Anginiqhaq pidjutauyuq tariumi imaq qanuginia uvani Qurluqtuaryungmi hikuqpaliani q uvalu mahaktirnira hiku uvalu imanga hamanga Kennarctic Kuugaani uvalu mikitqiat kuukkat. Piqaqtuq angiyumik tariuqaqniqmik qangani hikuligaangat uvalu tariuqluangitumik qaanga hiku mahaktiligaangat. Imaq qanuginiatigut uktuutit uvani Qurluqtuaryungmi havaktauyut uvani 2024mi uumanilu 2025mi tautungnaqtut aadjikiiktumik idjuhiit uunaqniit, tariunguniit, pH, nungutiqhimaayut aniqhaaktautit, conductivity, uvalu imarluliqhuni. Hunavaluit ihivriunqigit immaqmik naunaiyagakhanik takuupkaiyut amigainiqhat havivaluit, niqivaluit, nauhimayulu hunaliqaa mikitqiyat ilituriyauniginik maliruakhanikluniit. Hunavaluknik naunaiyainiq tariumi marlungnik uktuutit Qurluqtuaryungmi naunaiqtaa inminik piqaqtuq qulvahiktunik arsenic-mik, chromium-mik, kanuyaniklu.

Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik ayungnautiqarniaqtun imarmik qanuritmangaangitlu talvuuna aulavikharrik ilauyut algaknikkut, qagaqtaunikkut, igluppakharrik iliugainikkut, kuviraqtauyukharrik (talvanga haluummaqtirutikharnik kuvigaqtauhimayunik kuvigaqtauhimayunik halumaqtirutingnik), umiat hulilukaaktunik talvuuna Hanayautilunik havaktautilunik, talvuunalu aulahimaaqtunik iqakunik kuviraqtauyukharrik ukiuk tamaat umiangit aulayut talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havaktautilunik. Hapkua hulidjutit imarlulirutauniaqtut, aalanguqlugit imaup idjuhiit, uvalu aulapkaqlugit halumailgut tagiumi imangmi uvalu nutqaqtitilutik halumailgunik, hiamitiqtilugit halumailgut, uvalu angikliyuumiqlugu tariuq uvalu halumailguq nunavaluit haniani kuviraqviup.

Aalat tadjamin uvalu ihuangnikkut ihumagiyaayut pidjutauyut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqaangiaqtut attautimun Havaaghamun-ilauyut hulaqutainun tariumi imarmun uvalu nunavalungnun, pidjutauyut umiat hulidjutainun iluani ANNmi. Talvuuna hakugiktumik ilitugidjutikharnik ukuninga aulavikharrik, tamna nigiuqtauhimayuy ihuarutikharnik ihuaqhaidjutikharnik uktuutikhangit, tamna katitiqhimaqtunik ayungnautiqaaqtunik ihivriudjutikharnik ihumaliuqhimaayuy ayungnautiqarniaqtun mikinirmik anginirmik anginirmik, aulaniaqtun talvuuna qitqaniitunik, utiffaagaaqtuniklu iniqtigumik nanminikharnik hulilukaaktunik. Amigaiqpaliayut hulaqutait nigiuqtaangit pidjutiqaqlutik hivituyumik uvaluuniin hivituyumik nungutpaliadjutaa tariumi imaq uvaluuniin marluit qanuginiit.

Ilakuit havaaghat hulaqutait uvalu amigaiqpaliayut hulaqutait tariumi imarmun uvalu marluvalungnik itqungniaqtauyut imaa **akhuurutaungittuq**. Tamna Havaaqhaq aulaniaqtuq aulayukharnik malikhautikharnik munagidjutikharniklu auladjutikharnik tariumi avatingniitunik Inuit atugianganiq tariurmi avatainik.

Tariumi Iqaluit uvalu Iqaluit Nayugait

Tamna ANN pidjutiaqtaut angiyumik nunamik nayugaanik tapkua ikayuutauyut aalakiinik nayugainik tariumi hinaani hamunga hinaani uvalu itiyumi imaq. Attautit hapkua nayugait tunihiyut aalangayunik nunatigut auladjutunik uvalu nayugait piyakhat amigaitunun hugadja. Tariumi iqaluit uvalu qimilruqangitut ihagiagiya it hapkua nayugait niqighat, nayugahait, munaqhiviit/pamiqhiyut, uvalu munagidjutit hugadjanun.

Aalat taja, uvalu ihuangnikkut ihumagiyaayut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqangniaqtut attautimuklutik hapkununga Havaaghanun-ilauyut hulaqutainun iqalungnun uvalu iqaluit nayugainun (umiat tupaktut uvalu uaqtigtut, atulirnirit hugadja) uvalu idjuhiit (nipaaqnikkut) iluani ANNmi. Talvuuna hakugiktumik ilitugidjutikharnik ukuninga aulavikharnik, nigiuqtauyut ihuarutikharnik ihuaqhaidjutikharnik uukuutikhangit, tamna katitihimaangiaqtun ayungnautiqangitun ihivriudjutikharnik naunairutiqangit pidjutikharnik mikinirmik ayungnautiqangitun taima naunairutiqangitun amihuayuit qullirutiqangitun ayungnautiqangitun tariumi iqalungnik.

Una ihivriudjutikhaq naunairutiqangit taima hivutunigaalukmik amihuayuit nallaumangitun ayungnautiqangitun katitihimaangiaqtunlu ayungnautiqangitun nigiuqtauyut naunairutingnik allanguqtiqhimayunik nayugangit, idjuhingit, ayungnautiqangitunlu tuquhimayunik unalu/unaluuniit aanniqtuqaqqan. Taimaali, ilakuit uvalu amigaiqpaliayut hulaqutait Havaaghat tariumi iqaluknun uvalu iqaluit nayugainun itqungniaqtauyut **akhuurutaungittuq**.

Marine Mammals Tariumi Huradja

Tariumi huradja ilihimayaayut takunaqtut tagiumi huradja RAA naunaiyaqtauhimayut hapkununga Inuit Ilihimaianin, tautuktauyut uvani 2025 Havaaqhangit aulahimayut hanigaini ihivriudjutikhangit tapkuatlu talvanga hivunirmi ihivriudjutikharnik ilauqaqtun: arviq, qilalugaq, tuugaalgit, ugyuit, qairuliit nattiit, nattiit, nattiit uvalu nanuit.

Aalat taja, uvalu ihuangnikkut ihumagiyaayut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqangniaqtut attautimuklutik hapkununga Havaaghanun-ilauyut hulaqutainun tariumi nayugainun (umiat tupaktut uvalu paatuliit uaqtigtut), idjuhiit (ataani imaup nipaaqnikkut) uvalu tuqunikkut (umiat tuluqtautilugit) iluani ANNmi. Kihimi, hapkua amigaiqpaliayut hulaqutait nigiuqtaungitut avatqulugit kiklikhait anginiqhakkut.

Tahapkununa ihiviukhinikmun naunaiyainikmun naunaitkutakhanik ilidjuhikgivakgainik havagiyauganginakpaktukhanik naliak atuktaugaanginaktunik kufiutlanginik nallautakgutaavaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik alauyunik nunatuttukanik ilidjuhikgivakgai Taimaitumik, ilakungit katitihimaangiaqtunlu ayungnautiqangiaqtun talvani Havaaqharni tariumi huradja itqurniaqtauhimayut taimaitumik **akhuurutaungittuq**.

Inungnun Avatingit (Makpiraq 9)

Ihivgiugutit haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaktakhaq hulaqutauniaqtut pitquhikkut nunanun, imaqmun uvalu ikayuutinun atuqtauyut, niqailiunikkut uvalu ataniudjutikkut, nunallaat aaniaqtailinikkut uvalu inuuhiqattiaqnikkut, havaaghat uvalu maniliugutit, igluqpinikkut uvalu kivgaqtuutit, atuqtaungitut nunat, tagiumi uvalu ikayuutit atuqtauyut, uvalu ilitquhikkut ikayuutit, itqungniaqtauyut uvalu amigaiqpaliayut hulaqutit imaa **akhuurutaungittuq**.

Pitquhikkut Nunani, Tariumi, uvalu Ikayuutikkut Atuqtauyut

Kitikmiut aalallu hulaqiniaqtut Nunaqaqaaqtut katimayiit uniudjuiyut atuqhugit hapkua Pitquhikkut Nunani, Tariumi, uvalu Ikayuutikkut Atuqtauyut (PNTIA) NIN unalu ANN hapkununga PNTIA hulidjutinun, imaa anguniaqniq, iqalukhiuqniq, nanigiaqtuqniq, uvalu nauhimayunik katitiquq. Tautukhugillu huradajat ihivriugtauyut tamaini IS-mi, nayugait, kitullu nayugait pitquhikkut aghuungnaqtut. Unaluttauq, Kitikmiut aallallu aktuqtauniarunaqhiqut Nunaqaqaaqahimajut katimajiit uqaqtut qanuqtut pivagiakhamingnik atuqtakhanik, najugainnik, imaaluuniit najugainnik, imaalu uqautigiplugit qaujimajamingnik ilitquhikkut atuqpagainnik, uqauhirmik aturnikhanik, kinguliriiktunut qaujimajainnik nuutiutikhanik, imaalu kavamaliqinikkut atuqtaujunik.

Ilavaluit ihuilijutit uumayunit, iqaluknik, nautianik, tagiumi ihuaqutinik, immaqlu ihuilijutaulaaqtuq igilraat hulijutinik ikayuqtauyunik ukunanga ihuaqutinik, agunahuaqniginiklu, naniriaqtuqniginik, iqalukhiuqniqmik, nautianik agunahuaqnigmik, ilitquhiqmilu atuqniginik immavaluit ahiilu atuqniqaqtut ihuaqutit. Aalakiit uumayutigit uvalu inugiangnikkut maniliungnikkut qanuginiit hulaqutauniaqtut anguniaqniqmun. Aalanguqtiniit kitunun nayugainun pitquhikkut akhuuqnaqtut atuqtauluangniaqtut havaktautilugit havaktautilugit humi havaaghat hulidjutit ilauyut havaktaunianun apqut uvalu tulakvikhat aalanguqtiqlugit nayugait uvalu anguniaqviit nayugait tamangnun (nunatigit hulaqutit) uvalu ihuangitumik (mihingnautikkut ulapiqinikkut) hulidjutit.

Talvuuna napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik hanaqidjutikhangit, havaaqhangit iglupkakharnik naunairutiqarniaqtun amigairyumirutikharnik pidjutikharnik talvunga Kitikmeoni. Atuliqniit apqutit, tulakviit, uvalu nutaat tingmitikkut ingilradjutit igluqpait nigiuqtauyut amigaiquumilugit piyaaqniq pitquhikkut ikayuutit, nayugait, pidjutauyut tamangnun ihuaqumik uvalu ihuangitumik hulaqutainun Kitikmiunun uvalu aalat hulaqutauniaqtut Nunaqaqaaqtut inuit. Nakuuyut hulaqutit ilauyut amigaiquumiyut piyaangnirit nayugainun tapkua kinguani ayungnaqtut piyaami uvaluuniin piyariaqaqtut ilaliutihimayunik ikayuutinik piyaangani, ihuangitumik hulaqutit pidjutiqaangniaqtut tadjakaffuk pittailinikkut ikayuutinun, nayugainun, uvaluuniin nayugainun pidjutauyut qayangnautikkut ihumaaluutit uvaluuniin mihingnautikkut ulapiqutauyut. Pidjutigiblugit aalanguqtirnit piyaangnirit, anguniangniq aulahimaarniaqtuq munariyauluni kavamatkut maliruagahaitigit pihimablugit uqariyautit havaktauhimayut ataani Nunavunmi Nunataarutit Angirutaani, havaktauhimayut hapkununga Nunavut Tunngavik Incorporatedkunin ukualu Kitikmeot Inuit Katimayiit ihuaqtullu HTOkut. Inuit ihumaliuqnikkut ihumaliugutit nigiuqtauyut atuqlutik ihuaqumik hulaqutinik pidjutigiblugit hapkua Kitikmeot Inuit Katimayiit ilaunikkut haffumunga Havaaghamun anginiqhaq tigumidjutiqaqtuq uvalu ihumaliuqti haffumunga Havaap idjuhikhaanun uvalu Igluqpinikkut hulidjutinun.

Ihuaqhaidjutiluut, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua nigjuktauyut pittailidjutikhat uvaluuniin ikiliyuumiqlugit ihuangitumik hulaqutit qanuginiitigut, qaffiuniit, uvaluuniin tuniuqhaidjutit pitquhikkut ikayuutit pidjutauyut Havaamin ilauyut:

- UKAKkut ilauvakhimayut aulahimaarniaqtunlu ilaulukaagianganik Inuit katimayiingit pidjutikharnik munagidjutikharniklu talvani Havaaqharni, ilauyutlu Kitikmeot Inuit Katidjutiqatigiingit.
- UKAK-kut havakhimaarniaqtun aulayukharnik ilauyukharnik Nunavut Kavamangit Inuit Katimayiingitlu, allaniklu ayungnautiqarniaqtun katimayiingit talvuuna ihumagiyaayunik ayungnautiqagtunik.
- UKAK tuhaqtinniaqtait nunallaat havaakhat hulipkaidjutainnik ublukhainniklu, ilauyullu iluaniitut Havaakhat nunaayat qanurinnikhainullu ilangit, uqautigilugillu pitquhikkut anguniarviit.
- Havaaghaq atungniaqtut kinguani ulapiqutauyut nayugait havaaghat hulidjutainun, havaaghaq igluqpait uvalu havagviit, ihuangnikkut (imaa Jericho Station).
- UKAKkut havakhimaarniaqtun havaqatigiyaangat Kitikmeoni nunaqaqtunik, nunalaangit allatlu tigumidjutiqagtunik napaqtigiyaangat Havaaqhangit taima aulayukharnik avikturvingmi pidjutikharnik tautugumayainiklu. Nunallaat ilituripkaqtauniaqtut auladjutaani Havaaghaq. UKAK tunihiniaqtut qilamik Havaaghanun nutaanguqtiqhimayunik, kiudjutinik uqautaayunun, uvalu kangiqhidjutinik qaiyunun havaaghanun uvalu ilihaidjutikhanun piyakhanun. Inuinnaqtun Inuktitullu uqaqtiliqtuiyut/numiktigakhallu tuniyauhunguyut ilaupkaidjutikhanut ilaupkaidjutikhanut tamainut nunamingni ilauyunut.
- Ilaupkainiq piniaqtait nunamik atuqtunun naunaijariami humiittaakhaanik aturutikhainniklu ilitturipkaidjutinik taapkununga nipiquqtuhittailinikkut hulidjutinik (imaatun, tunngavikhanik algaknikkut, ikuutarnikkut) ihumagijauttaaqtun.
- Apqutinik Munagidjutikkut Upalungaiyautit uvalu Tulaktaqvikhat Munagidjutikkut Upalungaiyautit: ilauyuq haffumunga Apqutinun Munagidjutikkut Upalungaiyautit uvalu Tulaktaqvikhat Munagidjutikkut Upalungaiyautit, piyaaqnikkut ihuaqhaidjutit ilauniaqtut piyaangini ihuaqtumik piyaaqniq nunamun uvalu tariuqmun nayugait munagiyaalutik tamaini havauhiitigut hapkua Havaaghat hapkununga nunamingni uvalu Inuit inugiangnigut. Hapkua upalungaiyautit ilauniaqtut iluaniitut apqutinun, tulakvingmun, milvikmun, ilauyullu igluqpait. Naunaiyattiaqhimayut piyaangnirit maligahat piyauhimayut pittailidjutighat pinahuangitumik pittailidjutit, ikiliyuumiqlugit ihuiguuutit, ikiliyuumiqlugit maligakuungit anguniaqpalaat, ikayuqlugillu qayangnaitumik pittaiarnikkut atungnirit Havaaghaq igluqpait.
- Qagaqtautit qagaqtautit ihuaqhaqtauniaqtut qayangnaluangitumik hivituniani (imaa ikaangniitigut aalanguqtiqnikkut, atuqtaungilutik pitquhikkut nunanik atuqniitigut hulidjutinik).
- Ilihimayayut nayugait katitiqhimayut nauttianik ihumagiyaayut Inuit Katimayiunun uvalu aalat hulaqutauniaqtut pittailiyauniaqtut humi piyaaqqat

- Hikuilruqtirilimaittut tulakvikhat aulapkaititlugit Hanatitlugit uvaluuniit Auladjutikhangit Munaridjutikhanginiklu havaktautitlugit Havaakhaq. Tulaktaqvikhaq piniaqtuq umiainnarnik talvani hikuighimaliqqat, pivaktuq nunguliqqat June-min October-mun, taimaatunlu, niriuktaungittuq aallanguqtiqlugin Dolphin ukualu Havaktinut Ikayuqtit tuktuut amihuarjuit (TKA) tuktuut aulaviit.
- Uumayunik Kayakutikhanik uvunlu Munakgiyauyukhanik Pangnattaunyuk pilutik havaklutik havakhiktaulutiklu. Piqarniaqtuq naunaiyattiaqhimayunik munaridjutinik uvalu ihuaqhainikkut aktilaangit atuliqtauyukhat hivituniani Hananikkut uvalu Auladjutit uvalu Munagidjutit Havaaghap.

Atulirnikhanut ihuaqhautikhat, munaqhidjutikhat, imaalu ihuaqhautikhangit uuktuutikhat, tamna Havaakhaq ilakunga imaalu amigaigjuumijut pidjutaujut PNTIA itqurniaqtauhimajut **akhuurutaungittuq**.

Niqaiilliurnaittumik unalu Niqitigut Ataniudjutikkut

Niqaiilliurnaittumik taimaittuq: “qanurinia tamna atuqtauyuy humi tamaita inuit, tamaat, iqaiyangnikkut, inugiangnikkut uvalu maniliungnikkut piyaangnirit naamayunik, qayangnaitumik uvalu nigiuminaqtunik niqinik tapkua pidjutiaqtut inmi nigiyakhamingnik ihagiagiymingnik uvalu niqinik piumayamingnik aulariktumik uvalu aaniaqnaitumik inuuhiqmik” (FAO 2022). Ihumagiyauyut niqit ataniudjutait angikliyuumiqtat kangiqhimadjutit niqaiilurnirmun ilauyut “pilaarutait inuit aaniangnaitumik uvalu pitquhikkut ihuaqtumik niqit havaktauyut avatiliqinikkut ihuaqtut uvalu atuguminaqtut atugahat, uvalu inmi pilaagutait naunaiyaqlugit inmi niqitik uvalu nautinikkut auladjutit” (Nyeleni 2007).

Havaaghaq niriuktauyuy hulaqutauluni niqaiilurnirmun niqighaqattinirmunlu tamangnun ihuaqtumik ihuangitumiklu pihimayut Havaaghap iluaniitut hulidjutillu ilauyut apqutit havaktauyut, amigaigyuumilugit aghaluutit piyaangniillu, tulakvikhat pivallidjutait, ihuaqhiyuumiqlugillu inuit talvaniitut. Nakuuyut hulaqutit niriuktauyut ilauyut ihuaqhiyuumiqlugit piyaangnirit anguniarnikkut ikayuutit, ihuaqhiyuumiqlugit ihuangnirit niuvaavingni-niuviqhimayut niqit haffumuuna havaknikkut ingilradjutikkut igluqpait Kitikmeoni, ihuaqhiyuumiqlugit piyaangnirit niuvaavingni-niuviqhimayut niqit haffumuuna Havaaghanun-ilauyut havaaghat, maniliurutit, maniliurutillu. Ayungnautiqarniaqtun pitquhiliqinikkut niqivalungnik aulaniaqtun naunairutiaqtunik amigairyumirutikharnik mihingnautiaqtunik ayungnautiaqtunik, alanguqtitiyut tamaiyaangatluuniit nunagiyaingit, qanuritmangaangit tautuminaqtunikluuniit pidjutikharnik nunami niqivalungnik (imaatun itunik, talvuuna halumaiqhimayunik ihumagiyauyunikluuniit halumairutingnik) taima atuqtailiyaangat.

Ihuaqhaidjutiluat, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikiliyuumiqlugit ihuanginirit uvalu amigaipaliayut hulaqutait Havaaghap pitquhikkut uvalu niuvaanikkut niqitigut auladjutit pidjutauyut Havaamin ilauyut:

- UKAKkut Apqutikkut Munagidjutikkut Upalungaiyautit ikayuutauniaqtut kikliniklugit Havaaghanun-ilauyut ulapiqtauyut hugadjanun imaa havaklugit naunaitumik niguktauyut havakvikyuat auladjutainun. Una upalungaiyaut ilauniaqtuq iluaniitut apqutinun uvalu aktilaangit piyauhmayut ikiliyuumigiangani aghaluutikkut-hugadjat ilauqatigiikniq uvalu ikayuutikhaq qayangnaitumik, ihumagiyauyut hugadjat ingilgaviit nayugaini pitquhikkut atuqtauyut anguniaqviit.

- UKAK piliurniaqtut atuliqlugillu Tulaktaqvikhat Munaridjutikkut Upalungaiyautit tapkua ilauyut piyakhat hapkununga *Imakkut Ingilraniq Qayangnairutikharnik Maligaq* qayangnaitumik auladjutit nanminiaqqtut umiat aulayut haniani tulakviup.
- UKAK agyarniaqtaut tamayat tamayallu hilataanin aviktungniinin Havaaghap nayugaanun atuqlugit umiaqyuat, umiakktut, tingmitit, uvalu/uvaluuniin aghaluutit katulaaktitauyut kitunun Havaaghamun uvalu ihuaqhailutik atayumik umiakkuqtitinikkut aghuurutunik, piyaaqqat, nunamingni uvalu aviktuqhimayut kavamangit. UKAK-kut ikiglinahuarniaqtaut ihuritaувaktut umiakktut agyaqtauyunut, tingmitikkut agyaqtaqtut, nunakkullu agyaqtaqtut, piyuminnaqqan.
- UKAK amigaigjuuminaqtaut uukturvikhat nunamingni Inuit havaakhainnik imaalu ikajurlugit avikturniinni imaalu Inuit nanminirijauyut ilaudjutikhainnik uumani Havaakhami atulirnikhanut Havaktuliqinirmut Qanuriliurutikhat, Ajuiqharnikkut Qanuriliurutikhat, imaalu Niuвrutikhanut Qanuriliurutikhat. Unaluttauq, UKAK havaqatiginaqtaut Kitikmiut, aallat Nunaqaaqqaqhimayut katimayiit, aallallu aktuqtauniarunaqhiyut nunallaat aulladjutaani Havaakhap.

Atulirnikhanut ingattaqtailitkhanik, ihuaqhivaalirutikhanik, munaqhidjutikhaniklu uuktuutikhat, ilakungit ihuuluutaувaktut Havaakhamit imaalu angiglivalliaut pidjutaувaktut niqikhaqarnikkut niqikhaqarnikkut aulapkaidjutikhainniklu itqurniaqtauhimayut **akhuurutaungittuq** taimaali pidjutiqalimaitut aulahimaaqtumik uvalu angiyumik ikiliyuumiqlutik piinagialiit uvalu/uvaluuniin ihumagiyaуyut qanuginiit niqainait uvaluuniin aktilaagutiqaqtut aalanguqtirnimik niuvaanikkut niqitigut auladjutainun nunallaat aktilaangitigut tapkua ihuaqhalimaitut tadjamin uvaluuniin nigiuqtauyut pinahuagutit, maliguagahat, uvaluuniin ihuaqhaidjutikkut aktilaangit.

Nunani Aanniaqtailinikkut Inuuhiringnaqtumiklu

Uvani titiraqhimayuni, aaniaqtailiniq uvalu inuuhiqattiaqniq ilauyut iqaiyaqnikkut, ihumakkut, uvalu inuuhiqattiaqnikkut uvalu inuuhiqattiaqniq. Atuqtauyut qanuginiit inungnun Kitikmeoni nunallaani uvalu Yalunaimi ilauyut aaniaqtailinikkut igluqpait uvalu kivgaqtuutit, iqaiyaqnikkut aaniaqtailinikkut qanuginiit uvalu qanuginiit, ihumakkut aaniaqtailinikkut qanuginiit uvalu qanuginiit, inuup aaniaqtailinikkut idjuhiit, nunallaat uvalu ilagiit ihuaqnighait, nunallaat qayangnautait, uvalu timimitigut aaniaqtailinikkut pidjutaуyut aaniaqtailiniqmun katitiqtauyut atuqhugit naunaiyautit (upautiblutik uvalu hivayaуtikkut apiqhuutit) uvalu tugliit naunaiyautit ikayuutit (taiguaqnikkut ikayuutit).

Havaaghaq pidjutiqaqtuq hulaqutinun nunallaat aaniaqtailinikkut uvalu inuuhiqattiangnikkut aalanguqtirnikkut aaniaqtailinikkut kivgaqtuutit, hiamitiqtut aanniarutit qayangnautit, ihumakkut uvalu ihumakkut aaniaqtailiniq, ilagiit uvalu nunallaat qanuginiit, inmi uvalu nunallaat qayangnautait, uvalu aktungniq halumailgut uvalu nipiquqtuyumik. Tamna Havaaghaq nigiuqtauyut ayungnautiqarniaqtun nunalaani inuuhirinikkut inuuhirinikkutlu tamangnik ihuaqtumik ihuangituniklu. Nakuunikkut hulaqutit niriuktauyut ilauyut akituqyuumiyut maniliurutit tapkua ikayuutauniaqqtut aaniaqtailinirmun inuuhiliqiyiinunlu ihuaqhiyuumiqlugillu ihumakkut inuuhiqattiarnirmun havaatigut maniliurnirmunlu ikikliyuumiqlugit maniktigut ayuqhautit. Nakuungittut qanuriliurutingit ilaliutyuq akhuurutaуyut aaniaqtailiniqmut aulapkaitjutikhanik havaangillu Yalunaimi hilataanit avikturhimayumit havaktut, angikliyuumiqtuq qayangnautinga hiamitiqtuq aanniarutimik hiamitiqtuq, ayurhautipkaiyuq ilamiknut atauttimuurniqlu piyuq himmautigiiktaqtumik havaamut naunaitkutangit, aaniaqtailiniqmulu ihumaaluutigiyauyut piyuq aangayaarnaqtunik aturninnganik. Inuuhirmun qayangnautit aktungnirmun

halumailgunik uvalu hivuuganaqtut itqungniaqtauyut mikiyut, hilap qanuginia atugahat naunaiyautauyut uvani Qurluqtuaryungmi hiniktaqviit aktungnirit ataani ataani Nunaqyuami Aaniaqtailinikkut Katimayiit anirhaaktangnikkut atugahat.

Ihuaqhaidjutilat, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikiliyuumirutikhat ihuanguinirit uvalu katitiqhimayut hulaqutait Havaaghap nunallaat inuuhinun inuuhiqattiarnirmunlu pidjutauyut Havaaghamun ilauyut:

- Aulaaqnikut pitquhiq pijutauyumi havaktut nuutpaliayut talvuga/talvangalu Havaap inigiyaanit hiniktaqata hilarlukkumikluniit nunagiyauyumi. Tamna Tingmiyukharnik Atugakhaq naunairutiqarniaqtuq Havakviangit ihumagiyaanik havaktinun ayungnautiginiaqtaingitlu ihuangitumik hanaqidjutikharnik tingmihimaaqtilunik, ilauqarlunilu upalungairutikharnik hiniktaqvikharnik, nirdjutikharnik, atugianganiq nunalaani aanniaqtailiqinikkut munarhiliqinikkutlu ikayuutikharnik, allaniklu pidjutikharnik havaktinun talvuuna tingmiyukharnik kinguvaktitpata.
- Ilihainiqmut pinahuarut naunaipkariami havaktut aadlatqiinik aaniaqtailiniqmut havaat piinarialik havakvikmi
- HSSE ihumaliurut ilaliutiniaqtuq aaniqtailiniqmut ayuirhainiq ihariagiyangit havaktunut, munariniqlu kiudjutimullu qanuriliurutingit
- Niuvirnirmut Maligaq piliuqtauniaqtuq iliuraqtaulunilu ikayuriami avikturhimayuni unalu Inuit havakvingit ilauniq, unalu tuniyuq hivulliqaamik pivikhaqautikhaq avikturhimayunut unalu Inuit havakvingit, talvani akitaqutautiyuq.
- Ayuiqhautikhanut Qanuriliurutikhat naunaiqhinaqtut ihuaqtunik ayuittakhainik pitquyauhimagiyunik havaakhanut havaakhami havaqatigilugillu nunamingni avikturniinnilu ayuiqhavikhanik iliharvikhainiklu amigaigyuumiyanginik havaakhanik nunamingni Inuit havaakhanik, atulirnikhanut havakhutik ayuiqhavikhanik havaakhaniklu ayuiqhayut iliahaqtakhat
- Arnaunikkut/angutaunikkut, aadjikkiiktumik, imaalu aallatqiiktunik atugakhat ihumagiplugit havaktikhaqhiurnikkut Inuinnarnik, aallaniklu Nunaqaqqaahimagiyunik, arnaniklu amigaigyuumidjutikhanik havaakhanik tapkunanga kivgaqtuqtaulluangittut inugiangningit
- Pivikhanik havagvingni hivayautikkut uvaluuniit hivayautikkut hivayautikkut-tuhaqtitinikkut ikayuutit hivayaqlugit ilatik uvaluuniin Iningnikhat tuhaqtitinikkut kitut ihuaqhiyuumirutiut ilagiingnun atadjutinun
- UKAK piliurniaqtut atuliqlugillu Aangayaarnaqtunik Taanganiklu Atugakhamik, ilauyullu havaktingit puukattaniklu naunaiyainikkut maliktakhat, atuqtauniaqtuq tamainut havaktinut kantraqaqtunullu nayugaani, havagviuyuni tangmarvingni, imaalu aullarangamik nunallaanut.
- Pitquhikkut ilituqhaidjutit uvalu mihingnautikkut ilihaidjutit tamainun hivituyumik-kikliqaqtut havaktut uvalu katulaaktut
- UKAK havakniaqtut uvalu atuliqlugit havaktut maligahait tapkua ilauyut inukluguhuktailiniq, alianaiguhukniq, uvaluuniin uumilguhainiq havakvikmi maliguagahat uvalu ihuaqtut ilihaidjutit
- Piyaanikkut munagidjutit tuniyauniaqtut tulakvikmi uvalu Jericho Stationmi humi TCWR atadjutaa angmaqat.

- Nunallaami Ilaupkainikkut Hivunikhaq pinikkut kiuniknullu nunallaanin ihumagijainnik, ihumaaluutunik, ihuigijaujuniklu.
- Inikhautikhangit haffumani najugaani Nunaqaqqaqhimajut havaktit ilagijaujut ukunanngat nunalingni Inirnikhaat ilaliutigiami katilviuvikhangit aihimavingmingnit nunalingnit unalu pitquhirijangit ikajuqtauvikhangit
- Inungnut-ikajuutikhangit Munaqtiunikhainnut Piliriakhaq ilaliutijakhaat ukiungani munaqtiunikhainnut unipkaangit. Taiguagakhat tuniyauniaqtut NIRB-kunnut, ihariagiyaupata.
- Unaluttauq, UKAK havaqatiginiaqtait Kitikmiut, aallat Nunaqaqqaqhimayut katimayiit, aallallu aktuqtauniarunaqhiyut nunallaat aulladjutaani Havaakhap.

Uuktuutinganut ingattaqtailiniqmut, munariniq unalu ihuarhainiqmut qanuriliurutingit, nakuungittut ilakunga ayurhautingit ihumagiyauyut mikkauyuq angininnga angikliyuumiqtuq ihariagininnga pittaarninnga aaniaqtailiniqmut aulapkaitjutikhanik havaangillu ittuq qanittuaniluuniit tunngavinganut qanurittaakhaanik unalu naunaitkutat havaamut pilimaittuq ukunuuna himmautinga qilamiuqtuqaliqqat ihumaliurniq. Ilavaluit hulaqutait aktilaangitigut hiamitiqtut aanniarutit niriuktauyut nakuungilutik uvalu mikiyut qitqani anginiqhait. Pidjutigiblugu hiamitiqtuq hiamitiqtuq aaniarut kikliqaqat attautinun havaktunun havakvikmi, anginiqhaa niriuktauyut mikiyuq. Nakuungittut ilakungit ayurhautingit ihumagiyauyut qitqani aadlangurninnga ihumamitigut unalu ihumamitigut aaniarutitilgit unalu qanuriliurninnga qanuriliurutingit ayurhaqtipkainiaqtaa tamarmik inuit havaktut Havauhikhami ilamiknullu, talvuuna angikliyuumiqtuq iglumiuqatigiiktunut. Ilavaluit hulaqutait nunallaanun uvalu inuup qayangnautainun niriuktauyut ihuangitumik uvalu angivalaangit anginiqhait. Ilakuit hulaqutait inuuhirmun aktungnirit halumailgut uvalu nipiquqtuyumik niriuktauyut hivituqluni Hananikkut uvalu Auladjutit uvalu Ihuaqhainikkut havauhiit, kihimi ilakuit hulaqutait aktilaangit mikiyumik (SO₂, PM₁₀ unalu PM_{2.5}) hamunga mikiyumun (NO₂) anginiqhakkut pihimayut haffumunga Nunaquyumi Aaniaqtailinikkut Katimayiit hilap qanuginiitigut atugahat.

Kitunun uumayutigut pidjutauyut inuuhirmun, amigaiqpaliayut hulaqutit inuuhirmun atuqtauniaqtuq humi Havaaghap hilap halumailgua uvaluuniin nipiquqtuyumik hiamitiqtuq atayumik nayugaani uvalu attautikkut hiamitiqtut aalanin hulidjutinun. Hiamitiririt aadjikiingitpata aktilaangitigut uvalu tadjakaffuk, attautimulimaitut piliuqlutik amigaiqyuumilugit hulaqutit. Naunaiyattiaqhimayut ayungnaqtutigit kangiqhidjutit hivungani uyagakhiuqviit, ihuaqtut ikayuutikhat naunaiyaqhimayut aaniaqtailinikkut-pihimayut ihivriurutit, piinalimaitut. Piqagitpat ukuniga hivunihijutunik, pilimagituq nalautaariagani aginiga qanurituuniginikluniit avatauyumi aktuqniginik pijutiaqtunik ukuniga naunaitunik pijutaayunik havaanik. Tamainun, attautimun aalanguqtirniq inuuhirmun aktungnirmun hilap halumailgut uvalu nipiquqtuyumik niriuktauyut nakuunginiaqtuq kihimi mikiyuq anginiqhaq.

Atulirnikhanut ihuaqhautikhat, ihuaqhaidjutikhat, munaqhaidjutikhanullu uuktuutikhat, ilakungit pidjuttauvaktut Havaakhamut imaalu angiglivalliyut pidjuttauvaktut nunani aanniaqtailinikkut inuuhiringnaqtumiklu itqurniaqtauhimayut imatut **akhuurutaungittuq**.

Havaakhat Maniliurutikhallu

Naitumik uqauhiq taja qanuriniginik pijutauyunik havaktut manikhaqhiurutulu naunairutauyuq Nunavumi aalatqiinik manikhaqhiurutiaqtut, tamaknik igilraat niuvaaviilu manikhaqhiurutini atuqtunik. Pitquhikkut maniliugutit pidjutiqaqtut ihagianangnikkut nunanik atuqniitigut uvalu atadjutiqaqtut pitquhikkut akhuuqnaqtut hulidjutit, ilauyut pitquhikkut anguniaqniq uvalu iqalukhiuqniq, uvalu havauhiit Inuit titirauyaqhimayait uvalu miqhuqhimayut. Niuvaanikkut, uvaluuniin akiliuhiatigut-pihimayut maniliurutit, ikayuqtauyut havagvikyuanin imaaton uyagakhiuqtut, inungnun auladjutit uvalu igluqpinikkut.

Nunavunmi havaaghatigut ikitqiat ilauyut havaaghallu amigaitilaangit aadjiliurutigiblugu kanatami amigaitilaangit, havaaghailluqtut amigaitilaangit amigaitiyaayut. Ilihainiq humi ittaakhaanik Nunavunmi ittuq ataani kaanatap nampanganit, Kitingmeonmilu, amihut nunaqaqtut piqangittut Angajukhiit Iliharvingmi Naunaitkutariniq. Akiit nunaqarnirmun Nunavunmi akituyut ilauyut ilanginun Kanatami, ukualuat akiit niqit.

Havaaghaq hulaqutauniaqtuq havaaghanun maniliurnirmunlu tamangnun ihuaqtumik ihuangitumiklu pihimayut Havaaghap iluaniit uvalu hulidjutit ilauyut apqutit havaktauyut, amigaiquumilugit aghaluutit uvalu piyaangnirit, tulakvikhat pivallianiq, uvalu ihuaqhiyuumiqlugit inuit.

Ingattaqtailitikanik, munaqhidjutikhanik, imaalu ihuaqhautikhainnik maliqatqujahimajut ikiglinahuarutikhanik ihuirutaujunik imaalu ihuatqijamik pidjutiqaqtunik.

- Inungnut-ikajuutikhangit Munaqtiunikhainnut Piliriakhaq atauhiuniaqtuq maligakhanut atulirnikhanut ingattaqtailinahuarutikhanut munarijakhanullu uuktuutikhat, aktilaarlugit ihuaqpiaktumik ingattaqtailinahuarutikhanut munaqhidjutikhanullu uuktuutikhat, aktilaarlugit qanuqtut nunallaat atuqpagainik ihuilutaujunik (tamangnik ihuaqtut nakuungittullu), ilaujut ajuiqharvikhat, havaakhanut, imaalu niuviqtarviit.
- Havaktuliqinirmut Qanuriliurutikhat piliuqtauniaqtuq iliuraqtaulunilu iharhigiami pihimagiamilu nunamikni Inuinnait havaktut, ihumagilluarlugu piumalluaqtait Inuinnait havaktittiniq. Havaktuliqinirmut Qanuriliurutikhat naunaiqniaqtait ayuitaminik ilauliriami ihariagiyaninnik, havaktut ikayuutingit, havaktut uqaqatigiikniq, havaamut himmautigiiktaqtumik naunaitkutat, havaktut naunaipkaidjutingit pinahuarutingit ikayuqhimmarninngalu Havauhikhamut havaktut havaktilluni. Una ilauyuq:
 - Arnaunikkut/Angutaunikkut, aajjikkiiktipkainikkut aallakkiikniqarninilu atugakhani turaanganiqaqtuq havaktikhaqtipkainikkut Inuinnarnik, aallaniklu Nunaqaqqaqhimajunik inungnik, arnaniklu angikliarnikkut Havaktaujukhami havaktukhanik taapkunani ilaupkaqtitaulluangittuni inugiangnirni.
 - Havaktinut Idjuhikhat Pittiarahuarnirmun Idjuhikhait ilauyut inuglugihuiqnikkut, alianaiguhuktaliniq, uumilguhainirmunluuniin havagvingmi maliruaghat ihuaqtullu ilihaidjutit.
- Ayuirhainiqmut Maligaq piliuqtauniaqtuq iliuraqtaulunilu ilitarigiami ihuaqtuq ayuitaminik ihariagiyanit havagiami Havauhikhami, tuniluni havaligtinnagu ayuirhainiq Inuinnagut inulraminullu (havaqatigiikhutik nunamikni sikuurvingit unalu Inuit timiqutigiyangit), iliurariamilu havakvikmi ayuirhainiq unalu ayuirhainiqmut pinahuarutit.

- Niuvinirmut Qanuriliurutikhaq, ihumagilluaqtait Inuit kaantraakhanut pivikhaqautikhat, piliuqtauniaqtuq iliuraqtaulunilu ikayuriami avikturhimayuni unalu Inuit havakvingit ilaupkainiq.

Nakuuyumik angikliyuumiqtuq qanuriliurutingit ihumagiyaayut maniliurninnganut, kaantraknut, havakvikmi pivikhaqautikhaq, nunallaanilu urhuryuaqtaffaarninnga akhuurninnga. Naunaitut, Nunavunmi inulramiit amigaiquumiyullu inugiangnirit aulahimaaqtumik piyariaqangniaqtut angiyumik nutaanik havaaghanik amigaitut attautit havalipaliakpata, taimaalluaq aviktuqhimayumi aulahimaaqtut amigaitut havaaghailliuqtut ilauyut kanatami aktilaangitigut. Havaaghat piyaghat, maniliurutit, piyaangnirit ilihaidjutinun niriuktauyut amigaiquumilutik avatiini ANNmi, kitut niriuktauyut nakuunikkut hulaqutit; Kihimi, akitaqutautiyut havaktunun uvalu anginiqharmik piumayut iliharnirmun ilihaidjutinunlu ayuqhautiginiaqtaat aktilaangit uvalu ikayuutit.

Atulirnikhanut ihuaqhautikhat, ihuaqhautikhat, munaqhaidjutikhanullu uuktuutikhat, ilakungit pidjatauvtut Havaakhamit imaalu amigaiquumiyut pidjatauvtut Havaakhamut havaakhanut maniliurutikhanullu qanurinniit NIN unalu ANN itqurniaqtauhimayut **akhuurutaungittuq**.

Aulapkaidjutikhanut unalu Havagutit

Kitikmeoni nunallaamiutat ilitarihimajaa Nunavutip alappaarnaittumi hilami, unghiktumi, akituvallaarninginni, naittunilu nappaqtirnirnin pidjutivaktun nappaqtirutikhanik aulapkaidjutikhanik ajurnarhivaktun nappaqtiriami munarigiamilu. Amigaitut aviktuqhimayumi igluqpait utuqanguqpaliayut, igluiliuqtut amigaitut, nunallaallu piqangitut ukiutigut apqutinik. Urhuryuaqtarvinga agyaqtaqtut qakunguraangat, akituvallaangittuq, ihariagiyaungittuqlu, pipkaidjutyuq hakugiktumik piumayut ihuarhigiami ingilraniq qakunguraikpat urhuryuaqtaffaarniq. Tamna Havaaqhaq ayungnautiqarniaqtun iglukpakharnik ikayuutikharniklu tamangnik ihuaqtumik ihuangitumiklu talvuuna allanguqtirnikkut nunalaani iglukpakharnik piyaangat nunalaani ikayuutikharnik alruyaqtuutikharnikluuniit, allanguqtirnikkut hiniktaqvikharnik iglukharnik iglukharniklu pigiaqaqtun, allanguqtirlutiklu ingilradjutikharnik nappaqtirihimayunik, allanguqtirlunilu nunalaani aquiqtuqtakharnik.

Ihuaqhaidjutilat, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikiliyuumiqlugit ihuangitut uvalu amigaiqpaliayut hulaqutait Havaaghat havaaghatigut maniliurnirmunlu pidjatauvtut haffumanga Havaaghamun ilauyut:

- HSSE upalungaiyaut ilauniaqtut qayangnautikkut ilihaidjutinik piyakhanik havaktunun, uvalu qayangnautikkut uvalu kiudjutikkut havauhiit.
- UKAK piliurniaqtut atulirnikhanut Tingmidjutikhanut Atugakhaq havaktinginut aullarnahuaqtut talvunga talvangalu Havaakhap najugaanut unnuikpata, imaaluuniit hilarlukkumik nunamingni. Tamna Tingmiyukharnik Atugakhaq naunairutiqarniaqtuq Havakviangit ihumagiyaanik havaktinun ayungnautiginiaqtaingitlu ihuangitumik hanaqidjutikharnik tingmihimaaqtulunil, ilauqarlunilu upalungairutikharnik hiniktaqvikharnik, niridjutikharnik, atugiangarnik nunalaani aanniaqtailiqinikkut munarhiliqinikkutlu ikayuutikharnik, allaniklu pidjutikharnik havaktinun talvuuna tingmiyukharnik kinguvaktitpata.

- Qayangnautikkut Munaridjutit uvalu Qilamiungnikkut Kiudjutikkut Upalungaiyautit naunaiyaqniaqtait tuhaqtidjutit maligahat nunamingni qiniqhiayit katimayit ukualu Kanatami Umiakkut Munaqhiyut, ilauyut ikayuutikkut piyakhat ikayuutitik atuqtaukpata.
- Tulaktaqvikhaq Munagidjutikharnik Upalungairutikhaq munaginiaqtun qayangnairutikharnik auladjutikharnik nanminiaqtunik umianik aulayut haniani tulakvium malikhautiplugu atuqtakharnik talvani *Imakkut Ingilraniq Qayangnairutikharnik Maligaq*.
- Una Niuvigtarniqmut Parnautingit ikajurniaqtangit Inuit unalu aviktuqhimajumi nanminiaqtangit ilauqatauhimajut, hivullitujakhaat nunalingni ingilrutingit, unalu ihuaqhinauharlugit nunalingni maniliurahuagtunut ikajuutikhangit
- Una Inungnut-ikajuutikhangit Munaqtiunikhainnut Pilirakhaq munariniaqtangit inungnut-ikajuutikhangit qanurilinganingit, nalunaiqhimalugit ingattaqtalinirnut nakuuqpiagtumik, titiraqhimalugit nunalingni qaujimajangit, ikajuqhimalugillu hungiutihimajut munarijangit.

Ihuangitumik ilakuit hulaqtait hiniktaqviiit uvalu iglut piinagialgit itqungniaqtauyut hivituyumik, mikiyut anginiqhait, uvalu atuqtauyut tamangnun (ihuaqhaqhimayut himauhiqataqtut) uvalu ihuangitumik (hilap kinguvaqtidjutait). Hapkua ihuanguinirit hulaqtait ihumagiyauyut utiffaalimaitut uvalu naunaitpiaqhutik ukiumi tatqighiutini humi hiniktaqvikhat piumayauyut Yalunaimi amigaiqpaliatilugit. Havaktauyukhaq niriuktauyuq ihuangitumik hulaqtauyuq ingilradjutinun igluqpainun amigaiqyuumilugit piumayauyut haffumunga TCWR ukiumi apqutini uvalu tingmitikkut ingilradjutikkut igluqpait; kihimi, itqurnarutauyuq akuniraalukmik, mikitqiyauyut, piniaqtuq tamarmikni (ihuarhaqhimayuq himmautiniq) qakunguraikpatlu (hilarluktillugu). Hulaqtut Havaktakhamun nunallaanun umiaqtuffaarutinun niriuktauyut nakuuyumik. Havaktaujukhaq angiklihaqjuumiqtirniaqtaa nunami- tariukkullu-tunnganiaqatun aulapkaidjutikhanik uvani ANN pimmarighaqtaaqtuqlu nunallaani umiakkuurutikhanik talvuuna agjarnikkut tamajanik tamajaniklu talvannga Qurluqtuaryungmi Tulakvikhamin Kitikmeoni nunallaanun.

Katitiqhimayut ayungnautiqarniaqtun napaqtirutikharnik ikayuutikharniklu ilauniaqtun tamangnik pidjutikharnik akhurutikharniklu: nuutaanik nunami tariurmiituniklu napaqtirutikharnik talvanga Havaaqharni allaniklu tautuminaqtunik pivalliaadjutikharnik ikayuutiginiaqtun Umiaryuangit Amiriyiit Qiniqhiayitlu atuqtauyukharnik, ihuaryumiqtitiniaqtun aulavikharnik, ayungnairutikharnik iglukharnik napaqtirutikharnik atuguminaqtunik nunalaani umiaqtuffaarutikharnik, taima aulatitihimaaqtilunik maniliurutikharnik taima ihuaryumiqtitiniaqtun nunalaani ikayuutikharnik hivunirmi. Atautikkut, aulaniit uvalu pidjutauyut nuutiqtut havaktit, hapkunuuna Yalunaimun, pidjutiqangniaqtut hivituyumik-kikliqagtumik, mikiyumik qitqani, uvalu utiffaalimaitut ayuqhautit nunallaat igluqpainun, iglutigut, ingilgadjutikkut auladjutit (ilauyut tingmitikkut tingmidjutit uvalu TCWR), kivgaqtuutinunlu aktilaangit, taimaalu hapkua hulaqtut niriuktauyut atuqtaulutik ihuangitumik uvalu aulalimaitut iluani hanianiluuniin atuqtauyut auladjutikkut kiklit.

Katitiqhimayut ayungnautiqarniaqtun napaqtirutikharnik ikayuutikharniklu talvani ANNmi itqurnarutauniaqtun **akhuurutaungittuq** taimaali avatqungitkumigit piinagialgit aktilaangit igluqpinikkut uvalu kivgaqtuutit pidjutiqangitut angiyumik ikiliyuumiqniqmik qanuginiik kivgaqtuutit tuniyauyut, atughimaaqnikkut uvalu aulahimaaqtumik pihimayut, kitut ihuaqhalimaitut tadjamin uvaluuniin nigiuqtauyut pinahuagutit, maliguagahat, uvaluuniin ihuaqhainikkut aktilaangit.

Pitquhiungitut Nunat, Tariumi, uvalu Ikayuutikkut Atuqtauyut

Kitikmeoni ilaqaqtuq tamaknik Inuit Nanminiriyait Nuna (INN) Kuin (Inuit) Nuna. Aivadjutikkut haffumuuna Nunavunmi Nunataarnikkut Angiqatigiigutimi, INN piqaqtut nunap iluanin pilaagutinin tikuaqtauhimayut hapkunanga Inuinnarnin hivumuuqtitaangani maniliuqnikkut pivallianiq haffumunga ikayuutigaaanun nunataarnikkut angirutiaqtut uvalu havaffaaqlugit uvalu hivumuuqtilugit Inuit inmi-ihumaliugutitik nunatigut uvalu ikayuutikkut munagidjutit Kitikmeoni (Public History Inc. 2006). Tamna Havaaqhaq nigiuqtauyut havaqatigiyaangat allatqiinguyut pitquhiungitunik nunanik, imarmi, hanaqidjutikharnik atuqtunik talvuuna allanguqtiginikkut pidjutikharnik atugiangani nulanik hanaqidjutikharnik uyaraqhiuqtunik, allanguqtiginikkut pidjutikharnik atugiangani nulanik hanaqidjutikharnik nanminiqaqtunik anguniarnikkut, pulaaqtuliqiyunik hulilukaaktukharniklu, allanguqtiginikkutlu pidjutikharnik imarmun atuqtaunginaqtun tariumi aulavikharnik.

Piqaqtuq qaffinik aquihimayunik, anguniaqtitiyit, uvalu munaqhiyut nanminiqaqtut aulayut Kitikmeoni. Hapkua nanminiqaqtut tunihiyut iqalukhiuqtitiblutik, anguniaqtitiblutik, uvalu hulilukaahutik atuqhimayamingnik aquiyunun aviktungniinun. Pitquhiungitut tariukkut atuqtauyut Kitikmeoni Aviktungniani ilaayut qainat hulilukaqtut, ilaayut nanminiqaqtut qayat, kavamatkut qayat, hikumik ahiruqtirutit, uvalu mikiyut (inmi atuqtait) qayat. Maniliurahaqtut umiat ingilrayut amihumik tikitakhamut umiakkuurniq, atauhiqmi ukiumi umiakkut agyariami tamayanik Ukiuqtaqtumi nunallaanut, aullaqtulluuniit (ukunatitut, umiaryuakkut umiaryuakkut) talvunga talvangalu Ukiuqtaqtumi nayugainut.

Tamna Havaaqhaq ayungnautiqarniaqtun pitquhiungitunik nulanik, tariurmiitunik, hanaqidjutikharnik atuqtauyukharnik tamangnik ihuaqtumik ihuangitumiklu naunaiyagiikhimayut Havaaqhangit hanaqidjutikhangit hulilukaarutikhangitlu ilaayut apqutingnik havaktauyukharnik, amigairyumirutikharnik aulavikharnik pigiaqaqtuniklu, tuluqtaqvikharnik pivalliaadjutikharnik, unalu ihuaryumirutikharnik inungnik talvaniitunik. Hapkua ihuaqhaidjutighat, munaridjutit, ihuaqhiyuumirutighallu aktilaangit atuliqtauniaqtut kikliqariangini hulaqutainun atuqtaungitut nunat, tariumi, ikayuutillu atuqtauyut:

- UKAK piliurniaqtut atuliqlugillu Apqutit Munaridjutikhainut Upalungaiyautikhat, ilaayullu atuqtakhat apqutikhanut.
- UKAK munariniaqtait apqutit angirutikkut aalakiit atuqtut katimayit. Uyarakhiuqtit atuqtut apqutiqaangniaqtut akiitigut, tulakvikhat apqutillu atungnikkut akiit havaktauniaqtut angirutikkut qitqani UKAK uvalu uyagakhiuqtut/qiniqhiayut nanminiqaqtut. Amiriyit aallallu kavamatkunni atuqpaktut apqutikhaqarniaqtut angirutikkut piliuqtauyukhat ukunanga UKAK ihuaqtullu kavamatkut havagvingit timiqtauyulluuniit. Nunallaani atuqtiit pijaaqtun apqutimun aullaarutikhanun ingilradjutikhanunlu akiittumik, pidjutiqarhuni angirutimik maliklutik qajangnaittumik aulapkaikkut havagutinin. Atuqtut qiniqhiayut apqutinun anguniagiamingnik piyariaqaqtut hivuanigutinin hapkunanga Kitikmeot Inuit Katimayinin uvalu Inuit Uumayuliqiyinin. Piqangitpat angirutikkut havagutinin iliuraqhimajunik, UKAK niriuktun aturniq apqutimik anguniarnikkut pidjutainnun pitqujaulimaittuq.
- UKAK piliurniaqtuq iliuraqlugulu Tulaktaqvikhaq Munariniq Ihumaliurut maliklugu ihariagiyangit uumanna *Imakkut Ingilraniq Qayangnairutikharnik Maligaq* qayangnaitumik auladjutit nanminiqaqtut qainat aulayut haniani tulakviup.

- UKAK akhuuqtut angmaumayumik uqaqatigiiklutik aadlanut avikturhimayuni havakvikyuanut piliuqtut ikayuqtiuyullu pittaarumi iliuriami atayumik pinahuarutingit aadlanut uqariamikni naunaitkutanik.
- UKAK ilitugipkainiaqtun nunalaanun havaaqhangit hulilukaaktunik ikaaknikharniklu, ilauyutlu malikhautikharnik Havaaqhangit nunauyangit havakhimayukhangitlu ilagiyaingit, uqaqhimaarlugitlu pitquhiliqinikkut anguniarvikharnik aulavikhangit.

Atuqtipkailinnikkut ingattaqtailinnikkut aulapkainikkullu qanuriliurutinik, ilavaluit hulaqutit Havaktaujukhamin angiklijuummiqtiqtullu hulaqutiit pitquhikkut nunani, tariumi, piqutinilu aturutini itqurniarhimajun **akhuurutaungittuq.**

Ilitquhikkut Atuqtakhat

Ilitquhikkut ikayuutit atadjutiqaqtut pitquhiinun uvalu ingilgaaqnitatigut Kitikmiut. Tamna Kitikmeot Avikturnia atuqtauhimayug inungnit qangaraalukmit, hivuani tadjat nunallaat atuqtauliqtinnatik. Ilitquhikkut ikayuutit uvalu nayugait akhut atadjutiqaqtut ukpigiyaayunun nunanun, pitquhikkut atuqtauyut, uvalu pidjutiqaqtut PNTIA hulidjutainun, tamaini qulini ukiuni, ukiuni, uvaluuniin ingilgaanin.

Aallangurlugu ilitquhikkut atuqtakhat (imaatun itun, tamaihimayut akuktauhimayutluuniit nayugait iluaniitun nayugangitlu iluaniitunik) aulaniaqtun talvuuna akuktaunikkut aulahimayut qanganiitunik hulilukaaktunik (piyaarnikkut, nunami nauhimayunik piyaqtaunikkut), manikharnikkut, algaknikkut, akhaluutunik aulayunik atugianganihul havakviingit talvuuna hanayunik hulilukaaktunik. Aallannguqtiirniq ilitquhikkut atuqtakhat atuqtauniarungnaqhiyuqulu angiqtauhimangittukkut hulaqutinik katitirnikkulluuniit ingilraarnitanik / ujaranguqhimayuniklu nappaqtiqtilluni pidjutaaniluunniit piliurnirmin nutaanik pijaarnikkut uuktuqvikhanik. Ulapiqiyaugumik, ilitquhikkut atuqtakhat himmauhiqtaulimaitut, havaktauffaalimaitut uvaluuniin ihuaqhaqtaulimaitut.

Maliktaghaliuqtiit (Pitquhiliqiyit Ingilraangnitaliqiyitlu, GN) munaqhiyut munarilugit kiklighait tamaqtailinirmun ingilraangnitatigut ikayuutit Nunavunmi. Pihimablugit piyakhat tuniyaayut maligaliqiniin ihivriurutinun, ingattaqtailinirmun, pittailinirmun uvalu katimadjutinun iniqtaukpata, Havagviat Pitquhiliqiyit Ingilraangnitaliqiyillu ilitaqhiyut piqangitut hulaqutinik ilitquhikkut ikayuutinik.

Tamna hivunikhangit ihuaqhaidjutikharnik ikikliyumiqtiitiyaangat tamaqtailinnikkut ilitquhingnik hanaqidjutikharnik, hunavalungnik nayugainiklu nayugainiklu nayugainiklu naunairutiqaqtunik talvuuna Havaaqhangit hulilukaaktunik. Hapkua aktilaarutit atuliqtauniaqtut pittailidjutikhat ihuangitumik hulaqutainun ilitquhikkut ikayuutinun:

- Ingilgaaqnitat havakviani ihivgiugutit iniqtauniaqtut tamainun hulaqutinikkut nayugainun hivuani havakniatigut.
- Naunaiyattiaqhimayut titiqat nutaat titiraqtauyut nayugait, pittaililugit nayugait humi piyariaqaqat, naunaiyaqhimayut nayugait uvalu nunaayat, qangani katitiqhimayut ingilraangnitatigut, nunallaat ilaupkaqlugit, havaktauyut munagiyaayut uvaluuniin munagiyaayut ingilgaaqnitat algaktauyut nayugait uvaluuniin ilangit nayugait havaktauniaqtut uvalu ikayuutauniaqtut ilihimanikkut pihimayut hapkununga aviktuqhimayut ingilgaaqnitat uvalu haunituqatigut naunaitkutit.

- Kangiqhidjutit uvalu ihumaaluutit tuniyaayut katimatilugit tapkua ihuaqtut ilitquhikkut ikayuutit, ilaayut nayugait katitiqviit nayugait uvalu iluviit, ihumagiyauniaqtut ihumaliugutigilugit idjuhiit uvalu anginiit ingilgaaqnitat maniqami pinahuagutit.
- Taima hivunirmi ilihimayaungitun ilitquhingnik hanaqidjutikhangit nayugaingit akhurnaqtun ilitagiyaugumik talvuuna napaqtirutikharnik auladjutikharnik ihuaqhaidjutikharnik hulilukaaktunik, nalvaaqhiyaangat malikhautikharnik aulatitinaqtun, ihuaqtumiklu ihuaqhaidjutikharnik uuktuutikhangit iliugaqtauniaqtun uqaqqatigilugit GNkutni talvuuna ilaulukaarnikkut Kitikmiut.

Kinguani atuliqniitigut ihuaqhainikkut aktilaangit piyakhat hapkunanga Pitquhiliqinin, GNkut piqangitut hulaqutainun ilitquhikkut ikayuutit nigiktauyut. Talvuuna, piqangittuq ihariagiyaayuq ihumagiama piniaruknaqhiuq angikliyuumiqtuq ayurhauingit.

Havaakhaq Qauyiharniq Iniqtirutait

Attautit Al iluani ISkut ihivriutaayut atuqhugit ilihimayait uvalu ihumagiyaait attautit uvalu katimayut kitut hulaqutiginiaqtaat Havaaghap. Inuit, Nunaqaqaaqtut, Nunagiyaayumilu Qauyimayaayut, ukualu ualiqhiani naunaiyautit, tikuaqtauyut ihuaqtauluaqtut kagiqhijutunik naunaiyaqnigani Havaap aktuqniqalaaqtunik.

Havaaghanun-kitunun ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit ihuaqtut munariyaangini ihuangitut hulaqutit Havaaghamin, pidjutaayut tamavyaita ilakuit hulaqutait mikiyumik qitqani aktilaangit aktilaangit. Nakuuyut ilakungit ayurhauingit (ukunatitut, havaakhat, qangaraaluknitangungittut nunannga aturninga pivikhaqautikhat) ilituriyauniaqtuq qaffinut inungnut maniliqinirmut Als. Taimaali, ihivgiugutit hulaqutainun Havaaghap haffumunga Hilami, Nunami, Imariktumi, Tariumi, uvalu Inungnun Avatingini itqungniaqtauyuq imaa **akhuurutaungittuq**.

Katitiquhimayut Ayungnautiqaaqtunik Ihivriudjutikhangit Iniqtirutikhangit

Amigaiqpaliayut hulaqutit atuqtauyut humi Havaaghap hulaqutainun atadjutiqaqtut hulaqutinun kinguani, tadjamin, tukhiqtauyut, uvalu ihuangnikkut tautungnaqtut hulidjutit, imaalu idjuhiit aulaniit imaatun hilap aalanguqtirniranun. Havaaqhangit Ilauihimayut Titiraqhimayut ilitagihimayut 129nik iqaiyalinikkut hulilukaaktunik (imaatun itun, uyaraqhiuqtunik, qiniqhiayunik, apqutingnik, nunalaangit, tariumi aulavikharnik) taima ilaulukaarniaqtun hulilukaaktunik. Ungahiktut qanuginiit, unghiktut Havaaghamin, uvalu ikitpalaat hulidjutit aktilaangit naunaiyautaa amigaiquyuuminikkut hulaqutit tadjat atuqtauluangit, kihimi nuiniaqtut qanuginiitigut hivungani pivallianikkut piyakhat.

Havauhikhaq-ihuaqtumut ingattaqtailiniq, munariniq unalu ihuarhainiq qanuriliurutingit nakuuyut munarigiami qanuriliurutingit, kihimi ilaani, hivuniqmi avikturhimayuni qanuriliurutingit ikayuutauniaqtuq. Nunatuttukanik nunanik atuktauvaktunik pangnattaayunik uvunalu atugakhaliuknikmunlu munakgiyaayukhanik havakhautikhanik havagiyaayukhanik (uvunalu, Kingaukmiutanik Tuktutainik Nungumanginiku Pangnattaayunik, Slaves Nunamiutanik Avikhimaniiani ihiviuktauvaktunik, agyautikhanik havagiyaayukhaniku, Nunavutmi Nunanik Atuktauvaktunik Pangnattaayunik) ikayutaayukhanik kanukgidjutivaktunik nakungikgativaktunik avaatingnut havakhautikhanik pihimayunik havakhikariakaktunik.

Tamainun, amigaiquumiyyut hulaqutait tadjja kikliqaqtut pidjutigiblugit aviktungniit ungahingniitigut uvalu ikitpalaat hulidjutit. Amigaitqiyat amigaiqpalianigit akturningit hatqiqpaktut hivunikhami qanurinigini una Havaaq ikayuqtuiyuq ilagiarutikhanik uyarakhiuqviuyuni pivalianiganik, amigaiqpaaliriagani aularutit, nutaaluniit nunami hanayakhanik. Talvangalu, hulaqutait mikiyyut qitqani uvalu **akhuurutaungittuq**. Nakuuyut angikliyuumiqtut hulaqutit (imaa havaaghat, pitquhikkut nunat atuqniitigut piyakhat) ilituriyauniaqtut ikitunun inugianganikkut maniliungnikkut Als.

Amigaitut Kiklinga Naunaiyainiq Iniqtirutinga

Ataani Nunavunmi Avatilirinirmut Katimayit (NAK) maliruakhat, amigaitut kiklinga qanuriliurutingit naunaiqtauyut havauhikhamut piyyut pilaqutingit piyyut hilataani uumannga Nunavunmi Nunataarutip Nayugaa (NNN) uvaluuniin hulaqutit iluani NNN tapkua pihimayut havaaghatigut hulidjutinun atuqtauyut hilataani. Taimaa havauhikhaq aulapkaitjutikhanik ittuq tamaat Kitikmeoni Avikturhimayumi NNN-mi, naunaiyainiq ilitariyait qaffiyyut Als piniaruknaqhiuq kiklinganut ayurhauingit unalu: tuktut, tingmiat, aalat nunamiutat hugadjaat, tagiumi hugadjaat, Pitquhikkut Nunani, Tariumi, uvalu Ikayuutikkut Atungnirit (PNTIA), niqailiunikkut uvalu ataniudjutait, nunallaat aaniaqtailinikkut uvalu inuuhiqattiaqnikkut, havaaghat uvalu maniliunikkut, uvalu igluqpait uvalu kivgaqtuutit. Ilakuut Als itqungniaqtauyut atulimaitut kikliitigut hulaqutinik inmi havaaghanun-ilauyut aalanguqtirnirit aulahimangitut nunamingni naunaiyaqhimayut ihivriungnikkut nayugaini iluani NNN.

Uumayuvalungnik Alngit, pigiaqaqtun avatingnun ayungnautiqarniaqtun aulavakhimayut talvuuna mihingnautiqaaqtunik ayungnautiqaaqtunik, aulavingit allanguqtiqhimayut, katitiqhimaqaqtunik ayungnautiqaaqtunik aulayunik huradjanik. Ingilgayanginik tuktunik pidjutivaktunik avaatingnut malikgalingnik nakungikgativaktunik pilakivaktunik avaatingnut nungumanginiklu nungumanginiklu pidjutitkiyumikpaktunik avaatingnut nungumanginiklu uvunulu nakungikgativaktunik tahapkunani Havagiyaayukhanik atadjutigiplugit pilingnik katitikutik ammigaikpaliayunik nunatuttukanik tamangni Nunavutmi talvanilu NT. Kihiani, ilavaluit nakungikgativaktunik tikitpaktunik tikmijanik, umingmaknik, tuktuvainik, akhanik, tahapkuningalu kalviknik pihimayunik havakhikhimayunik ikkikliyumikpaktunik naliak ikkiklivaliavaktuniklu, pilakivaktunik nakungikgativaktunik tahapkununa nayugainik uvunulu kiklivikhaqaqhutik ungahiktuyunik avaatingnut imalu ilidjuhikgivakgainik ingilgayanginik ingilgayanginik ilidjuhikgivakgainik ilidjuhikgivakgainiklu. Tariumi huradjaat, avatingnun kiklinun hulaqutit atuqtauniaqtut imap ataani nivyaangnikkut uvalu umiat tuluqnikkut qayangnautit ilauyut tariumi umiakkut aulaviit tapkua hivituyut hamunga Inuvialuit Nunainun uvalu avataanun. Hapkua hulaqutait niriuktauyut hivikittumik, ikitpalaqaqhutiklu, uvalu angivalaangitut pidjutigiblugit ikitpalaangnikkut aghaluutit uvalu ihuaqhainikkut aktilaangit.

Inuuhiqmi manikhaqhiurutinilu nunainaani aktuqnigut atulaaqtut aalaguqniginik agunahuaqniqmi uumayunik qahakniginik, avatingnut nunanit havaktut aulaaqniginik, nunagiyaayumi aaniagitaagani qanurinigini, aalaguqniginik havaktut manikhaakhalu tuniuhainiginik, amigaiqpalianiginiklu piyumayaunigit hanayakhat ilaa TCWR-guyuq, aaniaqtailinikut upaluqnaqtuqaqat ikayuutinik Yalunaimi, nunamilu aularutinut havaqatiriigutit. Taimaali hapkua hulaqutait ilauniaqtut tamangnik ihuangitumik uvalu nakuunikkut qanuginiinik, Havaaghaq ilauyut ihuaqhainikkut aktilaangit uvalu munagidjutikkut upalungaiyautit tugaaqhimayut ikiliyuumiqlugit ihuiguuutit uvalu ikayuutikhat hungiutinikkut munagidjutit atuqtilugu havaap auladjutaani.

Naittumik, taimaali kikliitigut hulaqutait piyaaqtut tikuaqtauhimayunun Alnun haffumuuna nunatigut atadjutit, havaktut ingutaaqnikkut, uvalu atuqatigiikhtut igluqpaknik, amigaitut kikliitigut hulaqutait itqungniaqtauyut mikiyut anginiqhait uvalu munagiyaqtaut upalungaiyaqhimayutigit ihuaqhaidjutit, munagidjutit, uvalu aulahimaaqtumik ilauqatigiikniq hapkununga Kitikmiut, aalat Nunaqaqaaqtut katimayiit uvalu aalat hulaqiniaqtut nunallaat.

Ilaliutihimayut Ihivgiugutit uvalu Iniqtigutit (Makpiraq 10)

Aaniqtuqaqqat uvalu Ihuitumik Auladjutit

Aaniqtuqaqqat uvalu ihuitumik auladjutit pipkaidjutiuyuk nappaqtirninnganit, aulapkaininngit munarininngillu uumannga Havauhikhaq hulilukaarutingit ilaungittut ihumaliurhimayumut hulilukaarniq unaluuniit atuqtaunginnaqtuq aulapkaininnga uumannga Havauhikhaq kihimi piqaqtuq nakuuyumik piniaruknaqhiuq piniaqtuq pipkaidjutiniaqtuq nakuungittumik avatinganut ayurhautipkainiq. Atuqtilugu havaaq-kitunun ilauqatigiingnikkut hulidjutit, Kitikmiut, aalat Nunaqaqaaqtut katimayiit, aalat hulaqutauniaqtut nunallaat uvalu Kanatamiut uqautigiyait katitiqhimayut ihumaaluutit aaniqnikkut uvalu ihuitumik aulayut tapkua atuqtauyut tamaini havauhiitigut haffuma Havaaghap (imaa kuviyuqaqat, tariumi aaniqtuqaqqat, taimaalu.). Kangiqhimayauyuq aaniqtuqaqqat uvalu ihuitumik atuqtauniaqtut; kihimi, niriuktaujuq UKAK pipkaijuq tamaita qanuriliurutikhat pijukhat nutqaqtinniarhimanikkut hapkuninnga hulaqutinik.

Ihuaqhaidjutit uvalu qilamiuqnikkut kiudjutikkut aktilaangit tapkua iliugaqtauniaqtut havaktautilugit uvalu auladjutit uvalu munagidjutit havaktauyut Havaktakhap, tapkua ilait hulaqutait amigaitut piniqniqlungnikkut hulidjutit naunaiyaqtauyut ihumagiyauyuq imaa **akhuurutaungittuq**. Ilaunginniq unaujuq qanurilijutauyuq pijutauyuq inuuhuiqniqmik agiyumikluniit aaniqniqmik, qanurilijutauyuqluniit aalaguqniganik qanuq inuup igilraat nunamik atuqtut atuqniganik inikhamik ihuaqutinikluniit, atuqata akturningit takuyayuluniit aktuqniqaqnginik akitunigani aktuqtauyuup nuna ihuaqutluniit. Attautit pitquhikkut nunamik atuqtut piumagumik atugungnaiqlugu nayugaa pidjutigiblugu ihumagiyauyuq hulaqutainun hulaqutainun hulaqutainun angiyumik hulaqutainun.

Hulaqutit Avatingnun haffumunga Havaaghamun

Nunalaani qanuritmangaangit unalu nunamin amingnaqtun ayungnautiqarniaqtun aihuruqtilunikuuniit Havaaqhangit napaqtiqhimayunik, naunairutiqarniaqtun ihualuangitunik, ihualuangitumik aulaniaqtun, unaluuniit ayungnautiqaqutunik hulilukaaktunik, taima naunairutiqarniaqtun ayungnautiqarniaqtun avatiptingnun. Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayiit, allatlu ayungnautiqarniaqtun nunalaangit iliqatigiikpakhimayut naunairutikharnik, ilitugipkaivakhimayut ihumagiyaunik, tunihimaaqhutiklu atuqtakharnik aulahimayut talvuuna hilarlungnikkut qillaminuaq amingnaqtuniklu amingnaqtunik.

Tamna Havaaqhaq havakhimayuq hanayauvakhimayurlu ihumagiplugit avatiliqinikkut atuqtakharnik, ilauyutlu hilaup qanuritmangaangit nunam qanuritmangaangitlu. Iliuraininnga ihuarhainiqmut munarininngimullu qanuriliurutingit, avatinga qanurittaakhaanik ihumagiyauyuq ahiruqtiriami havauhikhaq aulapkaitjutikhanik pipkaidjutiluniluuniit angiyumik aadlangurniq havauhikhamut naunaitkutanganut. UKAK havaqatigihimmarniaqtait Kitikmiut, aallat Nunaqaqqaqhimayut katimayiit, aallallu aktuqtauniarunaqhiyut nunallaat ilaupkailutik nutaanik naunaitkutikhanik upalungaiyautikhanut ihuaqhautikhaniklu munaqidjutikhainik.

Munagidjutikkut Upalungaiyautit (Makpiraq 11)

Avatiliqinikkut Munarilugu Timiqutigiyangillu (AMT) havaktauhimayuq haffumunga Havaaghamun tunihyuq tamainun tungavikhamik munariyaangani ihuangitumik avatingnun uvalu inugiangnikkut maniliungnikkut hulaqutait hivituniani Havaaghap. Munagidjutikkut upalungaiyautit ilauyut ihuaqtut hulidjutit havaktauhimayut ikiliyuumigiangani ihuangitumik hulaqutainun Havaaghamun avatinginun (uumayunun) uvalu inugiangnikkut maniliungnikkut (inuit uvalu nunallaat) avatingini uvalu ilauyut kitut piyakhat munagidjutinun. Munagidjutikkut upalungaiyautit ihumagiyait aalanguqtiniit tapkua piyakhat pidjutigilugit havaktauyut uvalu atuqniit apqutit, tulakviit, uvalu aalat ilauyut igluqpait.

Upalungaiyautit havaktauniaqtut ihivgiuqtautilugit havauhiit hapkua Hulaqutikkut Uqaqtait uvalu ihuaqhaqtauniaqtut Havaaghap idjuhikhaa hivumuukpat uvalu ilaliutihimayut kangiqhidjutit piinariaqkpat. Ingattaqtailiniqmut qanuriliurutingit ilitariyaayut tamarmikni AI naunaiyainiq ihuarhaqhimayut avatinganut unalu inungnut maniliqinirmut ikikliyuumiutinga munariniqnullu ihumaliurutingit. Hapkua aktilaangit atuliqtauniaqtut haffumuuna Havaaghap idjuhikhaanun, Almun-kitunun upalungaiyautinun, uvaluuniin Avatiliqinikkut Happumminirmut Hivunikhaq (AHH). Talvani munariniq pitquyauyuq, naunaitkutat tikkuaqtauniaqtut naunaiyariami ihuarhaininnga nakuuyuq unalu/unaluuniit ilitarilugit ihumagiyaungittut ayurhautingit naunaipkariami hungiutiniqmut munariniq naunaipkariamilu ihuarhaininnganut ihuarhaininnganik ihuarhaininnganikluuniit ihuarhaininnganik.

MD.1 Kangiqhipkaidjut

Uataani Kitikmeot Atuqtakhat Kuapaliisit (UKAK) Inuinnarnin-nanminirijaujuq, Inuinnarnin-hivulliuqtaujuq havagvik turaanganiqaqtuq hivumuutinikkut uumani Qurluqtuaryungmi Apqutikhaani Tulaktaqvikhamilu Havaktaujukhami (una 'Havaktaujukhaq') Kitikmeoni Avikturhimanirmi Nunavunmi. UKAK-kut angitqiyauyuq tigumiaqtuuqatauyuq tamaat nanminiriyauyuq ilagiyanga uumannga Kitikmeot Inuit Katimayiingit. Tamna Havaaqhaq tukhiqtauhimayuq taima amigaitunik atugiaqaqtunik, amigaitunik atugiaqaqtunik ingilradjutikharnik iglukpakharnik nayugaqarniaqtun talvani Inuit Nanminigiyaingit Nuna Kuin nunaqutaani talvani Kitikmeotmi Uataani Nunavunmi. Havaktaujukhaq aallanguqtirutiqaliqtuq Kanadami-nappaqtirnikkut ingilradjutikhanik aulapkaidjutikhanik havaktaujukhaq piqarhuni angijunik ikajuutikhanik Nunaqaqqaaqhimajunun, Nunavunmiunnun, tamainnullu Kanadamiunnun

Hulaqutinun Uqaqtait (HU) upalungaiyaqtauhimayuq haffumunga Havaaghamun malikhugit hapkua *Maliktakhat Upalungaijarnikkut Hulaqutikkut Titiraqmik uumunga West Kitikmeot Resources Corp-kut Qurluqtuaryungmi Apqutikhaa Tulaktaqvikhaqlu Tukhiruti* (NIRB File No. 24XN030; HU Guidelines), tuniyauyuq hapkunanga Nunavunmi Avatilirinirmut Katimayiit (NAK) ([NAK] NIRB 2026). Appendix A tunihiyut kangiqhidjutinik humi paqiniaqtatit kangiqhidjutit uvani HU malikhugit ukua HU Maligahat. Pijutauniga uuma Titiraqluaq Aktuqnigagut Uqauhiq (Makpiraq 1) pipkaiyaagani naitumik uqauhiqmik tamainik aturniqhanik ilagiyainik Havaap ilagiyailu hulijutit, qanuriniga nahuriyauyut aalaguqnigit pijutaunyut Havaamit kitululiqaa atulirumayauyut ihuaqhariagani ilavaluit aktuqniit, uqatiaqlugilu iniqtirutit atautimut agiklivalianiginik aktuqnigit Havaap ihumagiyaupkata atautimut ahiini taimani, tadjja, uvalu ihuaqtut tautungnaqtut hivuniptingni uvalu pidjutauyut pivallianikkut uvalu hulidjutit. Unaluttauq, Makpiraq 1 naittumik uqautiginiyaqtait ilauqatigiingnirit havaktauhimayut Havaakhamut ayuqhautauyullu pidjutauyut tuhapkaidjutinit. Tamna Havaakhaq pidjutiqaqtuq iniqtirutanik avatqumayunik 20-ni ukiuni qauyihaidjutanik upalungaiyautikhaniklu aallanguqpalliahimayurlu amihuiqtuqhutik ihuaqhaqhimayunik. Talvuuna mikhaatigun, ihumagiyauyut katitiqhimayut talvuuna ilaulukaarnikkut naunairutikhangitlu aulahimaqtunik ihivriudjutikharnik, akhurnaqtun pivalliadjutikharnik Havaaqhangit tukhiqtauhimayuq talvani HUmi.

Tamna HU piqaqtun ukuninga mapiraanganik:

Makpiraq 1: Titiralluarutilluaq – tuniyuq naittumik HU-mik, unalu naittumik havauhikhaq qanurittaakhaanik, huuq piyuq ihariagininngalu, piliurninnga ihumagiyaangit, havauhikhaq ilagiyangit hulilukaarutingillu, ilihimaniq qanuqtut ihumagiyaamiknik, naunaiyainiq qanuriliurutingit, qanuraaluktut naittumik uumannga Ihariagiyauyut Ilagiyangit, aadlat naunaiyainiq, unalu munariniqmut ihumaliurutingit.

Makpiraq 2: Kangiqhipkaidjut, Havaaqhangit Hanaqidjutikhangit uvalu Hulidjutit – naunaiyaqhimayait tukhiqtauuyut Havaaghat, ilauyut ikayuqtit kangiqhidjutait, havaaghat pivallianikkut kinguani, maligatirut maligahat, hulidjutit uvalu ihagiagiyaait, itqungniaqhimayut atugahait, iluaniitut uvalu hulidjutit, ahiagut ihumagiyauyut Havaaghamun uvalu iluani Havaaghap, uvalu maniliuqnikkut uvalu havaatigut kangiqhidjutit ilauyut haffumunga Havaaghamun.

Makpiraq 3: Ilihimanikkut Ihumagiyaayut – unniqtuqtai qanuq ilihimayai ihumagiyaailu inungnut ilagitlu pilaqnit aktuqtauninut tapkunanga Havanguyuq katitiqtauyut, ihumagiyauni, ilaliutyaqnilu tapkununga HU.

Makpiraq 4: Avatiliqinikkut Ihivriungnikkut Havauhiit – takupkaqtitait havauhiit atuqtauyut iniqtiriagani ilituqhaqniganik aktuqniqalaaqtunik uumayuvaluit inuuhiqmilu manikhaqhiurutinilu avatauyuni.

Makpiraq 5: Hilap Avatingani – pidjutiqaqtuq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, tungaviit qanuginiit, nigiuqtauyut havaat hulaqutit, amigaiqpaliayut hulaqutit, uvalu tukhiqtauyut ihuaqhaidjutit, munagidjutit uvalu ihuaqhiyuumigutikhat aktilaangit hulaqutiginiaqtainun hapkua Aghuungnaqtut Ilangit **Hilap Qanuginia, Hilap uvalu Hilap Qanurinia, uvalu Nipiquqtuyumik uvalu Hayuknikkut.** Unaluttauq, Hilaup Hilainaqmik Hilaatigut Hilaup Qanurinninga ilauyut hilaup qanurinnia, uqautigiplugit puyuum anialailaqtata anianiit, pidjutaillu Hilaup Aalannguqtirninga Qayangnaqtunik Qauyiharniq iniqtauhimayut Havaakhamut.

Makpiraq 6: Nunamiutanik Avatauyunik – pidjutiqaqtuq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, tungaviit qanuginiit, nigiuqtauyut havaaghat hulaqutit, amigaiqpaliayut hulaqutit, uvalu tukhiqtauyut ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqlugit aktilaangit hulaqutiginiaqtainun hapkua Aghuungnaqtut Ilangit **Nuna, nuna, unalu nunap qiqumania, nauhimayut, tukut, tingmiat, aallallu nunamiutat huradjat** (Umingmait, Tuktuvait, Akhat, Kalvik).

Makpiraq 7: Imanga Avatingit – pidjutiqaqtuq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, tungaviit qanuginiit, nigiuqtauyut havaaghat hulaqutit, amigaiqpaliayut hulaqutit, uvalu tukhiqtauyut ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqlugit aktilaangit hulaqutiginiaqtainun hapkua Aghuungnaqtut Ilangit **Imarnik Ihuaqutit** (i.e., nunap qangani imaq uvalu nunami imaq) unalu **Tahikmiutanik Iqaluit Iqalukniklu Nayuqpaktait.**

Makpiraq 8: Tariumi Avatingit – pidjutiqaqtuq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, tungaviit qanuginiit, nigiuqtauyut havaaghat hulaqutit, amigaiqpaliayut hulaqutit, uvalu tukhiqtauyut ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqlugit aktilaangit hulaqutiginiaqtainun hapkua Aghuungnaqtut Ilangit **Tariumi Imaq uvalu Qanuritmangaat, Tariumi Iqaluit uvalu Iqaluit Nayugait, unalu Tariumi Huraadjat.**

Makpiraq 9: Inungnun Avatingit – pidjutiqaqtuq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, tungaviit qanuginiit, nigiuqtauyut havaaghat hulaqutit, amigaiqpaliayut hulaqutit, uvalu tukhiqtauyut ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqlugit aktilaangit hulaqutiginiaqtainun hapkua Aghuungnaqtut Ilangit **Pitquhikkut Nunat, Tariurmiutaq, uvalu Ikayuutikkut Atuqniit, Niqaillurnaittumik uvalu Niqitigut Ataniudjutikkut, Nunallaani Aaniaqtailiniq Nakurudjutingalu, Havaakhat Maniliurninngalu, Aulapkaitjutikhanik Havaaniklu, Pitquhiungittut Nunannga, Tariuqmi, Ikayuutiniklu Aturninnga, unalu Iitquhikkut Atuqtakhat.**

Makpiraq 10: Aadlat Naunaiyainiq Iniqtirutingillu – tunijaa **Tamatkiumayuq Atuqtakhat**, ihumagiplugit katitiquhimayut amigaigyuumiyullu aktuutauniit idjuhianut inungnullu pidjutainut pidjutainut Havaakhamut, pitaaqtangillu hapkuat pidjutit aulapkaidjutikhanut aulapkaidjutikhanullu ikayuutikhanullu uumayunut nunamiutanullu aallatqiingniit pitquhiitlu, aanniartailidjutikhanut inuuhiringnaqtunullu Nunavunmiutanut; kaniqhijutit **Amigaiqpaliayut Hulaqutit Ihivgiugutit** kitut naittumik qanuq katitiquhimayut hulaqutit

ihivriutauyut Havaaghamun, aviktungniitigut pihimayut ihuaqhaidjutauyut tapkua hulaqutit, uvalu qanuriniit tamaini Alni; **Aallanguqtuq Nunap Kiklia Hulaqutinun Ihivgiugutit** naunaiqtaa qanuqtut Havauhikhaq pipkaidjutiniaqtuq ayurhauingit avatinganut avikturhimayup qablunaat nunagiyanganilluuniit; kaniqhijutit hapkuninga **Aaniqtuqaqqat uvalu Ihuitumik Auladjutit** tapkua pidjutiqangniaqtut ihuangitumik avatingnun hulaqutainun, uvalu **Hulaqutit Avatingnun haffumunga Havaaghamun**, taimaitutun nunalaani qanuritmangaangit unalu nunamin amingnaqtunik, taima ayungnautiqarniaqtun Havaaqharnun.

Makpiraq 11: Munagidjutikkut Upalungaiyautit – tuniyaa Avatinga Munariniq Timiqutigiyangillu (AMT) havaktauhimayut haffumunga Havaaghamun, kitut tunihiyut tamainun tungavikhamik munariyaangani ihuangitumik avatingnun uvalu inugiangnikkut maniliungnikkut hulaqutait auladjutaani Havaaghap; Munagidjutikharnik upalungairutikharnik taima naunairutiqaqtun ihuaqtunik hanaqidjutikharnik havakhimayut ikikliyumiqtitiyaangat ayungnautiqarniaqtun talvani Havaaqhangit unalu naunaiyagiikhimayut atuqtakharnik munagidjutikharnik.

MD.1.1 Havaakhap Pivalliatirininga Naunaitkutit

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (tamna 'Havaaqhaq') tukhiqtauhimayut itiyumi imarmi tuluqtaqvikhaq ukiuraaluklu apqutikhaq pivalliadjutikharnik nayugaqaqtuq talvani Kitikmeotmi Nunavunmi. Uataani Kitikmeot Atuqtakhat Kuapaliisit (UKAK) ikayuqtiyuq pivallialiutquqlu Havaktauyakhamut. UKAK havaktauhimayut hapkunanga Kitikmeot Inuit Katimayiinin uvani 2014mi Inuit nanminiriyaat uvalu Inuinnarnin-hivuliquhutaayut nanminiaqtut havagiangini uyagakhiuqtut qiniqhiayut, ukualuat Inuit Nanminiriyait Nunat (INN) Kitikmeoni Aviktungniani Nunavunmi.

Havagviup Hivayautaa Naunaitkutit:

Atan'nguyaqarvinga havakvinga:
Uataani Kitikmeot Atuqtakhat Kuapaliisit
P.O. Box 6, 30B Mitik Street
Iqaluktuuttiaq, NU XOB OCO

Havaakhaq igluqpake:
Uataani Kitikmeot Atuqtakhat Kuapaliisit
Suite 2110, 500 4 Ave SW
Calgary, AB T2P 2V6

UKAK uqaqvigiyaunginnarialik qaritauyakkut titiqqilviagut uvani: contact@westkit.ca

Ilauyukharnik havaktakharnik ikayuutikharnik uminga Havaaqharnik, UKAK ilauvakhimayut uyaraqhiuqtunik nalvaaqhiuqtunik Kitikmeotmi. Tikitinnagu Hikutirvia 2023, UKAK aulapkaihimajuq atianik “Uataani Kitikmeot Gold Kuapaliisit.”

Kinguliuyut UKAK uyaraqhiuqtunik qiniqhiayut aulayut ilauyut qiniqhiayut uvani Arcadia Baymi goldmik havakviani, nayugaa 20 km uataani Qurluqtuaryungmi Tulaktaqvik, hamaniluaq INN nayugaani CO-31. UKAK umidjauyuq Arcadia Bay-mi tatja aulapkauiyuq urhuquamik tutquumavikmik talvani nayugaani. UKAK havakpakhimayullu nunap qangani uyaraqhiurnikkut hulidjutinik talvani nayugaani. UKAK

aulatitivakhimayuk Arcadia Baymi malikhautiplugu ukuat Nunavunmilu Imaliqiyiit Katimayiit (NIK) Imakkut Laisighaq 2BE-ABP1823 ukualu Kitikmeot Inuit Katimayiit Nunatigut Atuqniitigut Laisit KTL317C015.

UKAKngit hivunikhangit napaqtigiyaangat Inuit nanminikharnik Inuinlu hivuliqtigarniaqtun havakvikharnik pivalliayaangat Kitikmeotmi pidjutikharnik Kitikmeotmi Inuit (talvanganin naunairutiqarniaqtun taima Kitikmiutnik). Piyaangani una, UKAK katitiqhiyut nunaqyuami-aktilaanganik iligiinik akhut atadjutiqaqtut Kitikmeoni, itquumayumik atuqhimayamingnik angiklivalianikkut nakuunikkut Ukiuqtaqtumi nanminiaqtut, uvalu atuqhimablutik munagiblugit ilangit Ukiuqtaqtumi anginiqhait inuit uvalu nanminiaqtut havakviit. Iliqatigiiktun qaritiniaqtun anginirmik ayuittiagiikhimayainik napaqtirutikharnik pivalliadjutikharnik, uyaraqhiuqtunik, avatiliqinikkut munagidjutikharnik, Nunaqaqqaqhimayunik kavamaliqidjutikharnik, nunalaanilu atugakharnik, aulatitiyaangat UKAK ihuaqtumik hivulliqtiyaangat Havaaqhangit taima nallaumayunik Inuit upigiyainik avikturvingmilu piumaluaqtainik.

MD.1.2 Havaaqhangit Pivalliadjutikharnik Ilitquhingit

Havaaghaq pidjutiqaqtut iniqtirutaanun amigaituni ukiuni ihivriurutinun upalungaiyautinunlu. Talvanganin atulihaaliqtuluni 2000mi, qaffiuyut havaktauffaaqhimayut Havaaqhangit, unaluuniit hanaqidjutikhangit uvani Havaaqharni, tukhiqtauvakhimayut kinguliuyunik uuktuqtunik. Hapkua aghuurutit pidjutiyaat tadjamin idjuhikhaa Havaaghaq, ilaubleugit ihumagiyaayut uumayunun, avatingnun, iqaiyangnikkut, inuuhirmun, inungnun, maniliurnirmun, pitquhirmunlu hulaqutauniaqtut.

Qitqani 2019 unalu 2023, ukua Kitikmeot Inuit Katimayiit hivuliqhuqtut qilamik upalungaiyainirmun pivallianirmunlu Havaaghamun nuutiqtinagu ikayuqtit munariyaghait UKAKkunun kitunun angirutinun. Talvanga havaliquhugu ikayuqti havauhia, UKAK havaktait angiyut maniqami pinahuagutit tamaini 2024mi uvalu 2025mi katitigianganin avatingnun uvalu inugiangnikkut maniliungnikkut tungaviit, nunatigut, uvalu nunatigut naunaiyautit hivumuuqtitaangani Havaaghaq idjuhikhaa. Hulidjutit ilayut katulaatigut auladjutit tingmitit uvalu tingmitit, akiliqtaublutik auladjutit tariumi umiat uvalu aalakiit ikayuutaayut qayat, imaalu nunatigut ikuutaqtut auladjutit.

MD.1.3 Maligaliqinikkut Atuqtakhangit

UKAK upalungaiyaihimayuk Hulaqutinun Naunaitkutinin naunaiyagianganin uvalu ihivriuqlugu avatingnun uvalu inugiangnikkut maniliungnikkut hulaqutait pidjutaayut Havaktauyumin tapkua pidjutiqaqtut piyakhanun titiraqhimayut uvani Nunavunmi Nunataarutaanut Angirutaa uvalu Nunavunmi Avatilirinirmut Katimayiit Atugahait Upalungaiyautinun Hulaqutinun Titiqqat haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulavikhaq Havaaq (NIRB [NAK] File No. 24XN038; NIRB 2026). UKAK naunaiqhiyut ihuaqtunik maliruagakhanik maliruagakhaniku angiqtauyukhanik piyariaqaqtut Havaakhamut hivumuuqpalliadjutikhainik tamainni INN, ukuallu avikturniinni, avikturniinni, kavamatuqatkut nunainni. Ikpatit (Table MD.1.1) titiraqhimayut piyakhat laisit, laisit uvalu angigutit, hapkualu munaqhiyut timiqutitigut.

Table MD.1.1 Laisit, Laisit, uvalu Angirutit Piyakhat haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaaq

Angigut	Timiqutigiyauyuq	Hulilukarutikhaq
Tamaita Qanurinningit		
Havaakhaq Naunaitkut	Nunavunmi Avatilirinirmut Katimayit	Tamaita
Imarmut Laisikhaq	Nunavunmi Avatilirinirmut Katimayit	Immavaluit ikaaqqiit, atungnirit imarmik, iqakunik, tutquumaviit ughuqyuat uvalu aalat hivuuganaqtut hunat
Nunanik Atungnikkut Laisit – Naunaitkut A	Kuin Kivgaqtia-Nunaqaaqaarhimayut Iliqatigiiktukharnik Tunnganirmiituniklu Hulilukaaktunik Kanatami	Aturniq akhaluutiryuanik; ikuutarniq; tangmarviit auladjutikhangit; urhuqyuanik tutquumavinga; nuna ingutaaqtuq; apqutuliurnikkut; imakkut auladjutikhat
Pijaarniq Inuit Nanminirijainun Nunanun	Kitikmeot Inuit Katimayit	Ikuutarniq; urhuqyuanik tutquumavinga; tangmarviit auladjutikhangit; apqutuliurnikkut; uyarakhiurniq; Qaujiharniq
Nunannga Aturninnga Atuqtitauyuq	Kitikmeot Inuit Katimayit	Akuniraaluk atuqnia nunannga apqutikhanik ujarakhiurvikhniklu
Akuniraalungmut Atuqtitauyuq	Kuin Kivgaqtia-Nunaqaaqaarhimayut Iliqatigiiktukharnik Tunnganirmiituniklu Hulilukaaktunik Kanatami	Auladjutit apqut tulaktaqvikhaqlu
<i>Iqalukhiurnikkut Maligaaq</i> Angirut uvalu Titiraqhimayut Uqaudjinikkut	Iqalukhiuqtit Tariuliqiyullu Kanatami	Hanayaunia tulaktaqvikhaq; Hanayaunia ukiuraaluk apqut (immavaluit ikaaqqiit, munarinun havagutit).
<i>Aulavikhangit Imangit Maligaaq</i> Angiqtaunig	Ingilradjutit Kanatap	Hananiq tulaktaqvikhamik apqutinik ikaaqvikhanik qulaagut kuukniit
<i>Naunaiqtaujuqhaq</i>	Ingilradjutit Kanatap	Auladjutikharnik tuluqtaqvikharnik
<i>Kanatami Avatinik Happumminirmut Maligaaq</i> Angiqtaunig	Avatiliqiyitkut Hilaup Aalannguqtirninga Kanada	Algakniq uvalu Iqainiq Tariumi
Uyarakhiuqnikkut Laisit uvalu Laisinga	Kuin Kivgaqtia-Nunaqaaqaarhimayut Iliqatigiiktukharnik Tunnganirmiituniklu Hulilukaaktunik Kanatami unalu Kitikmeot Inuit Katimayit	Uyarakhiurnikkut pivalliadjutikhat
Qagaqtautiliqinikkut Laisikhaq Laisikharlu	Nunamiiittutuqat Piquitit Kanatami	Tutquumanig, agyaqniq atuqniqlu qagaqtautinik
Ingilgaaqnitat Laisit	Kavamatkut Nunavunmi Pitquhiliqijikkut Havagvia	Titiraqhugit uvalu algaklugit ingilgaaqnitat nayugait uvaluuniin naunaiyagahat

Angigut	Timiqutigiyauyuq	Hulilukarutikhaq
Nalunaqtunik Naunaiyainiq Qaujiharniq Laisinga	Nunavunmi Ihivgiuqnikkut Havakvik	Quyaginaq maniqami ihivgiugutit ilauyut haffumunga Havaaghamun
Avatiliqinikkut Amigaquutiqaqqan Upalungairutikhaq Angirutikharnik	Avatiliqiyitkut Hilaup Aalannguqtirminga Kanada	Angiyunik tutquumavinga urhuryuanik
Kuvipkainikkut Qilamiuqtuqaliqqat Upalungaiyautit Angirutait	Avatiliqijikkut Havagvia	Angiyunik tutquumavinga urhuryuanik

MD.1.4 Nunami Pigiaqniq

Tamna Havaaqhaq ilauqaqtuq hulilukaarutikharnik tamangni INNmi Kuin nunagiyaini, piqaqtukhat nunamik atuqtauyukharnik laisikharnik akiliktuihimaqtukharnik talvanga malrungnik allatqiinguyunik akhurutikharnik: tamna Kitikmeot Inuit Katidjutiqtatigiingit INNnik, unalu Kuin Kivgaqtia-Nunaqaqqaarhimayut Havaqatigiiktut unalu Ukiuqtaqtumi Kavamaliriyiitkut Kaanatami (was CIRNAC) Kuin nunaqutaani. Talvanga 230 km ukiuk tamaat apqunmi, taima 116nik kilaamitanik nayugaqaqtuq talvani INN-mi. Ilanga apqut tulaktaqvikhaqlu Kuin nunaani.

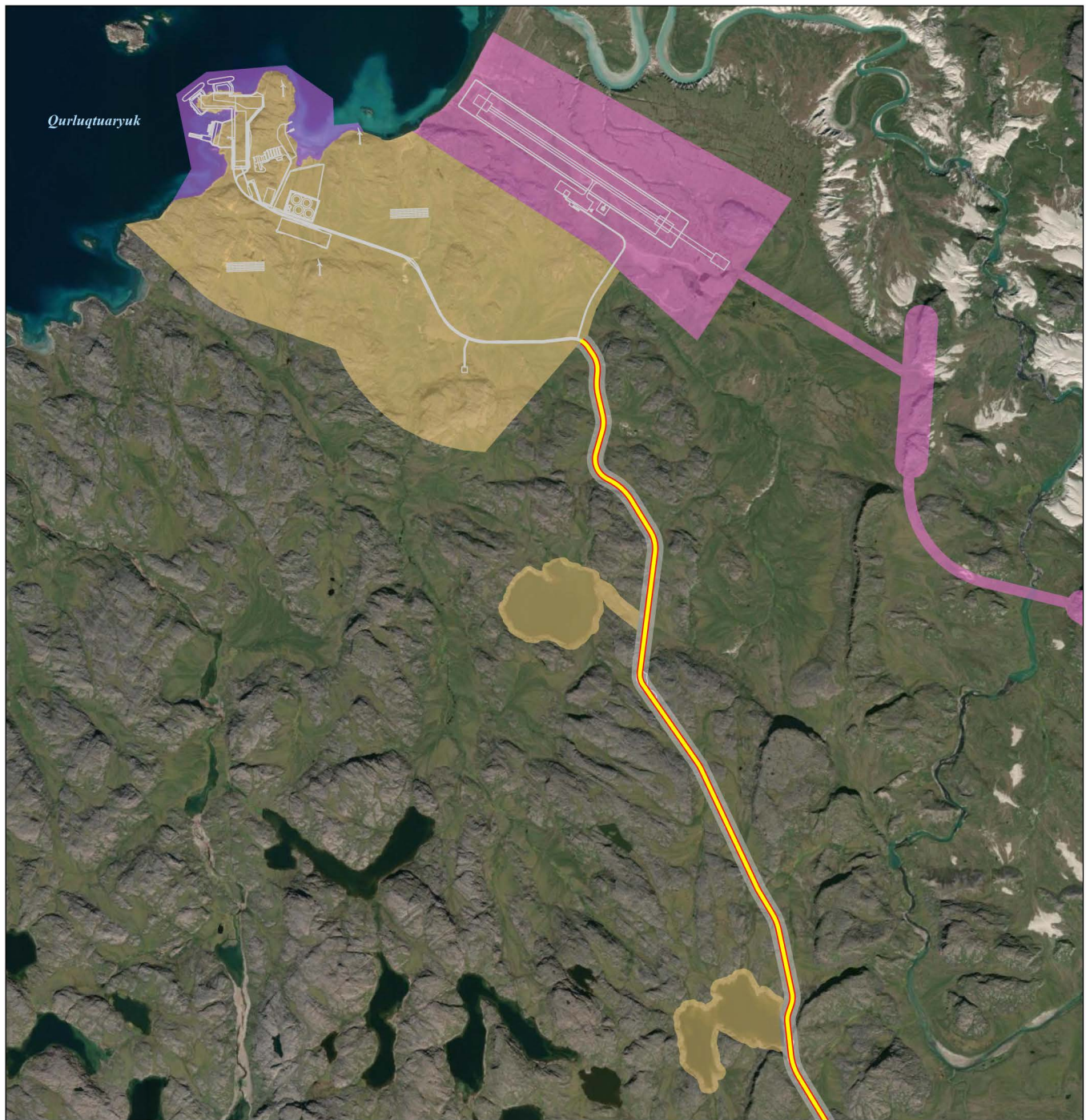
Tamaita piyakhat angirutit uvalu laisit iniqtiqtauniaqtut uvalu tutquqtaulutik iniqtaukpat kinguliq Havaaghap idjuhikhaa.

MD.1.5 Havaakhap Naunaijautait Najugaallu

Havaakhaq malruungnik hivullirmik ilaqaqtuq:

- Pivallianiq uvalu auladjutikhaa itiyumi imarmi tulakvikhaq uvani Qurluqtuaryungmi uvani Coronation Gulf (Qurluqtuaryungmi Tulaktaqvikhaq)
- Hanayaunia auladjutikhaalu 230 km ukiuraaluk munariyauyuq apqutikhaq (Qurluqtuaryungmi Apqut), ilauyuqlu hanayaunia aulapkaidjutaalu Jericho Station-mik. Apqut atadjutiniaqtuq tulakvingmun tunungani kiklianun haffuma Tibbitt to Contwoyto Ukiumi Apqut (TCUA) Jericho Station-mi. Ilaqarniaqtuqlu ukiuq tamaat nappaqtirnikkut ukiumi apqutimik atadjutimik ukiuraaluk apqutaani Jericho Station-mi uumunga angiqtauhimayumun TCUA ihuarhainikkut uvani Contwoyto Tahiani (*Tahikyoak*) talvani tahiup hinaa.

Table MD.1.2 Nuanaitkutaq 1 tunihyuq itqungniarutaa nayugaa Havaaghap iluaniitut, attautimun taiyauhimayut imaa Havaaghat Pivallianikkut Nayugait (HPN), ilauyut tulakvikhat (tamangnik nunami uvalu tariumi), tingmitiqavik, apqutit ihuaqhaqhimayut, uvalu Jericho Nayugaa (Piksangani MD.1.1). Qanitqiyat nunagiyauyut Havaamut ukua Kugluktuk (ualiqhiani) Iqaluktuutiamilu (tunungani kivaliqhiani), tamaknik ihuaqtauyuk havaktukhanik, ihuaqutinik ikayuutiniklu.



Titiraghimayut
 1. Naunaipkutit ihuaqutit: Kavamat Nunavumi
 Kavamalu Kanatami
 2. Nampanik Pivikhat: Nunavut Kavamanga, ESRI,
 Stantec Consulting Ltd.
 3. Service Layer Credits: Earthstar Geographics

- Tulaktaqvikhat
- Aulapkaidjutikhat
- Grays Bay Road
- Havaakhaq Pivallidjutikhanut**
Nayugaa (PDA)
- Milvingmi
- Tulaktaqvikhaq (Nunami
Igluqpak)
- Tulaktaqvikhaq (Imarmi-
tunnganiqaqtuq
Aulapkaidjutikhaq)
- Apqut

0 500 1,000 Mitat
 (Hivulliqpaami titiraq aktikkulaanga 8.5 x 11)
 1:55,000

NUNAMI
 STANTEC LIMITED

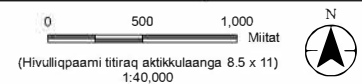
Havaakhaq Nayugaa
 Uqalungaiyaqtaa SL on 2025-11-19
 Nutaunighanik ihivruqhiyut uumanga:
 Nunavut DS on 2025-11-19

Ikaayutikhailluqtuq / Havaaqhaq 123514868_165
 West Kitikmeot Resources Corp
 Grays Bay Road and Port

Figure No.
MD.1.1 2 haffuma 3
 Title
Havanguyuq Inaa



- Grays Bay Road
- Grays Bay Winter Road
- Qurluqtuayungmi Ukiumi
- Apqut Piyakhat
- Ihvaqhaqhimayut
- Havaakhaq Pivalliajutikhanut Nayugaa (PDA)
- Jericho Station
- Apqut
- Umikhimajuq Ujaraghiurvik
- Tibbitt hamunga
- Contwoyto Winter Road
- Atuqtauyuk Milvik
- Inuit Nanminigiayit Nunat
- Qanganiinaq



Havaakhaq Nayugaa
Ujaraghiurvik
Nunavut
Upalungaiyaqtaa SL on 2025-11-19
Nutaunighanik ihivriqhiyut uumanga:
DS on 2025-11-19
Ikayuktikhailuqtuq / Havaaqhaq
123514868_165
West Kitikmeot Resources Corp
Grays Bay Road and Port

Figure No.
MD.1.1 3 haffuma 3
Title
Havanguyuq Inaa

Table MD.1.2 Havaaghap Ilanga Nayugaa (Qanituani)

Havaaghap Ilanga	Universal Transverse Mercator (UTM) Coordinates (m)			Latitude	Longitude
	Zone	Easting	Northing		
Apqut HPN (tunungani apqut terminus)	12 W	508826	7518901	67° 47' 5.74" N	110° 47' 26.95" W
Jericho Station HPN (hivuraani apqut terminus)	12 W	478589	7322534	66° 01' 6.36" N	111° 28' 28.27" W
Tulaktaqvikhaq HPN (Imarmi-tunnganiqaqtuq Aulapkaidjutikhaq)	12 W	505413	7521242	67° 48' 21.62" N	110° 52' 17.69" W
Tulaktaqvikhaq HPN (Nunami Igluqpak)	12 W	505916	7520765	67° 48' 6.2" N	110° 51' 34.87" W
Milvingmi HPN	12 W	508954	7520376	67° 47' 53.36" N	110° 47' 15.56" W
Ukiumi Apqut HPN	12W	479545	7319810	65° 59' 54.36" N	111° 27' 02.33" W

MD.1.6 Havaakhaq Pidjutikhaa Ihariagiyaalu

Havaakhap pidjutigilluaqtaa piliuriami amihunik atuqtut, amihunik aturutit aulapkaidjutikhanik atadjutiginiaqtaa Kitikmeoni nunakkut tariukkullu, ikajuutikhainnun Inuinnarnun Kanadamiunnunlu. Una akhurnaqtuq napaqtirutikhaq upautiniaqtuq pidjutikharnik maniliurutikharnik pivalliadjutikharnik kiluutaqhimalugit akhurnaqtun uyaraqhiurnikkut maniliurutikharnik talvani Kitikmeotmi, ayungnairutikharnik nunalaani iglukharnik umiaqtuffaarutikharniklu, akhurhaidjutikharnik Inuit Kanaitian kavamaliqidjutikharnik munagidjutikharnik talvuuna Tunungani Uataani Tariukkut Apqutikhangitni. Ikayuutauluaqtut Havaaghamun hamma:

- **Piangaiyarnikkut – Aadlanguqtaqtut Ikayuutit**

Angiyut maniliurnikkut ikayuutit Kitikmeonun imaa angmaqtiglugit ihariagiyaayut uyagakhiuqtut Kitikmeoni. Hamunga 2040mun, niriuktauyuuq havaaghaq pidjutiqaangniaqtuq naamavyaktuq \$750 miliataala ilaliutihimayuuq ukiuq tamaat GDP angiklivaliania. Una angikliyuumirut pidjutiqaqtuq imaavyak 18% akituqyuumiyuuq haffumanga Nunavutip 2024 GDP, kitut aalanguqtirnikkut hulaqutit aviktuqhimayumi maniliurnikkut nunaini. Unaluttauq, havaakhaq ikayuutauniaqtuq havaakhanik amigaigyuumidjutikhanik, piliurlutik itqurniarutanik 890 nappaqtirnikkut havaakhanik imaalu 5,750 havaakhanik aulapkaidjutani, hivituyumut havaakhanik nunamingni havaktikhanik havagviuyuniklu.

- **Nunallaani Inungnullu – Tamayaqtarvingit Akhuurninnga**

Naunaitumik ihuaqhaidjutikharnik nunalaanun avatingni Kitikmeotmi. Nutaq ingilravikhaq uataani Ukiuqtaqtumut hakugikhiyuumirutauniaqtuq tamayaqtarvingnut mahulingaittunut nakuuhivallidjutikhanullu ukiuraaluk pivikhainut ihariagiyaayunut hunanut. Tahapkununa aullaktikgutikhanik nakutkiyaayukhanik kayaknaitumik tamangni imakut nunakut aullaqviuvaktunik, ikayutaayukhanik nakutkiyaayunik uvunlu kayaknaitumik ingilgayanginik talvanitunik Tunungani Uatingnut Uatingnut Tariukut Apqutikhangit. Ukuat ihuaqhaidjutikhangit pidjutiqarniaqtun nunaqaqtunik, nunalaani havagvikyuangit, kivgaktiluagiyaingitlu ikayuutikharnik tunihimaaqtunik talvani avikturvingmi.

- **Atanniqutidjutinga uvalu Amirittiarnikkut – Ihumaliurhimayuq Talvaniinniq**

Havaklugit hivuliq itiyumi imarmi tulavikhaq uataani Ukiuqtaqtumi, pidjutaayuq aghut ukiuq-tamaat hanaqidjutikkut atuqtauyuq aviktungniini. Igluqpak tulaktaqvikhaqarniaqtuq umiaqtuffaaqlunilu aallakkiiknik Kanadami umianik, ilaujullu Coast Guard umiat, Royal Canadian Navy Ukiuqtaqtumi Tariumi Amirinnikkut Umiat, Kanadami Amirinnikkut Umiakkuurutit, ukuallu Polar Icebreakers. Una ilaurutaa hakugikhiyuumirutiyaq Kanatap piyaangniranun aulapkaqlugu, munagilugu, uvalu pidjutigilugu piumayatik amigaiquumiyut aulahimaaqtut Northwest Passagemi.

Ukuat naunaitun pidjutikhangit naunairutiqaqtun allanguqtirutikharnik Inuinainin hivulliqtigiyangit Inuit nanminigiyaangit igluqpakharnik hanaqidjutikharnik taima aulayukharnik aulatitiyaangat hivutunirmik maniliurutikharnik angikliyumirutikharnik, ihuaryumirutikharnik qayangnairutikharnik hunavalungnik niuvailiqiyunik atuguminaqtunik nunalaanun, unalu akhurhaidjutikharnik hanaqidjutikharnik aulayukharnik talvani uataani Ukiuktaqtumi—hivutunikharnik aulayukharnik pidjutikharnik Inuinangnun, Nunavunmiunun, Kanatamilu.

MD.2 Havaaqhangit Ilangit Hulilukaarutikhangitlu

MD.2.1 Havaakhaq Qanurinnikhanik Ihumagijakhat

Havaaqhangit havakhimayut ilitugipkaktuavakhimayut Inungnin, Nunaqaqqaqhimayunik, Nunalaani Ilihimayainik, alruyaqtuqtunik ihivriudjutikharnik, malikhautikharnik malikhautikharnik, kiudjutikharnik pivakhimayut talvuuna ilaulukaarnikkut Kitikmiutmiun, allatlu Nunaqaqqaqhimayunik katimayiit, allatlu ayungnautiqarniaqtun nunalaangit, tigumidjutiaqtunik, maligaliqiyuniklu, ilauyutlu hanadjutikharnik munagidjutikharnik ihuaqhaidjutikharnik uuktuutikharnik. Nayugahait igluqpait ihumaliugutauniaqtut kinguliqmiq idjuhikhaanun, kangiqhipkaqtauyut Inuit, Nunaqaqqaqtut, uvalu Nunallaat Ilihimayait, avatiit ihivgiugutait, nayugait nunatigut, tariuqtigut, imaliqinikkut, hilatigut, avatingnun uvalu pitquyauyut qanuginiit, uvalu hivumut ilauqatigiikniq piumayunun.

Ilaliutihimayut pidjutigilugit idjuhikhaitigut atugahat, Havaaghaq havaktauhimayuq ihumagiblugit hulaqutauniaqtut tadjamin avatingit, inugiangnikkut maniliungnikkut, inuuhiquattiarnirmunlu qanuriniit, naunaiyaqhimayut kikliitigut ihivriurutit tuniayuyut kinguani makpiraani haffuma HU. Unaluttauq, tamatkiumayumik Avatiliqinikkut Munaqhijutikhanut Timiqutigiyangillu (AMT) havaktauhimayuq tuniuyaami tungavikhamik munaridjutinun avatingnun hulaqutainun tamainun havauhiitigut haffuma Havaaghap.

Hanayauhimayunik munakgiyauyukhanik uvunulu kayaknaitumik malikgaxhanik pihimayunik aullaktikgutikhanik pihimayunik pidjutitkiyumikpaktunik uumayuvalungnik avatainik, ilauhimayunik ammigiyaayukhanik nallautakgutaavaktunik tukturnik, uvunulu inungnilu manikhakhakhiugutunik avatauyunik. Hapkua pidjutiqaqtut ihuaqhainikkut haffumunga Havaaghap nayugaanun, hituqait, uvalu piyaaqnikkut munagidjutit pivallianikkut uvalu atuliqnikkut munagidjutikkut uvalu kiudjutikkut upalungaiautit. Naunaiyattiaqhimayut hapkua idjuhikhaitigut munaridjutit uvalu ihuaqhainikkut aktilaangit paqinaqtut uvani Makpiraami 2, Titiraqhimayumi 2 uvalu Al titiraqhimayuni.

Hilaup aadlangurninnga angiyuq avatinganut akhuurutauyuq pipkaidjutiuyuq aadlamik ayurnautinga nalunaqtumiklu itqurnarutauyuq hivuniqmi qanurittaakhaanik naunairiami pittaarninnga havauhikhaq piliurninnga, aulapkaitjutikhanik, unalu ikikliyuumiutigiami maligangit. Akhuurutauyuq tikinnahuarutinga Havauhikhap piliurninnga piliuriami aulapkaitjutikhanik tamarmik ikikliyuumiutiuyuq nakuungittumik ayurhautipkaiyuq avatinganut mahulingaittumiklu pilaqutingit hilaup aadlangurninnganut. Piyaangani una, hilap ilauyut qayangnautit ilauyut haffumunga Havaaghap idjuhikhaanun, upalungaiautininun, uvalu munagidjutinun.

MD.2.1.1 Qajaginikkut Hivunikhaliurutikhat

NIRB-kut naunaiqtaa qayaginiqmut maliktakhangit takunnaqtuq Maliktakhangani 15 uumannga Rio Uqariiyautaa Avatiliriniqmut Pivallianiqlumullu (1992): *“Humi qayangnautiqaaqat aghut uvaluuniin utiffaalimaitut ahiguqtinqiit, piqanginiq tamaat nalunaqtutigit itquumanikkut atuqtaulimaituq huuq kinguvaqtillugu akiitigit ihuaqtumik aktilaangit pittailiyaangani avatikput huungiqpalianianun.”* Imaalu, pihimayut maligahatigit hapkunanga Nunaryuami Havaktinut Ikajuqtiit Tammaqtailinikkut Nunamiutanik (NHITN [IUCN] 2007), qayaginikkut hivunikhaliugutit aghuuqhaiyut pittailinikkut hulidjutinik ikiliyuumigiangani qayangnautit akhut uvaluuniin utiffaalimaitut aanirutit avatiptingnun pidjutauyut qanuriniitigit humi tuuliiqnikkut hulidjutit pihimayut piqanginikkut ihuaqtunik itquumadjutinik aaniqtauniaqtuq atuqtauniaqtuq.

Tamna hanaqidjutikhaq uvani avatiliqinikkut ihivriudjutikharnik ihumagiyauyuq malikhautikharnik talvanga NAKmin, ihumagiyainik Inuinarnik, allanik Nunaqaqqaqhimayunik katimayiinik, allaniklu ayungnautiqarniaqtun nunalaangit, uuktuutikhangitlu talvuuna qayangnairutikharnik hivunikhangit. Tamarmik Ihumagiyauyut Ilagiyangit (AI) titiraqhimaninnga tuniyuq pipkaidjutinga ilaupkaininnganik unalu Inuit, Nunaqaqqaarhimayut, unalu Nunallaani Ilihimaniq uumunnga AI unalu naunaiyainiq, tunngavinga naunaitkutut, itqurnarutauyuq ayurhautipkainiaqtuq, unalu ihumagiyauyut piliurhimayut talvani nalunaqtuq ittuq, pitquyauyuq ikikiliyuumiutiyuq qanuriliurutingit, ilakunga Havauhikhaq ayurhautingit, angikiliyuumiqtuq ayurhautingit, ihumaliurhimayullu talvannga piyakhaq munarininngalu hulilukaarutingit. UKAK havakhimaarniaqtun aulahimaaqtukharnik munagidjutikharnik ihivriudjutikharnik itqurniaqhimayunik ayungnautiqaqutunik ihuarutikharnik ihuaqhaidjutikharnik munagidjutikharnik upalungairutikharnik pivalliavakhimayut Havaaqharnik tuniyauvakhimayutlu uvani HUmI. AMT-kut piliuqhimayait Havaakhmut ilauyut qayagidjutikhanut pittailitikharnik imaalu/uvaluuniit ihuaqhautikhanut qanuriliurutikhat naunaiyaqhugillu qanuqtut UKAK ihuaqhaqhimmaarniaqtait avatiliqinikkut havauhiit ihivriuqhitikhainik atugakhat, atuqtauvaktut, atuqtakhallu pidjutiqaqtunik avatiliqinikkut munaqhitikhanik.

MD.2.2 Havaaghap Ilangit

Atugahat haffumunga ihivgiugutinin ihumagiyauyut uvalu malikhugit atugahatigit upautiniit, piqaqtut imaa:

- **Nappaktirinirmun pidjutinga** haffuma Havaaghap havaktauniaqtuq naamavyaktuq five years iniqtiriami (tamarmik nappaqtinnagu nappaqtiqtauyuuq) tukhiqtauyumik aullaqtirutikhaa Ubluiqtirvia 2029.
- **Auladjutit uvalu Munagidjutit pidjutinga** haffuma Havaaghap aularutiniaqtuq uvani 2035 aulahimaaqluni hivituyumik.

Qanga hivitunialu tamangni havaktauniinni pidjutilgit maligakkut angirutini pidjutiqarniarungnarhijuqlu hilaup ilaani kiklikhainnin, ilaujuqlu hiviiktumi hikuirningani imap kikliqarninginnilu pidjutilgit ukiumi apqutini pijaarutainni. Ingutaaqtitiniq tamayanik uvalu tamayanik nigiuktauyut pingahuni tatqiqhiutini auyami haffumunga Qurluqtuaryungmi Tulaktaqviki, uvalu pingahuni tatqiqhiutini ukiumi haffumunga Jericho Stationmun. Nappaktiriniaqtut ukiuraaluk, havaktauyukhat atauttikut tamangnit tunungani (Qurluqtuaryungmi Tulaktaqvikhaq) hivuraanilu (Jericho Station) nunguani Havaktauyakhap. Tamna

Havaaqhangit hanaqidjutikhangit ihumagiyaayut atuqtauhimaaqtukharnik iglukpakharnik, talvuuna, piqangitun upalungairutikharnik umiktirutikharnik utiqitiyaangatlu ukuninga hanaqidjutikharnik. Nayugait havaktauyukhat inmikkuut piyauniaqtut laisikkut piyakhat uvalu titiraqhimayut uvani Aulahimaaqtumik Ihuaqhainikkut Upalungaiyaayutini havaktauhimayut haffumunga Havaaghamun.

MD.2.3 Hivunirmi Pivalliadjutikharnik

Kinguagut naunaiqtauhimayut, tamna Havaakhap aturniqhaq pidjutikhaa piliurlutik amigaittunik-atuqpaktunik, amigaittunik-aturniaqtut aulapkaidjutikhanik atadjutiginiyaqtat Kitikmeoni nunakkut tariukkullu, ikayuutauniaqtut amigaigyuumilugit pivikhat piliurutikhanik hivituyumut maniliurutikhanik ikayuutikhanik Inuit Nunavunmullu. Taimaali, ihumagiyaayut idjuhiit ilauyut ikitut ihumagiyaayut hivuniptingni upalungaiyaqhimayut Havaaghat kivgaqturiangini amigaigyuumiyut pingahuuyunin atuqtunun ihagiagiyaat. Hapkaa iluaniitut naittumik titiraqhimayut hamma:

- Havaaghaq ilauyut naamavyaktuq 1,800 m uyaraliaq milvighaa apqutauyuq uvani Qurluqtuaryungmi Tulaktaqviki. Nayugakhaa milviup nayugahaa angikliyuumiriangani naamavyaktuq 2,400 m milvik, piyariaqaqtat. Una angikliyuumiqniq piyagiaqaqtuqlu ihuaqhaqlugit nunap qanurinia pidjutigiyaangani maligahat piyakhat upautinikkut uvalu aulaqtiqnikkut unghiktilaangit/puqtuniit.
- Tamna angiyunik uqhuryanik tutqumavikharfik nayugaanga talvani Qurluqtuaryungmi Tuluqtaqvikhaq ilauqarniaqtut uyaraliamik nayugakharfik kingulirmiklu nayugakharfik piyaangat katitirutikharfik taima 160 milian liitanik taima tamaat napaqtigiyaangat; kihimi, uqhughanik ilittuqhithimayut havaaghanut naahuriyauyullu atuqtit ihariagiyaat taima 10-milian-taalanik uqhughanik tatja. Iliurarniit malruuknik, 5-million L LSDL qattaryungnik iniqtauniaqtut ilanganik Havaktauyakhamut. Amigaigyuumilugit uqhughat qattaryuit iliuraqtauyariaqaqtut hivunighami. Piqaqtuqlu urhuqyuaq tutquumavinganik ihumaliuqtauyut Jericho Station-mut, hivulliqaami aktikkulaanga 250,000 L, piniaruknaqhiyuqlu hivuniqui angikliyuumiriama tutquumavikhaq 20 milliat liitanik ihariagiyaupat pingahuuyunit ilauyunit ihariagiyaninnik.
- Tutquumavikhaq nayugaa (190,000 m²) tuniyauyuq nayugaani nayugaani tulakvikhap haniani igluqpak. Nayugaa upalungaiyaqtauniaqtut uyaraliaq nayugahaa nayugahaa hivungani havaktauyut pingahuuyunin ilauyut igluqpait (imaa nuutirutit uvalu katitiqhimayut uhiliqhiviit, tamayaqaqviit igluqpait).
- Hivunirmi pivalliadjutikharfik atuqtauhimaaqtukharfik ukiuk tamaat apqutikharfik talvanga hivuraani kiklivikharfik talvani Qurluqtuaryungmi Apqutaani talvani Jericho Stationmi talvanga NU/NTmun kiklivikhangit ihumagiyaayut. Una uiguniq havaktauniaqtut ilikuuqtumik havaaghamik uvaluuniin hivungani angikliyuumiqlugu Havaaghap. Apqutaa uumani piniarungnarhijumi uiguniq pidjutiarniaqtut pivallialiurnikkut ukiuraaluk apqutimik NT-min inungnun apqutirjuamin talvanga NU/NT kiklinganun.

- Tamna Qurluqtuaryungmi Apqut piniaruknaqhiyuq inikhaqariangani hivuniptingni auladjutikkut pihukvikhamik. Apqutip ihuaqhaqnia upalungaiyaqtauhimayuq ihumaliugutigilugu hivungani iliuraqniq pauwatuutunik, tuhaqtidjutinik, uvaluuniin aalat auladjutit haniani apqutip. Nappaktiriniq hapkuninga pauwatuutikhanik ilaungitkaluaqhuni uumani Havaakhami, pivalliahimaittuq ingilradjutikhanut auladjutikhanullu pihukvikhaq ihivriyuqtauhimayuq kiglikhainut qanurinniitut ikayuutikhanik hivuniptingni pivalliadjutikhanut.

MD.2.4 Ahiagut

Piqaqtuq kikliqaqtunik ahiaguurutighanik ilituriyaangani ikayuutauniaqtut Havaaghap tunihiyaangani. Ihumagiyaayut haffumunga Havaaghamun aalanguqataaqtut hapkununga 30 ukiut sinnerlugit; taimaali, amigaitut qaffiuniit naunaiyautit mikhaagun ahiagut havauhikhait aalakiit iluaniitut Havaaghap havaktauyut. Havaaqhangit havakhimayut ihivriudjutikhangitlu allatqiinguyut ilitugipkaktuavakhimayut Inungnin, Nunaqaqqaqhimayunin, Nunalaani Ilihimayainik, alruyaqtuqtunik ihivriudjutikharnik, malikhautikharnik malikhautikharnik, kiudjutikharnik pihimayut talvuuna ilaulukaarnikkut tapkuninga Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayit, allatlu ayungnautiqarniaqtun nunalaangit, tigumidjutiaqtunik, maligaliqiyuniklu, ilauyutlu havakhimayut havakhimayut munagidjutikharnik ihuaqhaidjutikharnik uktuutikhangit.

Two Malruk piyakhak nayugahaanun (Tulaktaqvik Kivataani Kugluktup [Maligut] uvalu Apqut hamunga Izok Tahianun; Kingauk Apqutaa Tulaktaqvikhaqlu) ilaunggittut ihivriuqtautillutik ihumagiplugit Inuit qauyimayainnik, aktungnautiniarungnaqhiyut, talvalu piqanggittut ikayuutikhainnik ilaliutiyaami hivuni uyararhiuqviinni havaaqhani aanniqtailinirmunlu atan'nguyaunirmunlu tahamaniittuni Ukiuqtaqtup Tariungani Tariukkut Tariukkut Apqutinga. Uvani 2016, ahiagut apqutikkut atugahat ihivriuqtauyut qaliriiktaliyaangani titiraqhimayut nunauyat nugaqarviit hapkununga Kavamatkunin Nunavunmi, kitut kinguani atuqtauyut uvani Nunavunmi Upalungaiyaiiyut Katimayit Iniqtiqhimaituq Nunavunmi Nunatigut Atuqniitigut Upalungaiyautit. Una aulavikhanga hivumuutitaungituq taima ilauyukharnik 50 pusanmik apqunmi angiktilaanganik naunairutiqarniaqtuq anginirmik tamaat nayugaingit tamaqpalianiaqtun. Takitqiaq pihukvik haffumuuna ayungnatqiatigut nuna piyagiqaaqtuq angiyumik nuna ulapiqutauyuq uvalu igluqpinikkut tamayat, angikliyuumiqlugu havaap nayugaa uvalu amigaiquyumilugit nayugait tamaqpaliayut. Angitqiaq ulapiqutauyuq nayugaa pidjutauniaqtuq amigaiquyumilugit nayugait tamaqpaliayut nipiquqtuhivalianikkut, puyuuq, aghaluutituqtut, uvalu inuit hulidjutait.

Tahapkununa nakungikgutivaktunik nallautakgutaungitunik mikharut havakhimayunik ungniguutivaktunik kanukgilidjutivaktunik tahapkununga Inuit Ilikhimayainik, kanukgilidjutivaktunik piyukhanik ikikliyumiktukhanik nunanik kufiutilanganik uvunlu munakgiyauyukhanik naunaitunik huranik nayugainik. Apqutaa pittailiyuqlu atuqniqaqtunik nunanik Inuit Nanminiriyainik Nunanik, akiraqtuqhugu hanatyuhikhaa pijutauyuq ikayuriangani Inuit aturiangani atuqngilu ukua nunat.

Ilaliutihimayut avatingnun ihumaaluutit titiraqhimayut, maniitqiat nunap qanurinia ilauyut haffumunga ahiagut pidjutiqangniaqtut akituquyumilutik igluqpinikkut uvalu hivituyumik-kikliqaqtut ihuaqhainikkut akiit, imaalu angikliyuumiqtut qayangnautit apqutunik atuqtunun.

2017-mi, Qurluqtuaryungmi nayugaa naunaiqtauhimayuq atuqtaulluarumayuq Nunavut Kavamanganit Kitikmeot Inuit Katimayiinginnillu tunnganiqarhuni atadjutikkut qitqanilu tulaktaqvikhamik tariukkut ingilravikhanik qayangnaittumiklu. Hivutunirmik ihivriudjutikharnik atuqtauluagumayainik atuqtakharnik ilauqaqtun ihumaliurutikharnik nanminikharnik hanaqidjutikharnik, taimaitutun:

- Ahiagut tulakvikhat nayugait haniani
- Ahiagut tulakvikhat hanahimania qanurittuq
- Ahiagut apqut qanurittuq

Idjuhikhaa-ilauyut ahiagut iluani tadjamin ihuaqhainikkut Havaaghap aulahimaaqniaqtuq ihivgiuqtauluni havaktautilugu idjuhikhaa havaugia tutqighiyaangani ihuaqnihaa piumayauyuq piyakhaq uvalu ikiliyuumiqlugu uvaluuini pittautilugu avatingnun hulaqutit. Ilauqatigiingniq aulahimaarniaqtuq tamaini havaugitigut Havaaghap, uqautauyut ihumagiyaayut ihumaliugutinun uvalu upalungaiyautinun auladjutaanun Havaaghap.

MD.2.5 Maniliurnikkut Havaaghanullu Naunaitkutit

UKAKngit niuvailiqiyunik ayuiqhautikharnik hanaqidjutikhangit havakhimayut piumaluaqtainik nunalaani Inuinarniklu ilauyukharnik talvani Havaaqhangit havaktukharnik nanminiaqtunik pidjutikharnik, hivutunirmik akhurhaidjutikharnik inuuhirinikkut katitirutikharnik. Hapkua hanaqidjutit turaaqhimayut hakugikhiyuumiqlugit ilagiit maniliurutait, ikiliyuumiqlugit ahinungaqtitaayut, ikayuqlugillu ilihimayatik ayuitatiklu nuutiririt, pidjutaayut tapkua ikayuutaayut nunallaanun atadjutinun.

Nappaktiriniq Havaakhamik hivituniqarniaqtuq tallimani ukiuni imaalu tingmitikkut tikinnahuarlutik (HPTT) havaktikhanik nunaqaqtut ungahiktuni tangmarviinni. Tamna HPTT himmautigiiktarlutik naunaitkutikhat pipkarniaqtait nappaqtiriyut aulapkaiyullu havaktit himmautigiiktarlutik nunaqarianginni haniqpani nunamingni, ikayurlugit avikturniinni havaakhanik umani Havaakhami. Taiyauhimayut havaaghat havaktautilugit piyariaqaqtut havaktinik hilataanin aviktungniini (imaa taiyauhimayut tulakvikhat hanayut katulaaktut/havaktit), hapkualu HPTT himauhiqataqlutik atugahani. Ikayugiangani ayuiqhautikharnik havaktitiyaangatlu Inuinarnik aulatitiyaangatlu pidjutikharnik Inuinarnik Ukiuktaqtuniituniklu nanminiaqtunik, UKAK pivallianiaqtun aulatitiniyaqtunlu ayuiqhautikharnik hanaqidjutikharnik ilitagiyaangat naunaitunik ayuittiarutikharnik piqaqtukhat havaktukharnik talvani Havaaqharni havaqatigiyaangatlu nunalaani avikturvingmilu ayuiqhautikharnik iliharvikharnik iglungnik angikliyumiqtitiyaangat pidjutikharnik nunalaani Inuit havaktukharnik, aulatitiyaangatlu havakhimaaqtulunik ayuiqhautikharnik ayuiqhaqtukharnik ilihairutingnik. UKAK iliurarniaqtaalu havavikmi maligangit ikayuqtuq hivituyumik havaktittiniq, pihimagiami, hivumuurningalu Inuinait havaktingit.

Nappaktiritillugit, 200 mit 500 mut inuit havaktitauniaqtut ukiuq tamaat, havaakhat naahuriyayut 10 pusanmik atan'nguyaulutik, 50 pusanmik ayuiqhattiaqhimayunik, 40 pusanmiklu ayuiqhaqhimanggittunik. UKAK nahuriyut Nappaktirinirmun havaktiqarniaqtut kaantraaktinit, hivikittumut havaktauyakhamut.

Ingilradjutikhat talvunga talvangalu Havaakhamut piniaqtut atuqtauraanginnaqtunik tingmitikkut naunairiqhimayunit agyaqtauvikhanit. Aullaarniq tikkuqaqtauhimajunun agjaqtauvikhanun piniarungnarhijuq talvuuna tingmitikkut uhidjutikkut. Nappaktiritillugit, havagvikhat iglukhait ilauyut

nuutiqttaqtut nutqangayullu tangmarviit nuutiqpaktut hanayaugaangamik. Attautit aulayut aulayut nayugahait 80nik inungnik uvalu attautit nuutiqttaqtut maniqami 40nik inungnik. Nuutiqttaqtut uvalu aulaangitut maniqami maniqami tunihiniaqtut munaqhijutunik, qilamiurutunik, uvalu ulapqinikkut igluqpangnik uvalu kivgaqtuutunik.

Auladjutikkut havaktut ikitqiat uvalu ilauyut naamavyaktut 42 havaktut nayugaqaqtut tulakvikmi uvalu apqutikkut auladjutit, uvalu 12 havaktut nayugaqaqtut uvani Jericho Stationmi; ilauyut naamavyaktut 5 pusat atanguyat, 50 pusat ayuittiaqhimayut, uvalu 45 pusat ayuittiaqhimayut havaktut. Tamavyaita auladjutit ihuaqhaiyullu havaktit niriuktauyut nunaqaqtut Kitikmeoni nunallaangini. Nayurvikhangit auladjutikharnik havaktunik piqarniaqtun havakvikharnik, igavikharnik, naunaitunik munarhiliqidjutikharnik, amigaquutitqaqqan ikayuutikharnik, ulapqivikharniklu iglukharnik, pauwaqaqtukharnik pauwaktuutikharnik, imigiaqaqtunik imarmik, kuvigaqtauhimayunik kuvigaqtauhimayunik iglukharnik.

Umiktiritit pinnirhaiffaarnirmunlu hulidjutit piyariaqaqtut ikitunik havaktunik, havaktaulutik kingulirmik igluqpinnikkut uvalu atuliqtulugit igluqpinnikkut havaktun.

MD.2.6 Naunaijattiaqhimajut Qanurinnikhait Havaakhap

MD.2.6.1 Havaami Ilagiyait

Iluaniitut uvalu hulidjutit ilauyut Havaaghamun pidjutiqaqtut pidjutighaanun – piliuqlutik amigaitunik-atuqtunik, amigaitunik-atungnirit igluqpait tapkua atadjutiginiaqtaat Kitikmeoni nunakkut tariukkullu, ikayuutikhat Kitikmeoni Inuit Kanatamiullu. Tamna Havauhikhap tukiliurutinga naunaiqtauuyuq hapkunangga maliktakhat:

- Aanniaqtailinirmun qayangnautinunlu piyakhat
- Atuqtut ihariagiyait (ilauyut ihariagiyait nunallaat, munaridjutit, uyagakhiuqtillu atuqtut)
- Ilaliutiniq Inuit, Nunaqaqaqtut, uvalu Nunallaat Ilihimayait
- Idjuhikhaitigut uvalu avatiinun piyakhat uvalu ihumagiyaayut
- Hilap aalanguqtirniranun hakugingniit
- Inungnun ilauqatigiingniq uvalu ilauqatigiingniq

Tamna Havaaqhaq Pivalladjutikharnik Nayugaani (HPN) naunaiyagiikhimayut Havaaqhaq piqaqtun nayugaingit tamaita havaaqhangit hanaqidjutikhangit hulilukaarutikhangitlu, ilauyutlu tamangnik aulayukharnik tadjakaffuklu akuktauvakhimayut, inikhavikhangitlu piqagianganik havaktauyukharnik allanguqtirutikharnik talvuuna aulahimaaqtunik ihivriudjutikharnik ihivriudjutikharniklu. HPN aviktuqtauhimayut talimanik nayugaini pihimayut havaaghat iluaniitut uvalu hulidjutit:

- **Tulaktaqvikhaq HPN (Imarmi-tunnganiqaqtuq Aulapkaidjutikhat)** – Hananiq nutaanik imakkut tunnganiqaqtunik aulapkaidjutikhanik, ilauyullu malruuk angiyuk qayat tulakvikhait, agyaqtuutit / angivyaktut qayat tulakvikhaq, umiami tulakvikhaq, tariumi humungaudjutikhanut ikayuutikhat, unalu mikiyunut qayanut tulaktaqvikhaq ilauyut qainanut kikapktivikhaq

- **Tulaktaqvikhaq HPN (Nunami Aulapkaitjutikhanik)** – Hanalutik nutaanik nunami aulapkaidjutikhanik, ilauiyut nayugakhait, uvalu aalat igluqpait; ukiuraaluk uyaraliamik apqutit; inungnut atuqtauuyug nayugaa; angiyunik uqhughanik tutquumaviit, uqhughaqarviit, uqhughaqarviit; imarmik imiqtarviit, halummaqtirutit, halummaqtirutillu havakviit; Alruyaqtutit, iqakunik munaqhiyut igluqpait, iliuraqviit, tutquumaviillu (atukaffuktut uvalu atuinaqtukhat), atuffaaqtaqtut auladjutit, uvalu uqhuqyuaqtutut ingniqutit
- **Milvingmi HPN** – Hananiq nutaamik igluqpakmik, ilauiyuqlu naamavyaktug 1,800 m milvik uvalu tingmitit aulavikhaa, tingmitit aulavia, ukiutigut tamaat apqutikhaq, aghaluutiqaqvik, uvalu ilauiyut igluqpait, kivataani haffuma Qurluqtuaryungmi Tulakvikhaq
- **Apqut HPN** – Nappaqtirniq nutaanik aulapkaidjutikhanik, ilauiyuqlu ukiuraaluk, munariyauiyug apqutikhaq atayuq Qurluqtuaryungmi Tulaktaqvik Jericho Station-mun ukiumilu apqut atayuq Jericho Station-mun tunungani kiklianun TCUA-mun hinaani Contwoyto Tahiani. Pijaarutaa Qurluqtuaryungmi Apqutaa umikhimaniaqtug Inuit Nanminirijaani Nunaani. Apquti HPN ilaqaqtug nunamik nappaqtirvighamik kingulliqaamiklu iliuraivikhanik amigaittuni imaqaqvingni ikaavikhanik (ikaarutini marharvingnilu), ujaraliaqtarviit, nuutiqaqtug nappaqtirviit, utaqqivikhallu tutquumaviillu
- **Jericho Station HPN** – Hananiq nutaamik igluqpakmik ihuaqutinik nutaaguqtiqiniginiklu taja hanahimayunik Jericho Station-mi (haniani taja uyarakhiuqviup inigiyaani) milviklu aulariaqviku, apqut nutqangaviklu, nutqangavikhaq tamayaqaqviku inikhat, hiniktaqviginaqtut ilagiyailu hanahimayut, uqhiquiivilu igluqpait

Ihumagiyauyut idjuhikhait hapkua iluaniitut aulahimaaqniaqtut havaktaulutik, ihuaqhaqtaulutik pihimayut aulahimaaqtumik ilauqatigiingnirmun nunallaanun ilauiyunun, katimayit, pingahuuyut ilauiyut atuqtut, uvalu kavamat, imaalu qanuriniit kiklitigut ihivriurutit. Ilagiarutit uqatianaqnit Havaap ilagiyainik pipkagauiyut Naunaipkut 2.1-mi Table MD.2.1.

Table MD.2.1 Havaaghap Ilangit

Havaaghap Ilangit	Unniqtuta
Qurluqtuaryungmi Tulaktaqvikhaq	
Tariumi-tunnganiqaqtunik Aulapkaidjutikhat	
Angiyut Qayat Tulakviit	Tulaktaqvik hanahimayut piquatitni malruk itiyumi imaq kihaqvut atuni pilaqni kihaqvut taphumunga Kinguagut-Panamax, naamavyaktug 100,000 deadweight tonnes (DWT) Uyaraktaakhaq-Angiyut-Uqhuqyuat hiku class 1A umiaq. Una idjuhikhaa ihuangniaqtug umiat aktilaanga aktilaanga m, uvalu aktilaanga naamavyaktug 240 m. Piyuminaqqan, tamangnik tulaktaqvikhangit havakhimayut piqagianganik allanik agyaqtauuyukharnik umidjanik (imaatun itun, umiaryuakkut), Umiaryuangit Amiriyyit umidjat, umiaryuangitlu agyaqtaunginaqtun aulayut Ukiuktaqtumi. Hivuniptingni pingahuuyunit umiakkut uhiliqivikhamik upalungaiaqtauhimayug atauhirmut tulaktarvikhamut.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Umiat Tulakviat	Mikitqiaq umiap nayugaa ilaayut malguknik umianik tulakvikhanik, tautuktuumiyaaqtauyut piqaqluni hanigaagut uhiliqhivikhamik uvalu/uvaluuniin hivungani uhiliqhiyut umiani tulakvikhamik. Una igluqpak, nayugaqaqtuq ilikuuqtuq aalanin tariumi igluqpait, ikayuutauniaqtuq uhiliqhilutik uhiyailutiklu tariumi nunallaanilu umianik. Idjuhikhaa umiaqyuat ilaayut angitqiaq uqumaitut kiviktaqtut/containers umiaqyuat (Class ABS A1) naamavyaktuq 13,200 DWT unalu 123 m takitilaangit, unalu mikitqiaq uqitpiaqtuq umiaq (Hikuqangituq Naunaitkutaa) naamavyaktuq 1,500 DWT uvalu 60 m takitilaanga.
Angivyaktuq Qayat Tulakvikhaq	Tulaktaqvik hanahimania piqaqtitai kihaqvut pingahunut umianut (uvaluniit umiat ayyikkutavyai aktilangit). Tugs aallallu ikayuutauyut umiat aullaqtitauniaqtut ihariagiyaupkata qayangnaittumik tikitiqtunut aullaqtigtunullu umidjanut Qurluqtuaryungmi Tulakvingmut. Ihuaqqat, una tuluqtaqvik havaktauniaqtuq nayugahaa aalat angivyaktut qayat, imaatun mikitqiat Coast Guard uvalu umiat.
Uqhuryuat Turhuangit	Hinaani atadjuti umianun uvani Angiyut Umiat Tulakviit, Angivyaktut Umiat Tulakviit, uvalu/uvaluuniin Umiat Tulakviat haffumuuna puktallaaqtut ughuqyuat tughuangit uvaluuniin atadjutit. Urhuqyuq turhuangit pipkaidjutiniaqtuq uhiyaininnga angiyunik urhuqyuq tikipkaiyunit umianiit nunamut urhuqyuq tutquumavinganut, piniaruknaqhiuq urhuqyuqtaffaarniq mikitqianut umianut, iliurainiq angiyunik urhuqyuq nunamit urhuqyuq tutquumavinganit agyaqtauyunut umianut (ukunatitut, nunallaani urhuqyuqtaffaarninnga umiangit).
Imakkut Nallunaitkutikhat Ikayuutikhat	Munariyaayut tariukkut piyaangnirit tulakvingmun aulapkaqtauniaqtut tuhaqtidjutikkut uvalu naunaiyainikkut auladjutit, imaalu tariumi ikayuutikhat humungaunikkut nayugaqaqtut tulakviup niaquani, avatiini hinaani, uvalu hinaani qikiqtat, piyariaqaqtat. Naunaiyattiaqhimayut nayugait, atugahat, uvalu qanuginiit aulaaqnikkut igluqpait uvalu ikayuutit pidjutiginiaqtut Ingilgayuliqiyiit Kanatami uvalu Kanatami Umiayquakkut Munaqhiyut piyakhait hapkununga tariumi qayangnautikkut uvalu aulaaqnikkut.
Agyarnikkut Apqutaa uvalu Pinaqhimayumik Upautiniq Tulaktaqvikmun	Pinaqhimayut umiakkut upautiniq tulakvingmun naamavyaktuq 40 nautical milesnik hivuraani atuqtauyumin, naunaiyattiaqhimayut umiakkut apqutaa hamani Northwest Passagem. Umiat ingutaaqnigut uvani upautiniqmi atungniaqtut tamangni Hanayaunigani Aulaniginilu Munarinigagulu havauhiyuni Havaami.
Mikiyunut Qayanut Tulaktaqvikhaq	Ukiup ilaani kihaqviiit naamavyaktut 24 umiat naamavyaktuq 7 m takitilaangit, ilikuuqtut aalanin tariumi-pihimayut igluqpait inungnun qayangnautit. Puktallaaqtut tulaktaqviiit, qainat kikapkiqviiit, hinaani kihaqviiit, uvalu/uvaluuniin hinaani tulakviit tautuktuumiyaaqtauyut piinagialaqilugit hikuiqtilugu.
Nunami haniraani Aulapkaitjutikhanik	
Igluqpait	Nayuqtaunginaqtut igluqpait ilaayut nayugahait naamavyaktut 80 inuit (ilaayut nayugait niriviit, ulapqiviit, taimaalu.), titiqinikkut nayugait (imaa havagviit, katimaviit, tulakvikhat auladjutit/tuhaqtitinikkut katimaviit), ihuaqhainikkut igluqpait tamayaqarviit, ilaayut kivgaqtuutit uvalu alguyaqtuutit atadjutait. Ilaliutihimayut naitumik kikliqaqtut nayugahait naamavyaktut 150 pulaaqtut havaktauniaqtut. Ukua igluqpait nahuriyaayut napaktiriinaqniginik hanayariqhimayuluniit igluqpait.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Angiyunik Uqhughanik Tutquumaviit	Atuinaqtut uqhuqyuaqaqviit uqhiquhiqviilu igluuqpak ilaqaqniaquq tuuklianik kuvilaitkutikhanik, tuuqhuanik tuqhuaniklu, uqhuqyuaqaqviknik, hannaviuyumiklu igluuqpakmik uqhiquhiqviuyaagani hanalrutainik, hanayauhimagiyunik ihuaqtunik ihuaqtunik -45°C-mik aulaniginik. Aipaa hiamittailitirut hapulaitkutikhat havaktauniaqtut anugikkut piyaagianganik ughuqyuap puyua katitiquitit uvalu aktilaangit maliklugit maligahat piyakhat. Tungavia uvalu tugliq halumailgukkut kuvilaitkutikhat havaktauniaqtut uyagaqtaqviknin ihuaqtumik halumailgunik iliugaqtaulutik kuvilaitkutikhanun. Tamna urhuqyuaqarvinga iliuraqtauniaqtuq iharhaqhimayumik pigiami piumayanganik, hivulliqaami aktikkulaanga 10 milliat liitanik. Inikhaq aadlamik angiyunik urhuqyuaqarvingit tunigiami 160 milliat liitanik atauttimut aktikkulaanga piinariaqiniaqtuq hivunirmi pingahuuyunit ilaayumut atuqtut. Piyuminaqqan, pitquyauhimagiyut uqhuryuat turhuangit turhuallu nunap qaanganiittukhat hauhimaittumik, atuqtauvaktut ukiuqtaqtumi avatingini.
Uqhurjuat Tuqhuangit uvalu Tuniuqhainikkut	Tuniuqhaiviit igluqpait ilauniaqtut aviklugit tuniuqhainiq tuqhuat uvalu tamayat pihimagiyut ughuqyuatigut uvalu aghaluutit/tamayat qanuginiit uvalu havaktauniaqtut tamayanik ihuaqtunik haffumunga -45°C auladjutinun. Urhuqyuaqarvingit inikhaqarniaqtuq urhuqyuaqtutunik akhaluutunik hanalrutiginiklu (ukunatitut, urhuryuaqtautunik akhaluutunik), kuviravikhaq tingmitit urhuqyuaniganik tingmitit akhaluutinganut, urhuqyuaqtariamilu akhaluutunik.
Iliurainiq nayugait	Iliurainiq nayugait havaktauniaqtuq atuqtauyukhaq tamangni Hanayaukpat uvalu Auladjutit uvalu Ihuaghainikkut havauhiit haffuma Havaaghap. Uhiyaqviit nayugait uhiliqhiviit, uhiyaqviit, uvalu tutquqviit puuqaqtut uvaluuniin ahiqpaniitut tamayat umianin, atadjutiqaqtut hinaani ingutaaqtut uvalu/uvaluuniin umiat kiviktautit uhiliqhiyut uvalu uhiyaqviit huliidjutit. Niriuktauyuuq nayugahaa iliuraqvikhaa haniani Angiyut Umiat Tulakviit naamavyaktuq 35,000 square metresmik (m ²), naamavyaktuq 20,000 m ² ilaliutihimayuuq iliuraqvikhaq uvani Umiat Tulakviiani. Ilaliutihimayut uhiyaqviit nayugait iluani tulakviup HPN uvalu Tingmitiqaqvik HPN, haniani tariumi-pihimagiyut igluqpait uvaluuniin qulvahiktumi, havaktauyaaqtut pihimablugit pingahuuyut ilaayut atuqtut ihagiagiyaqviit uhiyaqviit uvalu uhiyaqviit tingmitit uvaluuniin aghaluutikkut-pihimagiyut agyaqtauyut. Iliuravikhaq havagvikhaillu pijariaqangittut Auladjutikhanut Munaridjutikhanullu havaktaujakhanut (i.e., atuqtauyut nappaqtiqtautitlugit) umikhimaniaqtut piffaaqtaulutiklu talvuuna nunap nungutirmianut ihuaqhinahuarlugit, nauffaarlutiklu, ihuaqhailutik qurluarviinnik, imaalu hivunirmi akhaluutituqtautitlikhanik, pijariaqqaqata.
Inungnut Atuqtauyuuq Nayugaa	Haniani taphuma Mikiyut Qayat Tulaktaqvik, tamna inaa inungnut atuqnia pivaliania. Una piqaqniaqtuq aghaluutunik piyaqniqmik uvalu aghaluutiqaqvikmik ikayugiangani naitumik kikliqaqtumik nunallaanun atuqtauyukhaq. Piumayaayut uvalu atungnirit amigaiquumikpata, una nayugaa ilauniaqtuq pivallianiit ukiup ilaani, inungnut nayugahait igluqpait uvalu ikayuutighat igluqpait.
Pijaarnikkut Apqutit Akhaluutiqaarviillu	Uyaraliaq apqutit havaktauniaqtut qayangnaitumik ingilrayaangini aghaluutit uvalu tamayat tulakviup nayugaani. Apqutit idjuhikhait ilaayut ihumagiyaayut taarnirmun ukiumi uvalu kayumiitumik aghaluutitugut, imaalu qayangnaitumik munaridjutit qitqani inuit nanminiqaqtullu aghaluutit. Nunalaani apqutit havaktauniaqtun nappaqtiqtauniaqtunlu angiyunik akhaluutunik ingilrutikharniklu (imaatun itun, ingilradjutikharnik akhaluutunik). Ihuaqtumik aghaluutiqaqvikhaq hapkununga tulakviup auladjutainun havaktunun uvalu atuqtunun tuniyauniaqtut tamaini tulakvikhap nayugaani.
Tariumi Kangiqhuk / Anivia unalu Tagiuiyainiq Pauwaqarvik	Taimaitpat tagiuiyainiq aulatitijuq, napaqtiriqhimayuuq halummaqhiqviikhaq pauwaqarvikhaq iliuraqtauniaqtuq upalungaiaqhimayumut tunngavikhamut tulaktarvingmi. Tariumi imaqt itititqiva kivataani Qurluqtuayungmi haniani Mikiyut Qayat Tulaktaqvia, uvalu kuukvia uataani haniani hingingup haniani Umiat Tulakviata nayugaani.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Ikualaaqtuqaqqat Qaptirutit Imiqtarvingit	Ikualaaqtuqaqqat qaptirutikkut imaq auladjut piinarialik imiqtariangani mikiniqharmik aktilaanganik 1,000 L/min attauhirmi ikaangniqmi. Imiqtarvingit aulapkaitjutikhanik ilaqarniaqtuq nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuqhuat qiqittailidjutiqluni, unalu mahaktiliriami piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Imaq halumayuq Itiqpalliyut	Talvani atauhiqmi tamangnikluunniit piniarungnarhijumi imakmik tahirmi tahamuuna tunungani ilangani Qurluqtuaryungmi Apqutaani, imiqtarvikhaq iviktiriihimajuqlu pampirvik havaktauniaqtuq upalungaijaqhimajumi tunngavikhami. Tamna halumaqtirutikhaq ilauniaqtuq talvani pampiutiqarviani uvaniluunniit avaliqangitumik imarmik halumaqtirutingnik talvani tulaktaqvikharni. Imiqtarvingit aulapkaitjutikhanik ilaqarniaqtuq nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuqhuat qiqittailidjutiqluni, unalu mahaktiliriami piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Imaq halumayuq Halumaqhijut Pauwaqarviik	Imiqtautikhangit tuniyauniaqtun tamangnun inungnun atuqtakharnik auladjutikhanik ihuaqhaidjutikhanik uminga Havaaqharni. Imigahaq immaq piyakhaq itqungniarutaa atungnira aktilaanga imaavyak 500 L attauhiq inuk attauhiq ubluq. Imigahaq imaq pidjutiniaqtuq <i>Atugahat hapkununga Kanatami Imaq Niuqagahaq Qanuginia Nunavunmi Aaniaqtailinikkut Maligahq</i> imaalu angiqtauhimajut taffumanga Atanilluq Nunalaani Aanniaqtailinikkut Havaktimit. Imiqtarvingit aulapkaitjutikhanik ilaqarniaqtuq nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuqhuat qiqittailidjutiqluni, unalu mahaktiliriami piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Kuvigaktauhimayunik Imak Halumaktikgutilgit Havakvik	Iqqakuq imaq halummaqtirutinga halummaqtiriami iglumikni anaqtautit pipkaidjutyuq kiklikhangani qaffiuyut havaktut ikayuqtauyut Havauhikhamut, ilaliutittaqtuqlu munarinig umiaq inungnut iqqakuq imaq. Halummaqtirutikkut havagutit ihumaliuqtauniaqtun talvuuna qanurinningani pidjutaani. Piyakhaq haffumunga ingniqutiqaqvikmun inmikkut-iluaniituqaqtuq napaqtiqhimayuq anaqtaut halumaqhijut, piqaqluni hivuliqimik anuqhiqvighamik, halumaqhijunmik nayugahaanik, anuritaiyautinik, halumailgunik halumaqhijutmik, tamaita ilauyut tughuat, munaqhijutit uvalu alguyat. Igluqpangnik munaqhiyut pipkainiaqtut un'ngahiktukkut munariyaulutik ahinit nayugainnit ququurutiaqlutiklu. Iqqakuq kuviraqvia naunaiqtauniaqtuq titirauyaligqat. Ahiagut piyakhaq kuviraqvia uvalu kiniupayuq nuna halumaqhijutit nayugaqaqtuq haniani tulakviup nayugaani. Halumaqhinnikkut uvalu iqainikkut havauhiit tikuaqtauyunun piyakhanun havaktauniaqtut pidjutigilugit tamaita ihuaqtut avatiliqinikkut maligahat.
Iqakunik Tutquumaviit, Ikualativiit, uvalu Nuutiqnikkut Igluqpait	Iqakunik tutquumaviit (imaa hivuuganangitut iqakuuqviiit), ikualativiit, uvalu nuutiqnikkut (imaa hivuuganaqtut iqakut) igluqpait. Hapkua nayugahait ihuaqtumik nayugahaqangniaqtut qayangnaitumik hanaqiyaangini aktilaangit uvalu qanuginiit tamayat niguktauyut, ilauyut qilamiuqnikkut ilaliutihimayut tamayaqaqviit humi nuutiqniit, halumaqhijutit, uvaluuniin igitauyut ulapiqutauniaqtut uvaluuniin tuuliqlutik.
Himmautinga Pauwaqtuutimut Qanuriliurutingit	Ahiagut auladjutikkut auladjut aktilaqaqtuq imaavyak 1 MW iliuraqtauniaqtuq tulakvikhami akikhiyuumigiangani ughuqyuaqtungniq uvalu ihagiahungniq ughuqyuaqtutunik auladjutinik. Una ilauniaqtuq aalakiinik anugikkut auladjutinik, hiqiningmin PV, uvalu/uvaluuniin batuliinik tutquumaviknik. Aktilaangit, qaffiuniit, aktilaangit, uvalu nayugait anugikkut auladjutit uvalu/uvaluuniin hiqiningmin auladjutit ihumaliugutauniaqtut qakugu idjuhikhaitigut havauhiit.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Uqhuryuaqtuqtuq Pauwaqarvik	Uqhuryuaqtuqtuq pauwaqarvikhaq ilauqarniaqtuq hitamanik ingniqutiqaarvikharnik katitirutikharnik taima 6 MWnik. Piumaniq niriuktaungituq avatqulugu 4 MW. Malruuk ingniqutiqaqtuk aulahimmaaqniaqtuk angummadjutijaami ihariagijauraanginnaqtuni, malruuklu upalungaiqhimaniaqtuk qakunguraangat amigaqhuutiqaqqan aturutikhainnun. Tamna pauwaqarvikhaq napaqtiqtauniaqtuq nayugaani ikikliyumiqtitiyaangat takivikhangit alruyangit urhuqyuangitlu tuqhuangit. Nayugahaa pauwaqarviup uvalu ilauyut igluqpait tutqighaqtuniaqtut havaktautilugit naunaiyattiaqhimayut idjuhikhait Havaaghap. Tamna pauwaqarvikhaq napaqtiqtauniaqtuq ihumagilugit aulagiqaqqtunik skid-nik iliugaqtauniaqtun hanaiyagiikhimayumik tunngavikharnik.
Hivuniqmi Ihumagilluaqtangit Tamayaqarvik	Pivaliahimagituq inikhaq ihumagiyauyuq inigiyauyumi qanurinigani hivunikharni uyaraktaakhanik uyaraktaakhanik tuutqumavikharnik igluuqpanikluniit, hivunikharni uyaraktaakhanik hanaqiyaagani hanahimayunik, pivaliayariaqatqut pigahuanit ilauyunit.
Uyarakhiurviit uvalu Atukiqnikkut Ikayuutit	Tadjakaffuk aularaanginnaqtukhallu ujaraliaqtarviit atukkirvikhallu najugaqarniaqtut apqutip haniraani, ilaujullu iluani Port HPN, Aerodrome HPN, unalu Jericho Station HPN, atuqtakhat apqutinut. Ujaraliaqtarviit niriuktauyut nayugaqatlutik naamavyaktuq 7 km haniani kikiani, pingahut uyaraktarviit apqutit tamayaqahait. Uyarakhiurvikhaq talvani Tulaktaqvikhaq HPN munagiyauniaqtuq talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havaktauyukharnik uvani Havaaqharni.
Milvingmi	
Havaaghap Ilanga	Unniqtuta
Milvik Apqutauyuqlu	6,000 ft (1,829 m) uyaraliamik milvikhaq havaktauniaqtuq kivataani Qurluqtuaryungmi Tulaktaqvikhaq. Milvik qulliqarniaqtuq imaakiaq 45 m hiliktalaanga. Nayugakhaa milviup ihumagiyauyuq nigluqtauyut hivungani angikliyuumiqlugu imaa 8,000 ft (2,438 m) nayugahaa angitqiaq tingmitit.
Ikiatigut Qiniqhialutit Ikayuqtuq	Ihualuanguitumik hanalrutit milvingmun atungniaqtut ikianiitunik-pihimayut qiniqhiadjutit. Atuqniit ikianiitunik-pihimayut auladjutit imaatun Nunaryuami Qiniqhialutit Satellite Timiqutigiyangillu (NQST) nunami-ittunik ikayuutikharnik havaktitauniaqtut ikigliyuummiklugit auladjutinut akiit pilutiklu amigaikyuummiklugit pittaalaqiyaanginnik pidjutihimayut ikianiittunut.
Aghaluutiqaqvik haniani milviup	Haniani milviup, qullit, uyaraliaq tingmitit aulavikhangit tingmitit aulavikhangit ilauqarniaqtun akhaluutit nutqangavikhangit pingahunik tingmitingnik malrunniklu halikaptanik.
Milviup Igluqpaa	Milviup Igluqpaa napaqtiqtauniaqtuq talvani milvingmi piqagianganik tingmitit upalungairutikharnik tuhaqtitiliqiyuniklu havakvikharnik, hilarlukvikharnik, anarvikharnik, haniqpani alruyaqarvikharnik, ihuaqhaidjutikharnik akhaluutunik nutqangavikhangit ikayuutikharnik inikhavikharnik.
Pijaarnikkut Apquti	Pijaarnikkut apqutimik havaktauniaqtuq tulaktarvingmin Tingmitiqarvingmun. Apqutit idjuhikhait ilauyut ihumagiyauyut taarnirmun ukiumi uvalu kayumiitumik aghaluutituqtut, imaalu qayangnaitumik munaridjutit qitqani inuit nanminiaqtullu aghaluutit. Nunalaani apqutit havaktauniaqtun napaqtiqtaulutiklu inikhavikharnik angiyunik akhaluutunik ingilrutikharniklu (imaatun itunik, urhuqyuuaqtutunik akhaluutunik).
Uyarakhiurviit uvalu Atukiqnikkut Ikayuutit	Tadjakaffuk aularaanginnaqtukhallu ujaraliaqtarviit atukkirvikhallu najugaqarniaqtut apqutip haniraani, ilaujullu iluani Port HPN, Aerodrome HPN, unalu Jericho Station HPN, atuqtakhat apqutinut. Ujaraliaqtarviit niriuktauyut nayugaqatlutik naamavyaktuq 7 km haniani kikiani, pingahut uyarakhiurviit apqutit tamayaqatlutik.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Qurluqtuaryungmi Apqut	
Havaaghap Ilangit	Unniqtuta
Ukiup Tamaat Apqut	Ukiuraaluk munariyauyuq tikilvikhaq uyaraliaq apqut. Apqutip qulaani hiliktilaanga naamavyaktut 10 m hiliktilaanga, kitut pidjutiqaangniaqtut malrungnik-aulavikhanik aghaluutunik. Apqutip qaanga hiliktilaanga ilanginni inikhani qayangnaittumik nutqariami, akhaluutiqaarvikmi, ahinungaugiamilu. Hinaa (uyaralianik qaagani hunaliqaa ikayuqtuqlu hinariyauyuq) piqaqniaquq uyaqanik uyaralianiklu qaagani hunaliqaa piyauhimayut atukaffuktumit uyaraktaqviknit. Uyaqqanik/nunamiklu kibluktauyukharnik piqaqtukhat ilanganik ilanganik apqunmi aulavikhangit humiliqaak nunat qanuritmangaangit pigiaqagumik, kipluktauniaqtun hunavaluit atuqtauffaarniaqtun napaqtirutikharnik. Aghaluutit angiqtauyut atuqlugu apqut niriuktauyut ilaayut aghaluutiqyuat uhidjutit, malruuknik-ingniqutiqaqtunik apqutikkut trains-nik (MIAT) uvalu mikiyut aghaluutit. Aghaluutituqtut niriuktauyut aalanganiaqtut qanuriniitigut pingahuuyut ilaayut atungnirit. Aghaluutituqtut kayumiktilaangit imaa 60 km/h, kitut angikliyuumiqaqtut imaa 80 km/h, uvaluuniin ikiliyuumiqlutik kituni nayugaini, qanuginiitigut hugadjat ihumagiyaayut, nunap qanuginiitigut, uvalu nunap qanuriniitigut. Apqut umikhimaniaqtut tamangni nunguani INN-mi, angiqtauhimayumik akhaluutitut itirvikhanik munariyaulutik havaktinit. Ingilraniq apqunmi munariyauniaqtut aturninnganut Apqutimik Munariniqmut Ihumaliurut.
Ukiumi Apqut	Ukiumi apqut havaktauniaqtut ukiuq tamaat hamanga Jericho Stationmin hamunga tunungani kiklianun TCUA uvani Contwoyto Tahiani (takulugu Piksangani MD.1.1), ungahiktumun hivuraanun aulavikhaanun Lupinmun. Malruk piyakhak apqutik nunami hamanga Contwoyto Tahiani hamunga Jericho Stationmun ilaayut atadjutikkut piyakhak qanuginiitigut ukiumi qanuginiit uvalu hananikkut ayuqhautit.
Uyarakhiurviit uvalu Atukiqnikkut Ikayuutit	Tadjakaffuk aularaanginnaqtukhallu ujaraliaqtarviit atukkirvikhallu najugaqarniaqtut apqutip haniraani, ilaujullu iluani Port HPN, Aerodrome HPN, unalu Jericho Station HPN, atuqtakhat apqutitut. Uyaraliaqtarviit niriuktauyut nayugaqaqlutik naamavyaktut 7 km haniani kikliani, pingahut uyarakhiurviit apqutit tamayaqaqlutik.
Ingilradjutikhanut uvalu Auladjutikkut Pihukvik	Tamna Ingilradjutikhat Alruyaqtuutinnullu Pihukviat naamavyaktut 150 m hiliktilaanga qitqaniitit apqutip haniraani. Tamna Ingilrayuliqiyitkut Alruyaqtuutikhangitlu Corridor ihumagiyauliqtut pidjutikharnik ilaayukharnik alruyaqtuutikharnik, taimaitutun pauwaktuutikharnik tuhaqtitiyaangatlu, ilaayukharnik apqutignik hiliktilaanganik hivunirmi.
Jericho Station	
Havaaghap Ilangit	Unniqtuta
Igluqpait	Nayuqtauhimaaqtut igluqpait ilauniaqtut hiniktarviit naamavyaktut 40 attautit igluat (ilaayut ilaayut igaviit/niriviit, ulapqiviit, taimaalu.); Aulapkaininngit Maniit Munarininngillu igluqpangit (ukunatitut, havakvingit, katimavik, akhaluutitut uaqhivik/ihuarhaivingalu); tamayanik tutquumaviit (uunaqutit, niglaumaviit, uvalu angiyut matuqaqtut tutquumaviit); tadjakaffuk qimaavikhaa nayugaa. Ukua igluuqpait nahuriyaayut napaktiriinaqniginik hanayariiqhimayuluniit igluuqpait.
Milvik Tingmitit Nutqarvialu	Atuqtauyut uyaraliaq milvik uvalu tingmitit aulavianga uvani Jericho Stationmi nigiuktauyut pihimayulutik aulayaaqlutik hananikkut uvalu Auladjutikkut uvalu Ihuaqhainikkut havaktauniitigut.
Urhuqyuanik Tutquumavinga unalu Uqhiqhiqvillu Igluqpait	Urhuqyuanik tutquumavinga unalu tuniughainiq igluqpait Jericho Station-mi niriuktauyut ikitpallaarniaqtut tutquumavilluq Tulaktarvik. Igluqpait Jericho Station-mi niriuktauyut tutquumavikhat 180,000 L urhuqyuanik, 50,000 L tingmitit uqhughainik, 100 qattaryuniklu kaasiliinik. Agyaqtuniaqtut Jericho Station-mut uqhuryuakkut akhaluutikkut tulaktarvingmit ukiumiluunniit apqutaagut Yalunaimit.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Havaaqhangit Ilangit Hulilukaarutikhangitlu
 April 2026

Havaaghap Ilangit	Unniqtuta
Iliurarvikhait Najugait	Iliurarvikhait nayugait havaktauniaqtut atuqtauyukhat tamangni Hanayaukpat uvalu Auladjutit uvalu Ihuaqhainikkut havaktauyut Havaaghap. Uhiyarvikhait inikhaqarniaqtut uhiyarvikhait, uhiyarvikhait, tutquumavikhainiklu puuqaqtunik imaaluuniit ahiqpaniittunik tamayanik tingmitinit imaaluuniit akhaluutiryuanit agyaqtauvikhait TCUA-kut. Nampangit, nayugakhangit, angiktilaangitlu iliugarvikhait nayugaingit naunaiyainiaqtun taima Havaaqhangit havakhimayut aulaligumik pingahuuyutlu atuqtunik pidjutikharnik naunaiyagiikhimayut.
Pijaarnikkut Apqutit Akhaluutiqarviillu	Uyaraliamik apqutit havaktauniaqtut qayangnaitumik ingilrayaangini aghaluutit tamayallu hamani Jericho Stationmi. Aulayut apqutit atuqtauniaqtun humiliqaak pigiaqagumik. Apqutit idjuhikhait ilauyut ihumagiyaayut taarnirmun ukiumi uvalu kayumiitumik aghaluutitutuq, imaalu qayangnaitumik munaridjutit qitqani inuit nanminiaqtullu aghaluutit. Nunalaani apqutit havaktauniaqtun napaqtiqtauniaqtunlu angiyunik akhaluutit ingilrutikharniklu (imaatun itun, ingilradjutikharnik akhaluutit). Ihuaqtumik akhaluutiqarviikhait Jericho Station-mi havaktiitun apqutiniklu atuqtunut tuniyauniaqtut.
Ikualaaqtuqaqqat Qaptirutit Imiqtarvingit	Ikualaaqtuqaqqat qaptirutikkut ima q auladjut piinarialik imiqtariangani mikiniqharmik aktilaanganik 1,000 L/min attauhirni ikaangniqmi. Imiqtarvingit aulapkaitjutikharnik ilaqarniaqtut nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuquhat qiqittailidjutiqarlutik, mahaktiirumiklu piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Immiqtarvik tuqhuaq uvalu Mamitiinikkut Auladjutit	Piyakhaq immiqtarvikhait uvani Tahiqyuami havaktauniaqtut uvalu ilauluni napaqtiqhaimayumik pampiqvikhait upalungaiyaqhaimayumik tungavikhait. Halumaqhijut iliugaqtauniaqtut papiutiqavikmun. Imiqtarvingit aulapkaitjutikharnik ilaqarniaqtut nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuquhat qiqittailidjutiqarlutik, mahaktiirumiklu piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Niuqqaqtakhaq Imaq Ingilradjutikhat Tutquumavikhallu	Imiqtautikhangit tuniyauniaqtun tamangnun inungnun atuqtakharik auladjutikharnik ihuaqhaidjutikharnik uminga Havaaqharni. Imigahaq immaq piyagiaqtaut itqungniarutaa atungnira aktilaanga 500 L attauhiq inuk attauhiq ubluq. Imigahaq imaq pidjutiginiaqtaat Maligahat hapkununga Kanatami Imaq Niuqagahaq Qanuginia uvani <i>Nunavut Health Act</i> imaalu angiqtauhimajut taffumanga Atanilluag Nunalaani Aanniaqtailinikkut Havaktimit. Ahiagut imangmik imigahamik, atuqtulugu ikitqiaq ihagiahungniq (imaa ikitqiat inuit auyami), imigahaq imaq agyaqtauniaqtut tulakvingmin havainiqmi (uvaluuniin piyakhaqat) hamunga Jericho Stationmun. Tunnganiqarhuni niriuktaujuuni pijumanirni, atauhiqmik malruuknikluunniit aullaarutit atauhirni havainirmi pinarungnarhijuq. Imaq tutquqtauniaqtut qattaryungnut talvani ihuaqhaiuip igluqpaani uvaluuniit atauhillaat hanayauhaimayut igluqpait. Imiqtarvingit aulapkaitjutikharnik ilaqarniaqtut nunap qaangani, iluvruaqaqtumik, inmiknik-kuviyaaqtumik tuquhat qiqittailidjutiqarlutik, mahaktiirumiklu piffaarutingit qattaryuit, itiqtirviit, tuuqhuaqarviit, akhaluutit immiqtuivingit, qurluarvingillu.
Iqqakunik Kuvigaqviku Tutquumavik	Iqqakunik iqqakuniklu imarnik tutquumavikhat Jericho Station-mi ilaqarniaqtut nuutirvikhait inikhaqatut nappaqtirutikhaniklu qayangnaitumik hanaqiyaami tutquumayaamilu iqqakunik iqqakunik, uqhuryuanik, qayangnaqtuniklu hunavalungnik ukunatut qayangnaqtunik qayangnaqtuniklu. Iqakut uvalu kuvigaqhaimayut imaq agyaqtauniaqtut aghaluutikkut hamanga Jericho Stationmin Tulakvingmun havainiqmi (uvaluuniin piyakhaqat) halumaqhiyaangini uvalu igitaulutik. Iikikliyumiqtitiyaangat ayungnautinik huraadjanik tautuminaqtun tangmaarvikharnik, tamaita niqit niqivaluit halumaqhaimayut iqakut tutquqtauniaqtun matuqaqtunik puukharik avaliqangitun allanin iqakuunik. Tutquumavik nuutirvighaqlu igluqpak Jericho Station-mi qayangnailrumi avaluqaqtut hanianiingittut igluqpangnut.

Havaaghap Ilangit	Unniqtuta
Uqhuryuaqtuqtuq Pauwaqarvik	Uqhuryuaqtuqtuq pauwaqarvikhaq ilauqarniaqtuq malrungnik ingniqtikharnik katitirutikharnik taima 3 MWnik. Piumaniq niriuktaungituq avatqulugu 1 MW. Atauhiq ingniqtiaqvik aulahimaaqniaqtuq pidjutiyaami ihariagiyaununut, atauhiqlu upalungaiqhimaniaqtuq qakunguraangat amigaqhuutiqaqqanlu. Tamna pauwaqarvikhaq napaqtiqtauniaqtuq nayugaani ikikliyumiqtitiyaangat takivikhangit alruyangit urhuqyuangitlu tuqhuangit. Nayugahaa pauwaqarviup uvalu ilauyut igluqpait tutqighaqtuniaqtut havaktautilugit naunaiyattiaqhimayut idjuhikhait Havaaghap. Tamna pauwaqarvikhaq napaqtiqtauniaqtuq ihumagilugit aulagiaqaqtunik skid-nik iliugaqtauniaqtun hanaiyagiikhimayumik tunngavikharnik.

MD.2.6.2 Havaakhap Hulidjutait

Nappaktirinirmin iluani, hivulliqpaamik nuutiqhimayuq aullaqtirvik piqarniaqturmi six-nik tatqiqhiutinik (nahuriyauyuq 2029-mi), ilauyut piliriariami atukaffuktumik urhuqyuq tutquumavikmik uvalu tuqhurvikmik, hiniktaqvikharnik, uvalu tamayanik uqhuryuaniklu katitivikhanik. Havaakhap hivulliqpaami piyaaqniq ilauyut tingmitikkut, nunakkut, uvalu tariukkut, uvalu naunaiyaqhimayuq ataani naunaittiaqhimayumi.

Angiyut nappaktirutit niriuktauyut aullaqtilutik 2029-mi uvalu iniqtirilutik qanituani tallimanik ukiuni (kinguliqpaamik nuutiqtauninga uvalu nappaktirutit havaktit iniqtaunialu 2034-mi). Apqut hanayaunia havaktauniaqtuq atauttikut tulaktarvingmit tunungani, uvalu Jericho Station-mit hivuraani. Nunami-ittunik ilait havaktauniaqtut ukiuq tamaat, kihimi tadjakaffuk nutqangniaqtut qayangnautinut uvalu uumayunut pittailinikkut. Tariumi uvalu hinaani imarmi-ittunik ilait hanayauniaqtut niriuktauyut aulahimaniaqtun amihut imaq hikuqangitkaluaqtilugu. Nayugait tapkua tadjakaffuk atuqtauyut igluqpinikkut hulidjutinun (imaa atukaffuktut iliuraqviit alruyat, atukaffuktut uyagakhuiqviit) ihuaqhaqtauniaqtut maliklugit laisikkut maligahat uvalu naunaiyaqhimayut uvani Aulahimaaqtumik Pinnirhainikkut Upalungaiyautit haffumunga havaamun havaktauyukhaq.

Havaakhap ilait hanahimayut WKR-kutni atuqtauyut amihunut, amihunik-atuqtauyut igluqpait, nanminiqaqtunut/kantraaktinut atuqtauyukhat hivituyumik; taimaali, piqanngilaq nutqarnikkut uvalu utiqtimikkut parnautingit ukununga ilainun. Igluqpait niriuktauyut aulaniaqtut hivituyumik, naunaipkaqtauyut 75-nik ukiuni atuqtauyukharnik angiyunik ilainun. Atuqtauyut igluqpait atungniaqtut ahiit atugianginni; kihimi, aulaniq uvalu munariniq igluqpait munagiyauniaqtut WKR-kunin.

MD.2.6.2.1 Nayugaanun Tikilvikhaq

Nayugaanun tikilvikhaq Qurluqtuaryungmi Tulaktaqvikhaq hivulliqpaamik piyaaqniaqturmi tariukkut, atuqlutik iluaniitunik umiakkut apqutinik Northwest Passage-kut, tulakvingnit St. Lawrence Kuugaani haniani Montreal-mi, allaniklu piqarluni uataani tulakviinnin imaatan Hay River-min, Inuvik-min, Tuktoyaktuk-min, uvaluuini uataani Kanatami tulakviinnin ihariagiyaupata.

Atukaffuktumik milvikmik hanayauniaqtut hivulliqpaami Havaakhami, tunihiyaami ihariagiyaayumik tingmitikkut piyaaqniq havaktinut uvalu atuqtakhanut. Una atuqtauyukhaq tulaktaqvikmun, tingmitiqarvingmun, uvalu apqutip tunungani ilanganut, atuqhugit atuliriikhimayut igluqpait. Una

atukaffuktumik milvik niriuktauyuk kinguliqaamik ilagiyauyuk apqutip iluani. Jericho Station-mi, piqaqtuq atuliriikhimayumik milvikmik, niriuktauyuk atuqtauniaqtun Havaakhami.

Tingmitikkut agyarniq atulimaaqniaqtuq havaktunun nuutirnirmun uvalu tamayanik agyaqnikkut hanayaunigani, aulanigani, uvalu munarinigagulu.

Tunungani, hanayaunikkut tamayat uvalu atuqtakhat agyaqtauniaqtut TCWR-kut. Ukiuq tamaat, hivulliqaami hanayaunirmi, 3 km-mik ukiumi apqut (imaavyaktumik 10 m hiliktilaanga nunap qaangani) hanayauniaqtut December/January-mi aullaqtilutik, uvalu munagiyaulutik upingaami, atadjutigilugu TCWR unalu Jericho Station. Ukiumi apqut atuqtauniaqtun hivulliqaami hanayaunirmi tamayanik, uyaralianik, urhuqyuanik, uvalu tamayanik agyaqnikkut, ukiumi tamaini hanayaunirmi iniqtiniaqtilugu. Una TCWR-mut atadjutiq niriuktauyuk atuqtauhimaniaqtuq tadjakaffuk Aulanigani uvalu Munarinigagulu, kihimi ukiumi-tamaat apqut allanguqtauniaqtilugu, ukiumi-tamaat apqut aulatitauhimaniaqtun.

TCWR hanayaunia Contwoyto Tahiani hinaanun Nunavut/Northwest Territories kiklinganut atuqtaungittuq Havaakhap iluani, taima naunaiyaqtauhimayuk kingulliqaami ihivriudjutini uvalu iluaniitut ihivgiugutit.

MD.2.6.2.2 Nayugaanik Ihuaqhainiq uvalu Nunami Hanalrutit

Nuna nauttiat piiyaqtauniaqtut kikliqarlutik nayugainun kisiani humi nappaktirinirmun hulidjutit uvalu Havaakhap ilait pidjutigiblugit atadjutiqaqtunik hulaqutit ihariagiyauyut. Grays Bay Tulaktaqvikhaa nunap qanurininga malillugu, nayugaa ihariagiyauyuk uyaralianik fill-nik uvalu haniraani uvinganiitunik, kihimi aallat nayugait qiqumaningit qiqhuqhimayut qagaqtaulutik uvalu ihuaqhaqtaulutik. Uyaralianik uvinganiitunik ilait qaffiuningit naunaiyaqtauniaqtut kinguliqaamik ihumagilugit hikuqaqniq (permafrost) qanuriningit kingulliqaapaaq nunatigut-qauyihaidjutinik uvalu ihivriunikkut naunaiyainikkut hanayaunirmun ihuaqhainikkut auladjutini. Qiqumaningit qagaqtaulutik piiyaqtauniaqtut uyaralianik fill-ngurlugit humi ihuaqtuqpat. Hunat katitiqtauniaqtut nayugaani talvani PDA-mi iluani atuqtauyukhat tamaini nappaktirinirmi.

Qulisuqtut (drilling) uvalu qagaqtiqtut aulahimaniaqtut uyarakhiurviinni uvalu qiqumanik piiyauvikhani atuqlutik kingulliqaamik ammonium nitrate-mik uvalu diesel fuel-mik ([ANFO]-mik tunnganiqaqtut) qagaqtautit, tutquumaviinni pittailinikkut tutquumahimayuni. Uvinganiitunik hanayaunia uvalu qagaqtiqniq aulahimaniaqtut ukiuq tamaat, kihimi qagaqtautit anginiit uvalu qanga aulaniaqtut ihumagiplugit uumayut, iqaluit, uvalu tingmiat nuutiriiqpaktiit akhuuqnaqtut tatqiqhiutit. Qagaqtautinik Munaridjutikkut Upalungaiyaut piliuqtauniaqtut naunairiami munaridjutikkut atuqtakhat uvalu ihariagiyauyut pidjutauyut maligahani, maliruagahani, uvalu laisinit Havaakhap tuniyauyuni, tapkua ihumagiyauyut ikikliyuumiqlugit avatipitingni uvalu aanniaqtailinikkut qayangnautit qagaqtautinik hanalrutingnit, agyaqnikkut, tutquumaniqmit, atungnirmik, uvalu qagaqtautinik atuqnirmik.

MD.2.6.2.3 Hunavalungnik uvalu Atuqtautinik Munarinig

Tariukkut-tunnganiqaqtuq agyaqniq atuqtauniaqtut hivulliqaamik supply chain-nguluni nappaktirinirmun uvalu Aulanigani uvalu Munarinigagulu. Imarmi imaq angmaumayumi, hunavaluit, atukkat, uvalu hunavalungit agyaqtauniaqtut ukiuq tamaat cargo freighter-nik, barge-nik, uvalu urhuqyuaq agyaqtauvikhanik atuqlutik, amihut hunavalungit niriuktauyut tikitilutik Quebec-mi tulakviinnit umiakktut

(sealift-kut). Uataani Kanatami tulakviinnit agyaqniq atuqtaulaaqtuq auladjutigiangani aallanik atukkat uvalu hunavalungit. Ihariagiyaupata, qanituani pingahunik barge-nik ukiuq tamaat Hay River-mit, Inuvik-mit, uvaluuniin Tuktoyaktuk-mit, NT-mi tulakviinnit, ikayuutauniaqtut hunavalungnik agyaqniqmik naittumik imarmi angmaumayumi tatqiqhiutini, nappaktirinirmi uvalu Aulanigani uvalu Munarinigagulu.

Atuqtaunginaqtut laydown nayugait piliuqtauniaqtut atuqtauyaagani nappaktirinirmi uvalu Aulanigani uvalu Munarinigagulu Havaakhap iluani. Laydown nayugait atuqtauniaqtut katitiqniqmik, nuutiqtirnirmik, uvalu tutquumanismik container-nik uvalu breakbulk cargo-nik tingmitikkut uvalu semi-truck-nik TCWR-kut agyaqtauyunik. Laydown nayugait qaffiuningit, nayugaingit, uvalu anginiit naunaiyaqtauniaqtut Havaakhap ihuaqhainia aulapkaqtillugu uvalu pingahuuyut atuqtiit ihariagiyaat naunaiyaqtauniaqtillugit.

MD.2.6.2.4 Igluqpait uvalu Tikilvikhait Apqutit

Havaakhap ihariagiyaat amigaitut igluqpait, atukaffuktut uvalu atuinaqtut. Tamaita igluqpait niriuktauyut prefabricated-ngulutik uvaluuniin pre-engineered-ngulutik. Atukaffuktut igluqpait ilauyut nuutiqtiaqtut hiniktaqviit uvalu atadjutiqaqtut igluqpait, nuutiqtiauniaqtut nappaktirinirmi Havaakhap aulapkaqtillugu. Ilangini, ukua atukaffuktut igluqpait atuinaqtunnguqtitauniaqtut Havaakhaq Aulanigani uvalu Munarinigagulu-mun nuutillugu. Atukaffuktut igluqpait, kihimi atuqtauyukhaungittut Aulanigani uvalu Munarinigagulu-mun, piiyaqtauniaqtut.

Atuinaqtut igluqpait ilauyut hiniktaqviit, havagvikhat, munaqhiviit (imaa akhaluutitut uaqviit/munaqhiiviit), uvalu hunavalungnik tutquumaviit (uunaqtaqtut, niglaumayut, uvalu angiyut matuqaqtut), tadjakaffuk qimaavikhait tulakvikmi uvalu Jericho Station-mi, uvalu tingmitiqarvingmi terminal igluqpak. Tulakvikmi uvalu Jericho Station-mi igluqpait atuqtauyukhat tikitpaktunut ikayugiangani aaniqtuqaqqat, uvalu qajangnaitumik ingilraniq akhuuqhugu Grays Bay Apqutaani, aaniqtailinikkut hiniktaqviit hanayauniaqtut atuqtauyaagani nakuungittumi hila-mi uvaluuniin aallani aaniqtuqaqqat.

Atadjutiqaqtut ihariagiyaayut hanalrutit, imaatun service-nik uvalu utility-nik atadjutit, tikilvikhait apqutit (uyaraliatigut apqutit), uvalu parking nayugait ilauyut PDA-mi. Nunallaani tikilvikhait apqutit ihuaqhaqtauniaqtut ukiuqtaqtumi taangninganut, mikiyumik ingilraniqmik, uvalu qajangnaittumik ingilraniqmik inuit akhaluutainik uvalu commercial akhaluutainik, uvalu ikayuutauniaqtut angiyunik akhaluutainik uvalu atukkat imaatun urhuqyuaq agyaqtauvikhat. Atuinaqtut igluqpait, atadjutiqaqtut hanalrutit, uvalu tikilvikhait apqutit hanayauniaqtut nappaktirinirmi uvalu atuqhimaarniaqtut Aulanigani uvalu Munarinigagulu-mi. Tikilvikhait apqutit munaridjutait ilauyut aputaiyainiq, ihuaqhainiq (grading), uvalu imarmik **ikaakviit** munaqhinnirmik uvalu ihuaqhainirmik, ihariagiyaupata.

Mikitqiyumi qayanut tulaktaqvik haniani, inuit atuqtauyukhat nayugaa piliuqtauniaqtut. Una ilauyukhaq akhaluutitut tikilvikhag uvalu parking nayugait ikayugiangani nunalaani atukaffuktumik atuqniqmik. Qajangnaitkutit pidjutigalugit, una nayugaa angmaumangniaqtut atuqtauyaagani tulakvikmi nappaktirinik iniqtaunialu kinguninga.

MD.2.6.2.5 Qurluqtuaryungmi Apqutaa

Apqutip hanaqidjutaa aulaniaqtuq atauttikut tunungani (tulakvikmi) uvalu hivuraani (Jericho Station-mi), havaktauyut qakugu talvunga qitqani. Qayangnaittumik atuqtunun, apqutip itirvikhangit munariyauniaqtut

hanaqidjutit aulaniqtillugit uvalu aulaniaqtut Auladjutit uvalu Munariniqmi. Qurluqtuaryungmi Apqutaa aulaniaqtut munariyaalutik tunungani uvalu hivuraani: kivgaqtuutit tulakvikmi tunungani apqutip ilanganun uvalu Jericho Station-mi hivuraani ilanganun. Apqut atuqtauniaqtillugu angiyunit uvalu uqumaittunit akhaluutinit uvalu mikiyunit akhaluutinit atauttikut, apqutip atuqtauyukhat munariyauniaqtut atiliurarnikkut uvalu radiukkut uqaqatigiiknikkut qayangnaittumik atuqtunun. Munariyauyut itirvikhait ilauyuq ikiliyuumiqlugu hulaqutit anguniaqtunun uvalu katitiqhimayunik hunavalungnik, uqautauhimayut ilauqatigiingnikkut Havaakhmi. Apqut matuqarniaqtut malruukni kikliqhaani Inuit Nanminirijaani Nunaani (IOL), akhaluutit atuqtauniaqtut angiqtauhimallutik havaktinit. Apqutimi ingilraangniq munariyauniaqtut Apqutinit Munariniqmut Ihumaliurutikkut.

Apqutip uvinganiit hanaqtauniaqtut aturhutik katitirnikkut uvalu iliuraqarnikkut, qagaqtaunikkut uyaqqat utiqtauhimayut atuqtauyariaqaqtut ihuaqtuni nayugaini. Uvinganiit qanutuinnat angitilaangit naunaiyaqtauniaqtut hikuqpalaniq pidjutigiplugu iluani geotechnical qauyihaidjutikharnik uvalu naunaiyainik ataani hanayauliqat. Piksa ES.1 takuupkaiyuq uuktuutimik apqutip cross-section-ianik Qurluqtuaryungmi Apqutaanun. Una cross-section piqaqtuq 3H:1V uvinganinganik, tamna ikiliyuumiqtitiaangat akhaluutit tumitailiniranik apqutimit nuqaqpata. Nuna-qauyiharnikkut, una uvingania aturhimaqtukhaq 3 m-mit angitqianut uvinganiinun uvalu Type IV (hikuqaqpalaniq) nunani.

Havaakhap hulaqutait uumayunut, kingulliqaamik tuktunut, ihumagiyauhimayut uvalu ihumagiyauhimaarlutik apqutip idjuhikhaanun uvalu Apqutinit Munariniqmut Ihumaliurutimut. Uuktuutit ilauyut:

- Uvinganiit hanaqtauniaqtut 3H:1V imaluuniin maniktumik, humi piyariaqaqtat, ikayuriangini tuktut ikaangniqtillugit apqut
- Hivulliqaami qauyihaqtauhimayut uvalu munaridjutit tuktut ingilgaviingit apqutimi naunaiyariaqaqtut humi ikaangniginiq anginiqhaqaqtut
- Uvinganiit qaangani humi ikaangniginiq anginiqhaqaqtut ihuaqhaqtauniaqtut mikiyunik uyaralianik, imaattut 150 mm-mik ikitqiyamik uyaralianik, humi piyaaqqat
- Apqutip idjuhikhaa kayumiktilaangit aalangayut qayangnaittumik atuqtunun uvalu uumayunut (imaattun itun, tuluqtaqtut) – tamatigut 60 km/hr, ilanganilu 80 km/hr humi ayuqhaqanngitpat, ikikliyumillugit hilap qanuginiatigut uvalu uumayut hulilukaaktillugit
- Apqutinit Munariniqmut Ihumaliurut hanaqtauniaqtut uqautigilugit qanuriliurutit apqut atuqtauniaqtuq uumayut (ilauyut tuktut) naaniqpata, ilauyullu ikikliyumirutinik kayumiktilaangit uvalu radiukkut uqaqatigiikniq
- Apqutip atuqtauninganik kikliqarlugu ayuqhaqtuni ubluni imalu tuktut qanilrukkut naaniqpata
- Munariniq aulaniaqtut aturhutik piqaqtunik uyarakhirviit apqutip iluani, tunihilutik ukiut tamaat 50,000–100,000 m³ uyaralianik ihuaqhainirmun. Ukiuqmi munariniq ilaqaqtuq aputaijainirmun qayangnaittumik ingilraangnirmun, auyami munariniq ilaqaqtuq puyulaitkutitik, uvinganiit ihuaqhainirmun, uvalu kuukkat ikaaqqiit munaridjutit. Hilap pidjutigiplugu matuqniq niriuktauyyuq, uvalu hiniktariit piyariaqaqtut ikayuriangini ingilraktut aniguqpata. Auladjutit uvalu Munariniq ilauyuqulu avatiliqinikkut munaridjutit, kuviyuqtalinikkut, uvalu qilamiungnikkut kiudjutit.

MD.2.6.2.6 Uyarakhiurviit uvalu Borrow Pits-it

Atukaffuktut uvalu atuinaqtut uyarakhiurviit borrow pit-illu nayugaqtauniaqtut apqutip iluani, ilauyut Tulaktaqviki PDA-mi, Tingmitiqavngmi (Aerodrome) PDA-mi, uvalu Jericho Station PDA-mi, atuqtauyukhat uyaraliniq apqutitut. Uyarakhiurviit nahuriyauyut nayugaqtaukhat avatqumayumik 7 km-nik apqutimi, pingahuta uyarakhiurviit atauttikut atuinaqtungulutik apqutip ihuaqhainirnikkut. Atuinaqtumik uyarakhiurviit tulakvikmi munariyauniaqtut Auladjutit uvalu Munariniqmi ikayuriami ukiut tamaat 50,000 m³-mit 100,000 m³-mut uyaraliniq ihuaqhainirmun piyariaqaqtunik.

Nayugait atukaffuktut hulidjutit tamatkiumayumik pittailiyauniaqtut hanaqidjutikkut nunguqhimaliqitlugit, utiqitituniaqtut laisikkut qanuriniit maliklugit uvalu Site Restoration Plan-mi uqautauhimayut Havaakhamut.

MD.2.6.2.7 Immavaluit Ikaaqqiit

Immavaluit ikaaqqiit apqutimi ilauyuq ikaarutiniq, ataani angmaumayunik turhuanik, uvalu matuqhimayunik turhuanik, aalakiit qanuriniit maliklugit: ikaarutiniq anginiqhakkut, imaup qulvahingniqtanga, avataini nunap qanuriniit, uvalu imaup ingilraviup aulaniqaqngaa. Tamaita immavaluit ikaaqqiit idjuhikhaqarniaqtut naammaktillugit imaup aulaniqaanik, iqaluit ikaangniginiq, umiat ingilraniq pittailinnga (humi piyaaqqat), uvalu iqalukhiuqnikkut pittailinnga (humi piyaaqqat). Ikaaqqiit idjuhikhaqtauniaqtut hydrotechnical-mik, iqalukhiuqnikkut, avatiliqinikkut, ingilraniqarnikkut, uvalu geotechnical-mik ihumagiyaayunik atauttikut nayugaini.

Immavaluit ikaaqqiit ilauyut:

- **18 angiyut ikaarviit** – ikaarutit angitqiyat 5 m-mit, atauhiqmik imaluuniit amihunik ikaarutiniq
- **avatqumayumik 40 ikaarviit** – ikaarutit 1.5 m-mit 5 m-mut, angiyut turhuat matuqhimayut imaluuniit ataani angmaumayut
- **avatqumayumik 74 mikiyut ikaarviit** – mikiyut turhuat, 1.5 m-mit ikitqiyat
- **nampaa naunaittumik** – drainage turhuat iliuraqtauhimayut apqutip haniraani pittailiniqmut imaq katitirninnganik apqutip uvinganiit haniraani

Humi piyaaqqat, immavaluit ikaaqqiit hanaqtauniaqtut ukiuqmi; kihimi, humi piyariaqaqat, auyami hanaqidjut ilauyuq atukaffuktunik ikaaqqiiniq iliuraqlutik ikayuriangini hunavalungnik uvalu tamayanik aulaniq aulaluaqtillugu. Hanayariqhmayut ikaarutit uvalu turhuat ilihariyauyut katititaulutik uvalu tikitaulutik TCWR-kut imaluuniit umiakkut (sealift). Hanaqidjutikkut uvalu munariniqmi, kuungmi havauhikhat ikaaqqiini malikhautiplugu DFO-kut piumayaat uvalu **Iqalukhiuqnikkut Maligaaq**. Immavaluit ikaaqqiit munariyauniaqtut apqutillu atauttikut Hanaqidjut, Auladjutit uvalu Munariniqmi.

MD.2.6.2.8 Urhuqyuanik Munariniq uvalu Pauwatuqnikkut Piliurninnga

Umiat atadjutiqarniaqtut tulakvikmi aturhutik qajangnaqtumik urhuqyuaq turhuangit imaluuniit ittuqtumik atadjutinikkut, ikayuriangini urhuqyuaq nuutiqtirniq umianit nunami tutquumavinganut. Jericho Station-mi urhuqyuaq tutquumavinga mikiyuq, urhuqyuaq anginiqhaa tutquumahimayut tulakvikmi uvalu tanker-mik akhaluutit nuutiqtirniaqtut. Atuinaqtumik urhuqyuaq tutquumavinga tulakvikmi piqarniaqtut tugliqmik turhuarvigarluni, tank-it iliuraqtauyut atauttikut-atut (hivulliqaamik 10 million liter-nik, angikliyuumiqlugu 160 million liter-nut), uvalu qaangani turhuarviit ihuaqtut Ukiuqtaqtumi qanuriniinut. Tulakvik ilauqataaqtut 1 MW-mik aadlangayut pauwaqtutimik (anuri, hiqinirmin, baatuliimik) ikikliyuumiriami diesel-mik aturniq. Pauwatuqnikkut piliurninnga tuniyauyuq modular diesel-plant-nit: hitamat unit-it (tamarmik 6 MW) tulakvikmi uvalu malruuk unit-it (tamarmik 3 MW) Jericho Station-mi, pauwatuut aktilaangit idjuhikhaqtauniaqtut naammaktillugit ulluinnarni uvalu qaffiuniit atuqtauyut. Hapkuat hunat iliuraqtauhimayut Hanaqidjutimi uvalu atuinaqtut Auladjutit uvalu Munariniqmi.

MD.2.6.2.9 Imarmi-tunnganiqaqtut Aulapkaidjutikhat

Qurluqtuaryungmi Tulaktaqvikhaq piqarniaqtut:

- **malruuk itiyumi imarmi tulakvikhait** angiyunut umianut hanahimayut, tikitaaqtut 100,000-mit uqumaitilaangitumi (deadweight tonnes), ilauyut uyaqqanik-umiaryuat, uqhuryuamik-umiaryuat, aallallu angiyut umiat, imaatus Navy-kut uvalu tanker-it
- **angivalaaqtut umiaq tulakvikhaq** piqaqtitiyuq namavyaktumik atadjutimik pingahunut tug-nut, ikayuriangani umiat tulaktarviangitni, ilauyut Coast Guard-kut uvalu Ukiuqtaqtumi uvalu Imarmi Aulapkaidjutikharnik Munagiyut Umiat
- **barge-nut tulaktaqvikhaq** malruuknik barge-nut tulakvikhainik – piqaqtitiyuq barge-nut ramp-mik hivuraani aturhuni uhiliqhiviangani uvalu uhiiyaqviangani, uvalu haniani barge-nut tulakvikhaq aturhuni saniraani uhiliqhiviangani
- **mikiyunut qayanut tulaktaqvikhaq** piqaqtitiyuq naamavyaktumik 24-nik umianik
- **ingilraniq-naunaitkutikhat** ikayuriangani umiaqtuiyunut

Tulakvikhait hanahimaniaqtut concrete-mik caisson-nik uvaluuniin steel-mik sheet/pipe pile-nik, tamarmik ihariagiyaayut imap ataani upalungaiyarnikkut. Barge-nut tulaktaqvikhaq niriuktauyut hanahimaniaqtun nunamik hinaani silataani hikaagtunik uyaralainik dyke-nik, piqaqtitiluni ramp-mik hivuraani uhiliqhiviangani uvalu haniani tulakvikhaq saniraani uhiliqhiviangani. Mikiyunut qayanut tulaktaqvikhaq ikayuutaayut qayangnaittumik, ukiup ilaani atuqtauyukhamik nunalaani qayanut, piqaqniaqturlu concrete-mik ramp-mik qayanik iliurariami apqutikkut agyaqtauyunik trailer-nit.

Imarmi-tunnganiqaqtut hanaqidjutit aullaqtitauniaqtut imaq hikuiqqat ukiumi kingulirmi hanaqidjutimi (2030-mi). Imarmi hanaqidjutit aulahimaarniaqtut imaq hikuiqqat ukiup ilaani, ilauyut tulakvikhait, barge-nut tulaktaqvikhaq, uvalu mikiyunut qayanut tulaktaqvikhaq, hilap uvalu hiku qanurininganit maliklugu. Piyaanqik ikayuriami, atausiq barge-nut tulakvikhaq hivulliutillugu hanayauniaqtun. Hanaqidjutit atuqtauyauniaqtut maliruagakhatigut, hivulliq barge-nut tulakvikhaq aulaliqniaqtut kingulirmi atausiq tulakvikhaq hanayauliqtinnagu.

Angiyunut umianut tulakvikhait, angivalaaqtuq umiaq tulakvikhaq, barge-nut tulaktaqvikhaq, uvalu mikiyunut qayanut tulaktaqvikhaq Qurluqtuaryungmi Tulaktaqvikmi aulaniaqtut imaq hikuiqqat, niriuktauyut kingulliq June-mit October-mun, ukiumi aalangurniaqtut hilap qanurininganit, uvalu atuqtauyugunngittut December-mit May-mun. Qayangnairutikharnik pidjutiqaqtunik, inungnut atuqniq mikiyunut qayanut tulaktaqvikhamun angmaumangilaq tulaktaqvikmi hanaqidjutikhait iniqtinagit (kihimi aaniqtuqaqqat).

Aulanigani uvalu munaqhidjutinik, tulaktaqvikmi havauhikhat ilaayut uqaqatigiikniq, atadjutikharnik aaqiksiniq, atausiungitunut umiat tikitpaktut atuliqitillugit, tug-nik ikayuqtauyut tulaktarvingani, igluqpait munaqhidjutit, aaniqtuqaqqat kiudjutit (ilaayut kuvirarnit), uvalu avatiliqinikkut munariniq.

MD.2.6.2.10 Imarnik Munariniq

Imak Havaakhap aturiaqaqtaa piyauniaqtuq angiqtauhimayunit nunamingni imanik atuqtakhanik, maliklugit tamarmik maliruagakhat. Igluqpait ilaayut hiuraliitumik, imaq-qurluarviit uvalu hikuilgaqtaitumik munaqhidjutinik Ukiuqtaqtup qanurittaakhaanut. Piqaqtuq malruuknik imaq-tahiqnik Qurluqtuaryungmi Apqutaani hivuraani. Atauhiqmi uvaluuniin malruungni, imarmik tikitaqvikhaq uvalu prefab-mik pump-hausiq hanayauniaqtut tunngavikhamik upalungaiyaqhimayumik. Halummaqtiritit ilauqaqniaqtut pump-hausiq iluani uvaluuniin tulaktaqvikmi atausiq halummaqtirvikmi. Atuqtaulaaqtuq nutaamik imaq-tikitaqvikhaq Contwoyto Tahiqmi. Ikualaaqtailinikkut imaq-ikayuutit piqaqniaqtut, uvalu tamarmik imaq-iglupait hanayauniaqtut piyuminaqtumik uvalu avatiliqinikkut munagiyauyukhamik ukiuqtaqtumi.

Imarmi imaq halummaqtirniq havaktauniaqpat, prefab-mik imarmi-halummaqtirvikhaq hanayauniaqtun tulaktaqvikmi tunngavikhamik upalungaiyaqhimayumik. Imarmi imaq-tikitaqvikhaq niriuktauyut tulaktaqvikmi Mikiyunut Qayanut Tulaktaqvikhaq saniraani uatanikkut, uvalu imaq-anivvikhaq saniraani barge-nut tulaktaqvikhaq kivanikkut.

Imaq tikitaqvikhaq uvalu halummaqtirniq aullaqtitauniaqtut hanaqidjutinik, uvalu munaqhidjutikhat atuqtauyauniaqtut aulanigani uvalu munaqhidjutinik.

MD.2.6.2.11 Iqqakunik unalu Iqqakuq Imaq Munariniq

Tamaita iqqakut munagiyauniaqtut Kanatami uvalu aviktuqhimayuni maliruagahat maliklugit, munagiyauyut Iqqakunik Munagidjutikkut Upalungaiyautimik uvalu havaktut iliharniatigut. Iqqakuq imaq havaktauniaqtut nunami halummaqtirvikmi uvaluuniin agyaqtauyut halummaqtirvikhamun, tamarmik kuvirarnit maliklugit Kanatami maligahat. Ikualaaqtailinikkut, imigahamik imaq, uvalu anuri-imaq munariniq atuliqtauniaqtut avatiliqinikkut maligahat maliklugit, imaq uvalu nunap qiqumania munagiyaangani. Qayangnautikkut uvalu aaniqtuqaqqat kiudjutikkut pinahuarutit piqaqniaqtut imaq ihuaqhaqlugu.

Iqqakunik uvalu iqqakuq imaq munariniq aullaqtitauniaqtut hanaqidjutimi, uvalu munaqhidjutikhat atuqtauyauniaqtut aulanigani uvalu munaqhidjutinik.

MD.3 Ilihimanik Ihumagiyayut

IS-kut ihumagivaktait qaujihimaniit ihumagijaiillu inungnin katimajunilu hulaqutijauttaaqtun Havaktaujukhamin. WKR ilitaqhiyut anginiqarnianik Inuit, Nunaqaqqaahimayut, Nunaqatigiiktullu qauyimayainik ihumagiyainiklu havaakhanik upalungaiyautikhanik.

MD.3.1 Inuit Qauyimayainik, Nunaqaqqaarhimayut Qauyimayainik, Nunamingnilu Qauyimayainik

Kitikmeoni Inuit (uvani taiyauhimayut Kitikmiut), aallat Nunaqaqqaarhimayut, uvalu aallat nunallaat aktuqtauniarunaqhiyut ilihimayait tunihiyut tautuktitiyunik uvalu takunnaktunik amihunik nunami uvalu inungni qanurinniitunik, tapkua atadjudtiqaqtut pitquhikkut ilihimaniqmut uvalu hulidjutinut, ilauyutlu ikayuutikharnik uqautigiyaayunik Havaaghap hanayauninganut uvalu munarinigaanut. Taapkua ilihimayait katitiquhugit Qablunaat ilihimaninganut, aturtauniaqtut ihuaqhagianganani Havaaghap piliurninga uvalu atuinarninnga.

IS-kut ihumagiyait inuit uvalu katimayiit ilihimayait uvalu tautuktait, kitut aktuqtauniarunaqhiyut Havaamit. Inuit, Nunaqaqqaarhimayut, uvalu Nunallaat Ilihimayait, Qablunaat ilihimaningalu ilauqatigiikhutik, nalunaiqtaungmata anginiqhakkut ilihimaniqnik atuqtauyukhanik atauttikku itivriuriani Havaaghap aktuqniqalaaqtunik. Ilauqatigiingnikkut hulidjutit aturhugit, pingahut anginiqhaat ilihimaniit ilauqataungmata uvalu ilaliutihimayut Havaaghap iluani uvalu una itivriudjutikhaq:

- **Inuit Ilihimayait**, taiyauhimayutlu **Inuit Qaujimaningit**, ilauqatigiikhutik Inuit Ilihimayait (uvaluuniin **Inuit Qaujimajatuqangit** [hukat Inuit qangaraalukmit ilihimainaqaat itquumayut]), uqautigiyaayut kinguliriingnikkut ilihimaniq, ilauyut nilaiyautit, ukpirniit, maliruagakhat, uvalu misilittakkat inungnut uvalu nunamut tunngavinginnut (NIRB 2018a). Ilauqaqtuqlu ilihimaniqmut pitquhikkut atuqtauyunik imaatun angunahuarniq, nuna, tariuq, atuqtauyut hunavaluit, uvalu aallat anginiqhaat hulidjutit kitut ikayuutigiyaayut pitquhikkut atuinarninnga. Inuit Ilihimayait naunaiyaqtauhimayut amihuni kinguliriingnikkut uvalu amihunit inungnit.
- Naunaiqhimayut Inuit Ilihimayait uvalu tautuktait ihumagiyayut uvalu ilaliutihimayut IS-mi tuniyauhimayut atausiq anginiqhaq tukhiqtauhimayumit: Havaaghap-kitunut titiraqhimayumit taiyauhimayumit **Kitikmiut Ilihimayait Tukhiqtauyut Kogloktokkyok (Qurluqtuayungmi) Tulaktaqvikhaq uvalu Apqutikhaa Havaaghaq** (Banci uvalu Spicker 2024), tapkua katitiquhimayut Kitikmeot Inuit Katimayiit uvalu kaantulaaliqiyinit Naonaiyaotit Pitquhiliqinikkut Ilihimayait Havaaghap (NTKP), katitiquiyumit Inuit Ilihimayainik munariyaayumit Geographic Information System (GIS)-mik tunnganiqaqtumik database-mi. WKR nalunaipkaihimagaluarluni Inuit Ilihimayait aallanit Inuit aviktungniit Nunavunmi, ilauyut Kivalliq Aviktungniit uvalu Qikiqtaaluk Aviktungniit, tunihisinnaqtut ilihimaniqmut uvalu tautuktanik Havaaghap mikhaanut, IS-kup pidjutiqaqhuni, uqautigiyaayut Inuit Kitikmeoni Aviktungniani, taiyauhimayutlu Kitikmiut.

- **IS-mi, Nunaqaqqaarhimayut Ilihimayait** uqautigiyaayut Nunaqaqqaarhimayut Inuit uvalu Nunaqaqqaarhimayut katimayit Kitikmeot-mi ilaaninngittut, kitut uqautivakhimayut aturhutik maligatigut **section 35-mik** *Kanatami Maligaq*, 1982-mi, Kitikmeot-mi iluani, ilaayut Inuvialuit, First Nations, uvalu Métis. Nunaqaqqaarhimayut Ilihimayainut tunnganiqaqtut katitiqhimayut uvalu ilaliutihimayut IS-mi ilaayut ilauqatigiingnikkut kiudjutit uvalu tamanut takuyauyut titiraqhimayut Nunaqaqqaarhimayut katimayit mikhaatigut, kitut aturivakhimayut section 35-mik pilaagutunik Nunavunmi.
- **Nunallaani Ilihimanig**, ilaayutlu Nunamingni Ilihimanig, takupkaiyut tadjakaffuk takunnaktut uvalu aalangurniq, kitut naunaiyaqtaunginnarialik munariniarnikkut. Nunallaani Ilihimanigmik tunnganiqaqtut ilihimaniit uvalu tautuktait tuniyauhimayut Inuit Advisory Group-kut (IAG), nunallaani katimapkaidjutitigut uvalu tamanut kiudjutitigut, uvalu nunallaani-tunnganiqaqtut qauyiharnikkut: 61-nik apiqhuqtauhimayunik 70-nik nunallaani inungnik, inmi-inungnut uvalu qaritaujakkut Microsoft Teams-kut, October-mi uvalu November-mi 2024-mi.

WKR-kut, ukuallu hivuagut ikayuqtiuyut, Nunavut Kavamanga, ukuallu Kitikmeot Inuit Katudjiqatigiit, ilaувaktut umani Havaakhami 2016-mit. Haffumuuna Havaaghamun-kitunun ilauqatigiingnikkut pinahuarutinun, Kitikmiut, aalat Nunaqaqqaqtut katimayit, aalallu hulaqiniaqtut nunallaat uqautigiyaat uqagahatik, ihumagiyatik, ihumaaluutitik, pitquidjutitiklu mikhaagun inungnun uvalu idjuhia avatingit uvalu havaaghap idjuhikhaa. Kinguagut tunijaungmata naunaitkutikhat, ihivriuqtauhimajut imaalu katitiquahimajut iluanni qaujimajainnik munaqhijutikhainnik tutquumaviit. Tutquumavik ihuaqhaqtauhimayuq VC-kut kitunun uqautauyunun ayungnaitumik ilauqatigiingnirmun ISmun. Una kangiqhidjut ihivriuqtauyuq, ihumagiyauyut, uvalu iliugaqtaubluni humi ihuangnikkut havaaghamun upalungaiyautinun uvalu IS.

Kiudjutit ikayuutaayut kangiqhinirmun kiklikhaanun, havaaghamun hulaqutauniaqtut apqutitiklu, ihuaqhaidjutit ihuaqhiyuumirutillu aktilaangit, amigaiqpaliayut hulaqutait ihivriurutit, anginirit hulaqutit, havaaghat munaridjutit munarinirmunlu upalungaiyautit, tamainun havaaghat idjuhighait upalungaiyautillu. Hapkunuuna ilauqatigiingnikkut hulidjutinun, nunallaat uqautigiyaat inmi ilihimayatit, ukpigiyatik, ihumagiyatiklu, ikayuqhugit pivallianirmun kangiqhimadjutinun, naunaiyaqhugit havaaghat hulaqutauniaqtut, uvalu ihumagiyauyut ihuaqhaidjutighat uvalu munaridjutikkut aktilaangit. Kiudjutit naunaiyaqhimayut piyakhat hungiutinikkut munaridjutit, ihuaqhiyuumiqlugit aktilaangit, uvalu ilauqatigiikniq. Una kiudjutikhaq aulahimaanginaqtuq malikhautikharnik havaaqhangit upalungairutikharnik ikayuutiginaqtun WKRingit havakhimaarniaqtainik pivalliayaangat Havaaqhangit taima aulahimayut nunalaani ihumagiyainik, ilautitiyaangat Inuit, Nunaqaqqaqhimayunik, nunalaanilu ilihimayainik, aulatitiyaangatlu hivutunigaalukmik pidjutikharnik Kitikmeotmi hivunirmunlu.

MD.3.1.1 Munagihimaaqtun Hiamitiqtukhaungitunik Naunairutingnik

Havaqatigiingniq uvalu naunaitumik kivgaqtungniq Inuit, Nunaqaqaaqtut, uvalu nunallaat ilihimayait, imaalu malikhugit Nunaqaqaaqtut katimayit maligahait, tikhahuagutit uqautigigaangata kangiqhidjutinik hapkununga Inuinnarnun uvalu aalat Nunaqaqaaqtut katimayit. Inuit tapkuatlu Nunaqaqaaqhimayut ilihimani nanminiriyauyut nanminiriyailu inmigut ilihimani pihimayunit. Intellectual property maligat munariyait una ilihimaniq nunaryuami (Banci and Spicker 2024).

Ihivriugianganiq aulatitiyaangatlu Inuit Ilihimayainik iliqatigiikhimayut talvuuna NTKPkut, WKRngit atiqtuivakhimayut Ilauyukharnik Laisikharnik Angirutikharnik tapkuninga Kitikmeot Inuit Katidjutiliqiyunik. WKR tuniyaauyut angirutinik atuqlugit iluaniitut NTKP idjuhikhaanun uvalu ihivriurutaanun Havaaghap. Tamna angirutikhaq aulatitilimaituq WKRnik tuhaqtitiyaangat tamaat ilitugidjutikharnik inungnun, kihimi ilangit titiraqhimayut tuhaqtaugiaqaaqtun nunalaanun. Piqanginmat aadjikiivyaktunik angirutinik havaktauhimayut aalanun Inuinnarnun uvaluuniin Nunaqaqaaqtun katimayit, ilihimayait hapkununga katimayunin pihimayut inungnun piinarialingnin titiraqhimayunin (tugliit ihivriurutit) uqautauyullu ilauqatigiingnirmun. Taimaatauq, Nunallaat Ilihimayait katitiqhimayut haffumuuna nunallaanun-pihimayut ihivriurutit haffumunga Havaaghamun (imaa inugiangnikkut maniliungnikkut apirhuutit) ilauyut Kangiqhidjutiaqaaqtut Angirut havauhiit tapkua pidjutiaqaaqtut pidjutainun ihivriurutit, qayangnautit, hiamitailinikkut uvalu hiamitiqtailinikkut, piyakhat taimaaqtulugit ihivriurutit, uvalu qanuriniit uqautigilugit titiraqhimayut kangiqhidjutit.

MD.3.2 Ilaliutiblugit Inuit, Nunaqaqaaqtut, uvalu nunallaat Ukpigiyait uvalu Ihumagiyait

WKR kangiqhimayait tapkua Uataani ilihimayait uvalu ihumagiyait, kitut ihuaqhaidjutaauyut tadjamin Kanatami uvalu aviktungniini maligat, maliguagahat, pitquyauyut, uvalu havakviit, kikliqangniaqtut qanuq Inuit Ilihimayait, Nunaqaqaaqtut Ilihimayait, uvalu Nunallaat Ilihimayait ilauyut havaaghamun upalungaiyautini. WKRkut ilitaqhiyut tapkua Kitikmiut, aalat Nunaqaqaaqtut katimayit, uvalu aalat hulaqutauniaqtut nunallaat nakuutqiatigut pidjutikhaqaaqtut ihumaliugutigilugit inmi hivuliuyukhat uvalu piunayatik, uqautigilugit inmi ihumagiyatik inmi tainiini, uvalu una kangiqhidjut tuniyaauyukhaq aadjikiiktumik akhuuqnaqniqmik quyaginaq aalat kangiqhidjutikkut ikayuutit. Talvuuna mikhaatigun, WKRngit munagiyakhait tuniyaangat ihivriugianganiq tamainik ihumagiyauyunik iliqatigiiktukharnik malikhautikharnik havaaqhangit havakhimayut upalungairutikharniklu, ilitagiyaangatlu uuktuqhimaagianganiklu ihuaqhaidjutikharnik allatqianguyut angirutiqangitunlu tapkuninga WKRngit Kitikmiutlu, allatlu Nunaqaqaaqhimayunik katimayit, allanikluuniit ayungnautiqarniaqtun nunalaangitni.

Talvuuna ilaulukaarnikkut hulilukaaktunik nunalaanilu aulahimayunik ihivriudjutikharnik, Kitikmiut, allatlu Nunaqaqaaqhimayunik katimayit, allatlu ayungnautiqarniaqtun nunalaangit apigiyauvakhimayut tuniyaangat kiudjutikharnik talvuuna naunairutingnik naunairutingnik, ayungnautiginarungnaqhiyaingit Havaaqhangit, unalu pigiaqaaqtun uuktuutikhangit ikikliyumiqtitiyaangat ayungnautigivakhimayainik ihuaryumiqtitiyaangatluuniit pidjutikharnik.

MD.3.2.1 Inuit Qaujimagatuqangit, Ukipirijait, Ihumagijailu

Taimaa naunaiyainiq piniaruknaqhiuq ayurhauingit VC-kunnut ilitariyauyut uumani IS naunaiqtauyut malikhugu NIRB-kut naunaiyainiq, WKR ilitariyait Inuit qanuqtut ihumagiyangit nunamut qanuqtullu ayurhauingit naunaiqtauyut naunaiyaqtauyullu aadlanganiaqtuq. Uuktuutigilugu, qauyihaiyit hapkununga Kitikmeot Inuit Katimayit ilitugipkaiyut tapkua Inuit kangiqhimadjutait nayugait aalangayut nalunaqtuliqiniin nunatigut naunaiyutait. Atuqata Inuit Qauyimagatuqangit, piqaqtuq hitamanik qanuriniginik nunat qanuriniginik: Maniqqami, Kigikniqhani Nunani, Tariup Immaknigani, Taqyumilu. Taimaitkaluaqtilugit ukua atuniinigit aalagagaluqtilugit nunamiutanik naunaipkutinit ilaa "kiniupayut nuna" uvaluunit "nunainaqmi," Inuit Qauyimagatuqangit uqautauyut uvani IS-mi kagiqhiyauyukhaugaluq ukunuuna Inuit hilaquyumi tautuktuuyaaqnginik ihumagiyainilu (Banci unalu Spicker 2025).

Unalu, NIRB-kut naunaiqtauyut 8-nit Inuit Qaujimagatuqangit, unaluunit Inuit Qaujimagatuqangit, maliktakhangit (taiyauyuqlu Inuit Nuatqatigiinnikkut Ukipiriyait) piliurhimayuq Nunavut Kavamatkunnit (NIRB 2025c). WKR ilaliutiyait hapkuat maliktakhat havauhikhamut piliurninnganut ihumaliurninnganullu. Hapkua hivunikhaliugutit, taiyauhimayut imaa Piqujarjuat (hunat kinali piyakhait uvaluuniin piyakhait nakuuyumik pidjutigilugit uvaluuniin nakuuyumik inuuhimik, uvaluuniin ihuinaagutiqaqniaqtut; Karetak et al. 2017), qitqani ilagiyait IS-mi. Naunaitkutinga MD.3.1 tuniyait hapkuat maliktakhat, uuktuutingillu ilaupkaininngani IS-milu.

Table MD.3.1 Inuit Qauyimagatuqangit Hivunikhaliurutikhangit uuktuutikhangitlu ilaulukaarnikkut uvanilu IS-mi

Inuit Qaujimagatuqangit Principles	Ilaumatigiingnirmi Atuqtaumatigiingnirit	IS-mi Atuqtauyut
<i>Inuumatigiitsiarniq:</i> Inungnik kamatsiarniq, atadjutinirmik, inungnullu munaqhiniq	- Tusamatigiingniq Elders-nik, anguniaqtunik, inuusirminik, nunallaami katimayiiniklu - Angmaumayut uvalu ilitqihikkut ihuaqtut katimajut, uqaqtittiniq Inuinnaqtunmi Inuktitullu - Naunaittuq, qauyimagayumik, tuhaqtitiniq apiqhuutinut uvalu ihumaaluutinut	- Ilitqihikkut pingaarutillit nunat uvalu pitqihikkut atuqtauyut VC-mi naunaiyautini - Ilaliutiniq Inuit, Nunaqaqqaarhimayut, Nunallaami Ilihimanig nunap kikliqainik, nalunaipkainirmik, havaap aktuqniqaqtait, ikayuutit, munaqhiliqiniq, naunaiyainirmilu
<i>Tunnganarniq:</i> Angmaumaniq, ilaumatigiingniq, nakuuyumik anirniqaqniq	- Ilaumatigiingnikkut, ilitqihikkut ihuaqtut katimajut uqaqtittiniqmik ikayuqtauyut - Angmaumayuq, naunaittuq uqaqtigiingniq tamainut nunallaami inungnut	- Ilaumatigiingniq nalunaipkainirmi Elders-nit, inuusirminit, angutiniq arnanillu - Angmaumaniq aalat ilihimaniit (Inuit Qaujimagatuqangit uvalu Qablunaat ilihimaniit) atauttikkut atuqtauyut
<i>Pijitsirniq:</i> Ilagiinnut nunallaamullu ikayuqtiniq	Nunallaami ikayuutit, iliharniq, havaakhat, nunallaami ihumagiyait havaap iluani ilaliutillugit	Nunallaami inuuhig uvalu pitqihikkut inuuhiringnaqtumik VC-mi katitqihimayuni aktuqngit, ikayuutit, naunaiyainirmilu

<i>Inuit Qaujimaqatugangit Principles</i>	<i>Ilaumatigiingnirmi Atuatugatiingnirit</i>	<i>IS-mi Atuatugayut</i>
<i>Aajiiqatigiinnig:</i> Uqaqatigiingnikkut angirutiqarnikkut ihumaliurniq	• Angirutimik tunngavilik IAG katimajut Katimajut uqaqhimayait kingumut • tuhaqtitaugut (What We Heard), angmaumaniqmik uvalu kivgaqtuqtauniqmik (takulugu Makpiraq 6)	• Ilaumatigiingniq VC-nik, havaap aktuqniqaqtait, anginiqhait, katitighimayunik aktuqninginik, ikayuutit, munaqhiliqiniqlu • NIRB-p auladjutaa uqaqatigiingnirmik anginiqaqtug
<i>Pilimmaksarnig:</i> Ayuiqhaqniq takujarnikkut, iliharniq, havakniq, ikayuqtigiingniq	• Inuusirmut ilaumatigiingniq, iliharvingni ilaumatigiingniq, nunallaami mapping iliharniqmik angikliyuumiqtig	• Inuit, Nunaqaqqaarhimayut, Nunallaami Ilihimanig ilaliutillugit teknikali fieldwork-mik • Atuatigiingniq ilihimaniit atauttikkut
<i>Ikajuqtigiinnig:</i> Atautimut ikayuqtigatiingniq	• Havaqatigiingniq Kitikmeot Inuit Association-kut, IAG-kut, HTO-kut, Hamlet Council-kut, nunallaami katimayitlu	• Atauttikkut piliuqtaq ihuaqhaidjutikharnik, munaridjutinik, adaptive management-mik • Inuit ilaumatigiingniq havaami uvalu katitighimayunik aktuqninginik naunaiyautini
<i>Qanuqtuurnig:</i> Nutaanguqtiginiq, ayuiqhaqniq, pivallianiq	• Nunallaamut ihuaqtut ilaupkainikkut atukhat (radio-kut, social media, qaritaujakkut)	• Ilaliutiniq Inuit hilap qanurininga takuyait scientific modelling-mik • Adaptive management atuqtauluni qayangnautikkut ikayuutigiplugu
<i>Avatittinnik Kamatsiarnig:</i> Nuna, uumayut, avatiliqiniq munaqhiniq	• Kamatsiarniq tuktunik, iqalungnik, aalat uumayut, nunallu uvalu anguniaqtut nunagiyait	• Qitigaqtug baseline-mi, havaap aktuqniqaqtait, katitighimayunik aktuqninginik, ihuaqhaidjutikharnik • Ikayuutigiplugit apqutikkut, qilamik, uvalu munaridjutikkut ihumaliurutait

MD.3.2.2 Nunaqaqqaarhimayut Ilihimaninnga, Ilimuurutingit, Qanuqtut ihumagiyangillu

Taimaitutun Inuit Ilihimayaingit, Nunaqaqqaqhimayunik Ilihimayainik tuniyauvakhimayut kinguliptingnun aituihimaahunilu akhurnaqtunik tautuktuuyaarutikharnik talvuuna idjuhingit inungnunlu avatiliqinikkut aulahimayut talvani Havaaqharni. Tamna Havaaqhaq nayugaqaqhimayug talvani Kitikmeotmi Nunavunmi, tamavyaita ilihimayaingit ilauihimayut talvani ISmi Inuit Ilihimayaingit. Kihimi, humi kangiqhidjutit piinagialgit ilaumatigiingnikkut uvaluuniin inungnun piinagialgit ikayuutit, ilauiyut naunaiyaqhimayut pitquhikkut anginiqhait huradjaat uvaluuniin havaanun-ilauiyut ihumaaluutit, ihivriugtauyut uvalu iluugaqtauhimayut hapkununga IS-kunun ihuaqqata.

WKR ilitaqhiyut tapkua Nunaqaqqaqtut Ilihimayait nanminiriyait attautit Ilihimanikkut Tigumidjutigaqtut uvalu, attautikkut, Nunaqaqqaqtut katimayit tunihiyut kangiqhidjutinik. Ukpriyait uvalu ihumagiyait uqautigiyait attautit Nunaqaqqaqtut katimayit aalangayut tahapkununga katimayinun uvalu, humi piyaaqqat, ilaliutihimayut hapkununga ISkunun.

MD.3.2.3 Nunagiyamikni Ilihimanig, Iluuurutingit, Ihumagiyangillu

Aadjikiiviyaktuq hapkununga Inuit uvalu Nunaqaqaaqtut Ilihimayait, Nunallaat Ilihimayait tunihiniaqtut kangiqhidjutinik mikhaagun attautit uvalu angitqiat nunallaat ukpigiyait mikhaagun nunatigut, tariukkut, uvalu ikayuutikkut atuqtauyut, imaalu pitquhikkut uvalu inuuhigattiaqnikkut. Ihumagiyayut uvalu ayuqhautit ilaayut havaaghanun piyaghat, ilaayut kihimi kikliqangitut havaaghanun uvalu ilihaidjutinun, tunihiyullu ihumagiyayut uvani IS. Takulugu Uiguani 6.1.1-mi titiraqhimayunik aktuqtaulaaqtut nunagiyayut ilaayut Havaami, ukualu ilaayut inuuhigmi manikhaqhiurutinilu ilituqhautinik Havaamut.

MD.3.2.4 Ilaliutiniqmut Qanuriliurutinga

Inuit, Nunaqaqqaarhimayut, nunalaanilu ilihimayaingit ilauliqutun talvunga ISmi ukuninga atuqtakharnik:

- **Inikhait Kikligiyait** – naunaiqlugit nayugait humi amigaitut naunaiyautit piinagialgit naunaiyagiangani qanuginiit haffumunga Havaaghamun-kitunun hulaqutinun ihivgiugutit uvalu amigaiqpaliayut hulaqutit ihivgiugutit, atuqhugit Inuit, Nunaqaqaaqtut, uvalu Nunallaat Ilihimayait ihuangnikkut
- **Kiglinganit Qanurittaakhaanik** – naunaiqtaa Inuinait, Nunaqaqqaarhimayut, unalu nunallaani ilihimanig, uuminngalu naunaiyainig nampangit.
- **Havaaqhangit Ayungnautiqaqutunik Ayungnautiqaqutuniklu Aulavikharnik** - nigiktauyut ayungnautiqarniaqtun ihumagiyauhimayutlu uqaqtauvakhimayut tapkuninga Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayit, allatlu ayungnautiqarniaqtun nunalaangit ikayukhimaapaktun ilitagiyaangat naunaiyaiyaangatlu ayungnautiqarniaqtun aulavikharnik.
- **Avatingnun Kikliitigut Hulaqutit** – WKR havaktut hilataani Kitikmeoni Aviktungniani ihumaliugutigilugit havaaghat hulaqutauniaqtut ikayuutinun, hugadjanun, uvaluuniin pitquhikkut anginiqhait nayugait atuqtauyut qitqani aviktungniit.
- **Qanuriliurutingit Hilaup Aadlangurninnga** – munariyayut aadlangurninnga hilaup, hikumut, huradjanullu qanurittaakhaanik unalu Uataani hilaup aadlangurninnga kangirhigiami qanuqtut hilaup aadlangurninnga ayurhaqtipkainiaqtaa havauhikhaq pilaqutiginiaqtangillu, ikayuqtuq naunaiykariami ihumaliurnig hungiutigiami qanuriliurutingit akuniraalukmullu akhuurninnga.
- **Naunaiyainig Angikliyuumiqtuq Qanuriliurutingit** – WKR ilaliutiyait Inuit, Nunaqaqqaqhimayut, nunallaanilu qanuqtut ihumagiyamiknik Uataanit nalunaqtunik piliuriami iluittumik kangirhiginig qanuqtut amihut aadlangurninngit pilaqutiniaqtaa maniqqami-ittut inuudjutingit, ilihainiqmut pihimmaarnig, avatinganullu aaniaqtailinig qakugunnguqqat
- **Anginiqhait Hulaqutit** – ilaliutihimayut aalanun ikayuutinun, uqautayut hapkununga IAGkunin naunaiyaqhimayut hapkua hivuliuyukhat ihumaliurutiqaaliraangata ihuangitut aalanguqtirutit pidjutaayut Havaaghamin:
 - Inuit ihumagiyainig ihumagiyautiariagani havaaq qanuriniakhaagut
 - Nalvaaqhiyaangat Havaaqhangit humi nunalaani ilaayunik pidjutikharnik
 - Naunaiyaiyaangat tamna Havaaqhaq ihuangitumik ayungnautiqarnaitumik inungnik anguniagianganig tuktuhiugianganig niqikharnik

- Munagiblugit ima q uvalu hugadjat
- Ikayukhimaarniq inuuhirinnik tuktunik amigaitilaangit (ilauyutlu huradjat munagidjutikharnik)
- Tunihiblutik piyaaqniqmik uvalu tamayanik anguniaqtunun tamangni Qurluqtuaryungmi uvanilu Jericho
- Mikhilaaqtirinnik akiinnik inuunikkut
- Tunihiblutik havaaghanik piyaghanik
- Tunihiblutik ilihaidjutinik piyakhanik
- **Ihuaqhaidjutit, Munaridjutit, uvalu Ihuaqhiyuumiqlugit Aktilaarutit** – ihuaqhaqtauyut ihagiagiyaupata pihimayut uqaudjinikkut hapkunanga IAGkunin ilaayunin uvalu Kitikmeot Inuit Katimayit, uqaatauyullu Nunaqaqaaqtunun katimayinin uvalu aalat hulaqiniaqtut nunallaat ilauqatigiingnikkut; Kiudjutit ikayuutaayut atugahanun Havaaghap idjuhikhaanun mikhaagun qayangnaqtut kikliit uvalu nayugait munaridjutit uvalu ihuaqhaidjutit

MD.3.3 Inungnut Ilaupkainiq

WKRkut kangiqhimayait tapkua ihuangnikkut ilauqatigiingniq Kitikmeoni nunallaanun aghuungnaqtuq munarittiannikkut pivallianirmun Nunavunmi. Nallaumayut Nunavunmi Upalungaiyainirmun Havaaghanunlu Ihivriungnikkut Maligaq (NuPPAA) ukualu NIRBkut Ikayuqtiuyut Maligahait (NIRB 2020), ilauqatigiingniq haffumunga havaaghamun turaaqhimayut talimat Kitikmeoni nunallaat hapkunani Ikaluktutiak, Kugluktuk, Uqhuqtuuq, Taloyoak, Kugaaruklu, ukualu Kitikmeot Inuit katimayit, ilaayut HTOkut aviktungniilu havakviit. WKRkut ilaublutiklu angitqiamik ihaangnikkut hilataani Kitikmeoni Aviktungniani ihumagilugit uvalu ilaulugit ihumagiyauyut hilataani Kitikmiut humi ihuaqqat. Una ilaqaqtuq atadjutinik hapkununga: aalat Nunaqaqaaqtut katimayit atuqtait inmi Titiraqhimayumi 35 pilaagutait ataani Maligaqyuap Maligaani, 1982 Nunavunmi, imaatun Tłı̄ch̄q Kavamat, Yellowknives Dene First Nation, ukualu Athabasca Denesų́liné Né Land Corporation; kikliitigut Nunaqaqaaqtut katimayit imaatun Sahtu Secretariat Incorporated ukualu Gwich'in Tribal Council; maliruagakhat ilituqhainikulu timiuyut ukualu NIRB-kut, Nunavumi Immaliqiyit Katimayit, Aurora-kut Ilituqhainikut Havakviuyuq, Aulayuliqiyilu Kanatami; inuuhinut-piyangaiyautikkut timiqutaayut ukunatut Nunavunmi Nunatsiaqmilu Katimayiryuungit Uyaraqhiurnikkut, maniliurnahuarnikkut pivalliyuliqiyikkut havagviit, iliharnikkutlu iliharvikyuat.

Ilaupkainiq pihimayut qilamik, pittiarinnik, piinarialingmik, kiuyuminaqtumiklu. WKRkut upautidjutait ilauqatigiingnirmun aghuurtuqatut tunihlutik naunaitunik kangiqhidjutinik, havaklugit piyakhat angmaumayumik uqaqatigiigutit, uvalu havaklugit naunaitumik uvalu pitquhikkut ihuaqtumik qanuq titiraqlugit uvalu kiudjutigilugit nunallaat uqaqtait. Ilaupkainiq angmaumayumik atugahat tikuaqtauhimayut pihimablugit inuit uvalu hulidjutait attautit katimadjutit. Hapkua atugahat havaktauhimayut aghuuhaidjutikhat ilaunirmun Iningnikhanin, anguniaqtinin, inulramingnin, nunamingni katimayit, Inuit pilaarutaitigut tigumidjutiaqtut, uvalu inungnin. Atugahat atuqtauyut ilaayut:

- **Nunallaani katimapkaiyut angmaumayullu iglut**, pipkaiyut aadlanut uqariamikni naunaitkutanik amihunut inungnut pipkaidjutigiamilu katimayut uqaqatigiingniq piinarialikni nunallaani inikhanik.

- **Katimaqatigiblugit nunamingni katimayit**, imaatun Haamlat Katimayit uvalu HTotkut, tugaaqhimallugit uqagahat anguniangnikkut, nunanik atuqnikkut, uvalu ayuqhautit kitunun nunallaanun.
- **Inuit Uqaudjit Katimayit (IAG) katimadjutit**, tunihiyut ihuaqhaqhimayunik piyakhanik tikuaqtauhimayunun Iningnikhanun, Ilihimanikkut Tigumidjutitqaqtunun, uvalu nunamik atuqtunun tunihyaamingnik maligahanik avatiliqinikkut, hugadjatigut, pitquhikkut, uvalu nunamun-ilauyut pidjutauyut.
- **Inuulrammiit sikuurvikmilu ilaupkainiq**, apiriyaukpat, piyuq naunaipkaigiami ikayuriamilu akuniraalukmik pittaarninnga naunaipkaigiami inuulrammiit havauhikhamut naunaitkutanik.
- **Ilauniq nunallaani hulilukaaqtuni**, ukunatitut havaanik qun'ngiaqtitiyuni, havaanik takupkaiyut, pitquhimullu katimayut, tuniyuq pivikhaqautikhaq ayurnaittumik, takudjutitlutik uqagatigiikniq ilitariyauyumi nunamikni pipluni.
- **Nunamingni naalautikkut pinahuarutit**, ilaujut hivajaqhutik apiqhuilutikluuniit, tuhaqtittumaplugit nunamingni ilaujut tuhaqtitivaktut uqaqhikkut.
- **Qaritauyakkut tuhaqtidjutit haffumuuna WK RKut qagitaulyaliqivia**, nunallaat tuhaqtitinikkut makpirniit, uvalu qagitauyakkut titiraqhimayut uqagatigilugit inuit qitqani pulaaqtunun unghiktumunluuniin.
- **Nivingayut uvalu titiraqhimayut naunaitkutit**, numiktiqhimayut ihagiagiyaupkata, nivingayut tautungnaqtuni nunallaani nayugaini uqautigiyaangani qilamik kangiqhidjutit naunaitumik, naunaitumik uqaqhikkut.
- **Atauhirmun-atauhirmun-atauhirmun ikittununlu-katimajunun** miitirutit ihuarhaqtauhimajut tukhiqtaugaangata taimaalu hiamitiqtaulimaitpat qajangnaqtulluunniit uqautikhat pijukhaukkata turaangajunik uqagatigiigutunik.

Hapkunuuna ilauqatigiingnikkut hulidjutinun, nunallaat uqautigiyaait ilihimayatik, ukpigiyait, ihumagiyauyut, tunihiyut tungavianun kangiqhimadjutinun, naunaiyaqhugit havaaghat hulaqtauniaqtut, pitquidjutillu aktilaangit ingattaqtailinirmun munaridjutinunlu. Ihumaluutaulluaqtut uqaqtauhimajunut ilaujut pidjutauniarunaqhijut tuknut aallanullu huradjanut, tammaqtailitikanik ilitquhikkut naunaittiaqhimajut nunat, uukturvikhanik Inuinnarnik havaakhanik ajuiqhavikhaniklu, ihariahuutaillu naunaittiaqhimajunik tuhapkaidjutikhanik havaakhamut inirvikhainnik maliruagakanullu havaktaujukhanik, imaalu ilaupkailutik Inuit, Nunaqaqqaqhimajut, imaalu nunamingni qaujimaangit upalungaijautikhat ihumaliurutikhanullu. Hapkua ihumaaluutit ikayuutauyut ihuaqhaqhugu anginia ISkut uvalu maligahat idjuhikhainun ingattaqtailinikkut uvalu munaridjutikkut hanaqidjutit.

Kiudjutit naunaiyaqhugit piyakhat hungiutinikkut munaridjutit, ihuaqhiyuumirutighat, qanuqlu inuit ilaulutik. Una kiudjutikhaq aulahimaanginaqtuq malikhautikharnik havaaqhangit upalungairutikharnik ikayuutiginaqtun WK RKut havakhimaarniaqtanik pivalliyaangat Havaaqhangit taima aulahimayut nunalaani ihumagiyainik, ilautitiyaangat Inuit, Nunaqaqqaqhimayunik, Nunalaani Ilihimayainik, qaritinaqturlu hivutunirmik pidjutikharunik Kitikmeotmi hivunirmunlu.

MD.3.4 Nunami Taimani Qanuriniga

Aviktungniini Ingilgaaqnitatigut Ihivgiugutit (RHO) tunihiyut naunaiyaqhimayunik naunaitkutainik idjuhiit uvalu inuit ingilgaanin Kitikmeoni hivuani tungaviup qanuginiit haffuma Qurluqtuaryungmi Apquti uvalu Tulaktaqvikhaq Havaaq (Havaaghaq) uvani 2024-2025, naunaiyaqhimayut uvani Makpiraani 5-9 haffumani EIS. RHO turaaqhimayut ihuaqhiyuumiqlugit kangiqhimadjutit Havaaghap nunatigut pihimayut, ilitarilugit aalanguqtirnirit idjuhiit uvalu inuit nunait qakugunguqqat. Una kangiqhidjut ikayuutauyuq kikliinun naunaiyautit uvani VC ihivgiugutini uvalu naunaiyaqhimayut akhuugutit kinguani hulidjutit ihuaqhaidjutauyut tadjamin avatingnun uvalu inugiangnikkut maniliungnikkut qanuginiit. WKR ilitaqhiyut tapkua Inuit nayuqpektait Kitikmeoni ingilraanin, pivallialiuhutik pitquhirmik, maniliurnirmun, kavamaliqinirmunlu auladjutit ihariagiyauyut inuunirmun, pitquhirmun aulahimaarnirmun, pidjutigiblugit kinguliriit inuuyut nunami.

RHO naittumik titiraqhimayut 13,000 ukiut ingilgaaqnitait. Taimaali una hivituyuq kiklighaa, ukua RHO tunihingitut tamatkiumayumik kangiqhidjutinik idjuhiit uvalu inuit ingilgaanin kihimi tunihilutik kangiqhidjutinik aalanguqtirnirmun pidjutauyut inuit hulidjutainun aviktungniini uvalu qanuq ikayuutauyut haffumunga Havaaghamun ilakuit uvalu aviktungniini katitqhimayut hulaqutit.

MD.4 Hulaqutinun Ihivgiugutit Atugahat

Qanuriliurutinga qanuriliurutingillu atuqtaujut upalungaijariami IS-kut maliktait Maliktakhat Upalungaijariami Pilaqutinga Uqaqtakhangit uumunnga West Kitikmeot Resources Corp-kut Qurluqtuaryungmi Apqutinga Umiat Tulaktaqvikhaqlu Tukhiutinga (NIRB File No. 24XN030), tunijaujuq NIRB-kunnit (NIRB 2025), piliuqtauhimajut ihuaqhigiami ihumaaluutingit naunaiqhimaajuq Ilangani 7.1 uumunnga IS Maliktakhangit. Unalu ihuarhigiami uumunnga NIRB-kut IS-kut Maliktakhangit unalu munariniqmut maliktakhangit, qanuriliurutinga pihimayuq ilihimaninnganit maligatigut havaangit, naunaitkutaq ihariagiyangit, pilaqutingalu naunaiyainiq hivulliqaangit tamarmik talvani hilataanilu Nunavut.

WKR kangiqhimayait tapkua Inuit atuqhimayait uvalu pitquhiit pidjutiqaqtut ukpiginikkut Inuit ihumagiyaaitigut 'avatingit,' pidjutigiblugit nuna, tariuq, hugadja, uvalu ikayuutit atadjutiqaqtut inuuhitigut. WKR-kut naunaiyainiq qanuriliurutinga hivulliutigiyaa una Inuit qanuqtut ihumagiyanaganik, ilaliutiplugulu Qablunaat qanuriliurutinga naunaiyariami VCs inmikkut, taimaa piyait aippaanganit NIRB-kut naunaiyainiq.

Ihivgiugutikkut atugahat tugaaqhimayut ihivgiuqnikkut hulaqutait attautinun Ukpigiyauyut Iluaniitut (VCs), ilauyullu ukpiginikkut ihivgiugutit tapkua ihumagiyauyut atadjutait qitqani uumayutigut uvalu inuit avatingit, naunaitumik ihumagiyauyut Inuit Ilihimayait. Ilaumatigiikniq uvalu Inuit Ilihimayait qitqaniitut ihivgiugutinun, hamanga havaatigut idjuhikhaanun uvalu qanugiliugutikhaanun ihivgiuffaagutikkut uvalu munagidjutikkut, uvalu kangiqhidjutauyut atadjutait uvalu naunaiyautait hapkua VC ihivgiugutit iluaniitut kinguani ukpiginikkut ihivgiugutit.

MD.5 Hilap Avatingit

Aalaguqnigut hilap avataani titiraqtauyut tuniyauvlutiklu Inuit qauyimayaitigut, kagiqhiyaagani hilap aalaguqnigut qanuqlu inuuyaagani taqyumi nunamilu. Hapkununga Inuinangnun, nuna, imaq, uvalu hiku nunat nipaiqpiaqniq, humi nipaiqniq ilauyuq inuuhiqmun uvalu ihagiagiyauyuq anguniaqniqmun, aulaaqniqmun, uvalu atadjutinun nunamun.

'Aputiqalluanguinmat taimaa aullaariami ukiumi ayurnatqiyauyuq. Puyuvalluit halumailrullu hulaqutigiyaat qanurinia aput' (Banci unalu Spicker 2024).

"Aulaaqpakhimayugut nunamun tuktuhiugiaptingni. Upin'ngakhami hiku kuukkani tattinilu mahakpaktuq qilaminnuaq tariurmit imaq lu kuuktuq tattini kuukkanilu. Hilaup aalannguqtirninga qilaminnuaq piniaqtuq. Munariyakhavut imaq halumailrunit hikumi apqutauyunit. Tuhaavaktugut akhaluutiryuat hikumi. Inuit qayagiyukhat hikuliulirumik apqutinik. Uyaraliaq hiku mahaktirutauyuq qilamik.' (Banci unalu Spicker 2024).

Naittumik-hivituniani aturaakpaktakhamiluunniit nipiquqtuhiniq hajukniqlu ihuirutittaaqtuq huradjanik, anguniarniq ajurnarhitivaktuq, aallanguqtiqhugulu pidjuti ihumaalungnaittumik nipaiqpiarnikkullu nunami. Una naunaiyaut pittiaqtait hapkua ukpigiyait uvalu tugaaqhimayut munagilugit tamangnik idjuhia tuhaanaqtuq avatikput uvalu piyaaqniq Inuit atugianganani nuna idjuhiitigut.

'Tuktut ahinungaunginnaqtut nipiquqtuyunit ulapiqutinit, aadjikkutaanik inungnit. Nipiquqtuyutut itpaktut.' (Banci unalu Spicker 2024)

Ihuangnirit hilap avatingit tamatkiumayut; naunaiyaqhugit hulaqutauniaqtut hilap qanuginianun, hilap aalanguqtiqniranun uvalu nipiquqtuhinikkut uvalu hayungnirit aghuungnaqtut pittiaqlugit hapkua aghuurutit uvalu tugaaqhimallugit munaridjutikhat idjuhia hilap avatingit uvalu piyaangnirit Inuit aturianganani nuna idjuhiitigut. WKR-kut katitiriyut qanuriniganik hivunihijutinik atautimukhugit Inuinait hivuliquhutauyut havaqatiriigutiniklu qauyimaniqmik katitiqniginik (ukualu havaami-pijutiqaqtunik NTKP-mi IAG-kulu ayuiqhavikmi), inuknit qahaktunik hivunihijutinik Nunaqaqaqtunit ikayuqtiriinit ihumagiyauyut uqauhiuyuni Havaami, ilauniginiklu uqauhiuyut uqauhiuyut Kitikmiut-nit, ahiilu Nunaqaqaqtut ikayuqtiriit, ahiilu aktuqtaulaaqtut nunagiyauyut nutauniqhanik ilituqhautinik katitigayut ualiqhiani naunaiyautini pigiarutini. Atautimuknigut ukua qauyimayaayunik ihumagiyauyut ualiqhiani naunaiyautinik atuqtauhimayut qauyipkarianganani naunaiyarianganilu aktuqnigagut uqauhiq tamaini pigahuni ilagiyaini hilap avatauyuup.

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (tamna 'Havaaqhaq') itiyumi imarmi tuluqtaqvikhaq taima 230nik kilaamitanik ukiuk tamaat apqutikharnik pivallidjutikharnik tukhiqtauhimayut tapkuninga Uataani Kitikmeot Resources Corp. (WKR), nayugaqaqtuq talvani Kitikmeotmi Nunavunmi. Tulaktaqvikhaq nayugaqarniaqtuq talvani Coronation Gulfmi, taima 50nik kilaamitanik ungahiktilaaqarniaqtuq hivuraani talvani Tunungani Uataani Apqutikharnik talvuuna Ukiuktaqtuniitunik katitiqhimaniaqturlu talvuuna ukiuk tamaat apqunmi talvunga umikhimayumun Jericho Uyaraqhiuqtunik nayugaanun talvani Jericho Stationmi, tunungani uativyaani haniani Contwoyto Tahiani, NU. Tamna ukiuk tamaat apqut katitiqhimaarniaqtuq ukiuk tamaat talvunga Tibbett talvunga Contwoyto Winter Road (TCWR) ukiuk tamaat. WKR upalungaiyaiyut Hulaqutinun Naunaitkutunik naunaiyarianganini uvalu

ihivriuqlugit avatingnun uvalu Inuuhinut-piyangaiyautikkut hulaqutait pidjutauyut hapkunanga Havaaghanin tapkua ihuaqtut piyakhat titiraqhimayut uvani Nunavunmi Nunataarutaanut Angirutaa ukualu Nunavunmi Avatilirinirmut Katimayit Atugahait Upalungaiyautinun Hulaqutinun Titiqqat haffumunga (NIRB File No. 24XN038; NIRB 2026). Una makpiraaq IS-mi tuniyuq naunaiyainiq piniaruknaqhiuq avatinganut ayurhauingit anirhaaktaptiknik, nipiquqtuyumik hayukninnganiklu ilaliutiyuqlu uqaqtamiknik hilaup qanurittaakhaanik.

Inikhangit kiklivikhangitlu naunaiyagiikhimayut ikayuutikharnik pivalladjutikharnik akhurnaqtunik hanaqidjutikharnik (VC) ihivriudjutikharnik, naunairutiqaqtun talvuuna aulayunik kangikhidjutikharnik pigiaqaqtun Havaaqaqhangit ayungnautiqarniaqtun allaniklu aulahimayut naunairutingnik. Tamna Havaaqaqhangit Pivalladjutikharnik Nayugaani (PDA) ilauqaqtuq iqaiyalinikkut nayugaingit tamaita Havaaqaqhangit hanaqidjutikharnik, ilauyutlu tamangnik aulayukharnik tadjakaffuklu ayungnautiqaqtunik (imaatun itun, hivutunikharnik Havaaqaqhangit igluqpangit, upalungaikhimayut piiyaqtauniaqtun, iliugaivikhangitlu nayugaingit). Nunalaani Ihivriudjutikharnik Nayugaani (LAA) kiklivikhaqaqtun nayugaani taima havaaqaqhangit aulahimayut avatiliqinikkut ayungnautiqarniaqtun ihuaqtumik nallautiqhimayunik ayungnairutikharnik. Ihivgiugutinun hilap qanuginianun, LAA naunaiyaqtauhimayuq imaa 5 km kiklii avatiini PDA, kitut malikhugit maligahat piyakhat uvalu angiyuq uqaqtigiyaangani anginiqhait hulaqutit hilap halumailguit ihumagiyaayut (ACPI) hiamitiqtut hapkunanga Havaaghap hulidjutaini. Tamna LAA nipiquqtuhinikkut uvalu hayuknikkut naunaiyaqtauhimayuq imaa 1.5 km kiklii avatiini PDA kitut ihuaqtut maligahanun maligahanun haffumunga nipiquqtunikkut ihivgiuqnikkut nayugaini.

Avikturhimayumi Naunaiyainiq Nayuganga (RAA) tuniyuq qanurittaakhaanik havauhikhamut-ihuaqtumut ayurhauingit pipkaidjutiyaqlu talvani talvani angikliyuumiqtuq ayurhauingit aadlanut havauhikhat hulilukaarutingillu piniyaqtuq. RAA hilap qanuginiatigut naunaiyaqtauhimayuq imaa 5 km kiklii avatiini PDA uvalu havaktauhimayuq malikhugit maligahat piyakhat uvalu piyaangani hilap qanuginia hulaqutainun kitunun ilaayunun ihivgiuqtauyut. RAA aadjikkutariyaa LAA taimaa angikliyuumiqtuq hilap qanurittaakhaanik ayurhauingit pipkaidjutiyaqlu aadlanut havauhikhat (qangaraalukmit, tadjamit ihuaqtumikluuniit ihumagiyaayuy) ihumagiyaayuy qayagiyaungittuq avataanut LAA piyuq hilaup ikikliyuumiutinga (ukunatitut, nunamit avguqtiqtuq hilaup avguqhimayuq) uumannga Havauhikhap ACPI hiamitiqtuq. Naunaiyariagani nipaaqniginik hayuktuniklu, mikitqiyaaq RAA iniqhimayuq (3-kilaamitanik haniani PDA-mi) ilitariyaagani hilap qanuriniga ikiklivalianiga nunaplu nipiquqtuhivalianigani hayuktuuyaaganilu.

Nayugait ihivriungnikkut kikliit naunaiyaqhimangitut haffumunga Hilap ilangani, taimaali puyuum anialailaqtata (GHG) naunaiyautait ihumagiyaayut GHG hiamitiqtut havaktaghatigut hulidjutinun uvalu aadjiliurutigiblugit hapkua hiamitiqtut Nunavunmi Kanatamilu GHG hiamitiqtut hiamitiqtut titiraqhimayut..

MD.5.1 Hilap Qanuginia

Hilap qanuginia ihivgiuqtauyut taimaali akhuuqnaqtuq aaniaqtailiniqmun uvalu inuuhiqattiaqnikkut inungnun, hugadja, nauhimayut, uvalu aalat avatingit uumayuit. Hilap qanuginia ihivgiugutit ihumagiyaayut aalanguqtiqniit hilap qanuginia havaktautilugu uvalu Auladjutit uvalu Munagidjutit havaktautilugit. Aalanguqtiqniagunghaqhiyut hilap halumailgut ihumagiyaayut (ACPI) aadjiliuqtauyut havaktauhimayunun hilap qanuginiitigut atugahat, pinahuagutit uvalu atugahat (SOGs). ACPIs ihumagiyaayut naunaiyaininngani ilaliutiyuq atauttimut nutqaqtauyut hunavaluit (TSP), anirhaaqtaaqut hunavaluit puplaktuqtumik mikitqiaq 10 μm (PM10), anirhaaktaqtut hunavaluit puplaktuqtumik mikitqiaq 2.5 μm (PM2.5), sulphur dioxide (SO₂), nitrogen dioxide (NO₂), unalu carbon monoxide (CO). Nalautaagayut aalaguqngit kiguani ilituqhaqtauyut ahiini VC-mi uiguini ihuilijutaulaaqtunik nautianik, tuktunik, tahikmiutanik iqaluknik iqaluilu nunagiyainik, igilraat nunani, taqyumi ihuaqutiniklu atuqnginik nunagiyayumilu aaniagitaagani inuuhiqattiaqnikhniklu.

MD.5.1.1 Taja Qanurinniit

Tamna Havaaqhaq nayugaqaqtuq talvani Kitikmeotmi Avikurviani avaliqangitumik nayugaani taima anirhaarutikharnik ayungnautiqangitun nunalaani havakvikyuangit, igluqaqtunik ingilradjutikharnik hulilukaaktunik. Kiklinga anirhaaktaptiknik qanurittaakhaanik Kitingmeonmi naunaiqtaunginnarialik nakuungittuq pikmat kikliqarmat qaffiuyut angiyut pipkaidjutingit ACPI-mik. Nunamingni hilaamut anianiit ilauyut nutqangayut (e.g., pauwatuutit ingniqutit, uunaqutit) uvalu nuutiqaqtut ikayuutit (imaa aghaluutiryuat, sikituut, haatat), taimaalu tariumi umiat auladjutait hulaqtauyut nunamingni hilap qanuginianik atuqtilugu hikuiniq. Ungahiktumun aulagitaayut hilaamun halumailgut hulaqutiginiaqtaat hilap qanuginia Kitikmeoni. Pipkaidjutyuq tunngavinga hilaamut qanurittaakhaanik katitighimayut Havauhikhamut piliurhimayut piyuq uumannga naunaiyainiq ACPI katitirinnga aadlanut qangannuaq pitquyayut havauhikhat Kitikmeoni. Havaaghap kikliit iluaniitut mikitqiat ilaayunin SOGnin. Tamainun, kiklivikhanga anirhaarutikharnik qanuritmangaangit talvani Hilap Qanuritmangaangit LAA ihumagiyaayut nakuuqpiuqtaut.

MD.5.1.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik aulaitiniqtaut ACPInik hiamitiqtunik naunairutiqarniaqtun allanguqtirutikharnik hilap qanuritmangaangit. Hilap qanuginia hulaqtauniaqtut havaktautilugit uvalu Auladjutit uvalu Munagidjutit nigiuqtauyut auladjutainun hapkua uquhuqyuaqtutut pauwaqarviit uvani Tulaktaqvik uvalu Jericho Stationmi, atuqniit tamayat uvalu aghaluutit ikualaaqtut ingniqutit (imaa apqut uvalu apqutailgumi tamayat uvalu mikiyut aghaluutit uvalu umiat), qagaqtautit uyarakhiuqviit, auladjutait tingmitit, uvalu iglumingni iqakunik ikualativik. Hilap qanuginia hulaqutait nigiuqtauyut aulaniitigut puyuvalluit ikuutangiikkut uvalu qagaqtaunikkut uyagakhiuqviit, nunap qaanganiitut hulaqutainun ilauyut apqutit atuqtauyut, uvalu anurip nungutiqtuq. Nampangit hilaamut hiamitirinnga uukuutunga atuqtauyut qaffiutlaanganik itqurnarutaayut nunap qanuraaluktut katitighimayut ACPI-nut hilataani PDA kiklinganit. Atugahatigut upautiniq, kitut malikhugit maligahat maligahat, ihumagiyaayut ihualuangitumik (imaa avatqutugit uqaqhimayut ihuangitumik hulaqutit) ihumagiyaayut atungnirit utuqanguqtut tamayat angitqiamik puyuaqtaut,

ihivriughugit anginiqhakkut ukiumi hiamitiqtut aktilaangit igluqpinikkut uvalu auladjutinun uvalu ihuaqhaidjutinun, uvalu ilaayut ihuangnikkut hiamitiqnikkut aktilaangit. Una ihuangnikkut atugahaq ihumagiyauyuq itqungniarutiyuq anginiqharmik hivuniptingni havaaghanun-ilaayut hiamitiririt uvalu iluaniitut ilaayut tahapkununga tapkua ilituriyauaniaqtut.

Uuktuut itqurnarutauyuq katitiqhimayut ACPI naunaiyaqtauyut uumunnga Nunavut Hilami Qanurittaakhaanik Maliktakhat (NAAQS) naunaiqhimayut uumani Nunavut Avatinga Maliktakhangit uumunnga Hilaup Qanurittaakhaanik, aadlallu qablunaat nunagiyangani kaanatap naunaitkutangit. Atugahat itqungniarutit havaktauhimayut amigaitunun récepteurs nayugait hilataani PDA kikliini uvalu iluani LAA, ilaayut malruk qanitqiaq qayangnaqtuk nayugait: High Lake Uyagakhiuqtut Qiniqhiayut Maniqami uvalu Ulu Uyagakhiuqtut Qiniqhiayut Maniqami. Pidjutauniarungnaqhiyut hulaqutainun inungnun inuuhinun hapkunani malrungni récepteurs ihivriughtauyut uvani Inungnun Aaniaqtailinikkut uvalu Avatingnun Qayangnautikkut Ihivgiugutikkut Uniudjutini (Naunaitkutani 26A).

Hilap hiamitpalianinga qanurilivalianiga qanurinigit nalautaariagani Havaami-pijutiqaqtunik aktuqniqaqniginik hilap qanurinigani naitumik uqauhiulaaqtut imaa:

- Amihut itqurnarutauyut hiamut halumailrungit ittut ataani piliurhimayut SOGs amihuni nayuganginni LAA hilataani PDA kiklingani.
- Ilangit ACPI—unalluaq TSP unalu PM10 nappaqtiqtillugit, unalu NO₂ nappaqtiqtautilluni aulapkaininngalu—itqurnarutauyuq qaangiutiniaqtuq ihuaqtuq SOGs hilataani PDA kiklinganit.
- TSP unalu PM10 avatqumayut hanayautitlugit atuqtauluangitut (ikitqiat talimat ublut ukiumi) kikliqaqtut nayugainun haniani PDA kikliini.
- Hanatillugit, anginiqhaq 1-ikaaqnimik NO₂ avatquttugit qulaani Kanadian Hilami Nakuunianik Atuppagait hivituniqaqtut imaatut 2 km hinaani imaalu 6 km qulaani Qurluqtuaryungmi, anginiqharmik atuqtauqattaqpaktuq tahamuuna PDA kiklingani (imaatut 127 ublut/ukiuq).
- NO₂ avatqutait mikhiyuumiqtut ungahingniitigut, ikiliyuumiqhutik ikitqiamik 30 ublut/ukiumi imaa 1.5 km hinaanin.
- Atutqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit, attauhiq ikaangniq NO₂ avatqutugit atuqtauluangitut (ikitqiaq 14 ublut/ukiuq) kikliqaqtut nayugainun avatiini PDA kikliini.
- Qanitqiami qayangnaqtumi (High Lake Mineral Exploration Camp), tamaita ACPI katitiqhimayut ataani ihuaqtut SOGs tamangni Nappaqtirnikkut Aulapkainikkullu Munarinikkullu.

Piqaraluaqtilugu APCI puyunit Jericho Station-mi, ukua puyuit ikitqiyauniaqtut Tulaktaqvikmit pijutauniganit ikitqiyaniq huliitut Jericho Station-mi taimainigagut ukua puyuit nahautinik uuktuutaugitut. Ilavaluit hulaqutait hilap qanuginiatigut (imaa iliugaqtauqpata ihuaqhainikkut uvalu munagidjutikkut aktilaangit naunaiyaqhimayut ataani) naittumik naunaiyaqhimayut imaa:

- Ilakuit hulaqutit hilap qanuginianun havaktautilugu itqungniaqtauyut ihuangitumik uvalu aktilaangit mikiyumin anginiqhaqmun (qanuginiatigut itqungniaqtauyut iluaniitut hapkununga ACPImun), kikliqaqtut hapkununga LAA nunatigut aktilaangit, uvalu atuqtauyut naitumik hivituniani (atuqtilugu Hananikkut havaktauquq). Taimaali hiamitirnit aulahimaangniaqtut tadj, aktilaangit aalanguqtirnit hilap qanuginia ihumagiyaquq ihuangitumik taimaali itqungniaqtauyut avatitpingni iluaniitut nayugaini aalanguqataaqtut qakugunguraangat qanuriniitigut hilap qanuginiatigut.
- Ilakuit hulaqutit hilap qanuginianun atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit itqungniaqtauyut ihuangitumik uvalu aktilaangit mikiyumik anginiqhaqmun, kikliqaqtut hapkununga LAA nunatigut aktilaangit, uvalu atuqtauyut ihuangitumik huliitut hivituyumik.

MD.5.1.3 Angikliyuumiqtuq Qanuriliurutingit

Katitqhimayut hulaqutit aalanin ikayuutinin, ilaayut huliitut ilaayut kinguani, tadjamin, kinguani uvalu ihuangnikkut ihumagiyaquq, uvalu ihuangnikkut ihumagiyaquq pidjutaquq havaaghat, ihumagiyaquq hilap qanuginiatigut naunaiyautini. Kinguani iqaiyangnikkut huliitut piqangitut amigaiquumilugit pidjutigilugit ilakuit hilap qanuginia hulaqutainun Havaaghamun taimaali kinguliit havaaghat piqanginmata hiamititqut tapkua atadjutiqatut tadjakaffuk Havaaghat puyuinin. Qaliriiknigut akturungit Taja takuukhauyut huliitut ihuaqutiniklu atuqniginik, ila taja aulaniginik uyaraktaakhanik qiniqhiayut havaani, takuukhauyut takuukhauyuni tungaviyuni atautimiyut iniqhimayut Havaamut. Ihuaqtumik tautungnaqtut (RF) uvalu ihuangnikkut ihumagiyaquq (RFI) havaaghat tapkua hilataani RAA ungahiktut Havaaghamin uvalu aktilaangit hiamitirnit atadjutiqangitut aktilaangitigut Havaaghat puyuit. RF unalu RFI huliitut iluaniitut RAA pidjutiqangniaqtut amigaiquumilugit aghaluutit auladjutait uvalu ilaani hiamititqut mikiyut tapkua pidjutaangitut angiyumik amigaiquuminirmun hiamitirnit Havaaghamin. RF unalu RFI hulipkaidjutikhat, aullaliqqata, pidjutiqarniaqtut maliruagakhanik ihivriughilutik havauhikhanik ihumaliurutaunguyut amigaiquumidjutikhainik Havaakhamut. Ihivriugtautilugit havauhiit, ilaliutihimayut ihuaqhaidjutighat naunaiyaqtauniaqtut hivumut ikiliyuumirangani anginirharmik ihurutinik. Naittumik, angikliyuumiqtuq ilakunga avatinga ayurhauingit anirhaaktaptiknik ihumagiyaquq angikliyuumiqniaqtuq akhuraaluk uumannga ilakunga avatinga ayurhauingit anirhaaktaptiknik uumannga Havauhikhaq avaliittumit.

MD.5.1.4 Anginiqhaq

Hiamitirnit atugahat ihivriurutit tautungnaqtut tapkua anginiqhait itqungniaqtauyut iluaniit tamavyainun ACPI havaktautilugit uvalu Auladjutit uvalu Ihuaqhaidjutit ataani havaktauhimayut SOGs hilataani PDA kikliini. Ilangit ACPI (TSP, PM10 unalu NO2) qakunguraangat avatqutpaktait SOG-ngit hilataani PDA kiklinganit, hapkuat qaangiutiniit niriuktauyut haniani PDA kiklinganut piqattayuitutiklu. Atuqtipkailinnikkut nakuutqijaujunik aulapkainikkut havagutunik (BMPs) unalu hungiutinikkut aulapkainikkut parnaqutikhanik, Havaktaujuukhami ilakunga hulaqutunik angiklijuummiqtqhimajunilu hulaqutunik anirhaaktaptikni talvani Havaktaujuukhami nappaqtirningani aulapkaidjutainnilu munarinikkullu itqurnarutaujun angivalaangitun.

MD.5.1.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Havaaghaq atuliqniaqtuq Hilap Qanuginiitigut Munagidjutikkut Upalungaiyautit kitut ilauniaqtut BMPs munagiyaangani hilap qanuginia ilauyut:

- Aghaluutit uvalu tamayat auladjutait uvalu ihuaqhainikkut aktilaangit ikiliyuumigiangani ACPI hiamitiqtut ingniqutinit uvalu puyuqviit auladjutait
- Qagaqtinqiq idjuhikhaa uvalu auladjutikkut atugahat ikiliyuumigiangani puyuvallit hiamitiqtut
- Puyuulaitkutikhat (imaa iliurainiq imarmik) mikhiyuumigiangani puyuvallit nauhimayunun uvalu imaqnun uvaluuniin imaqnun

Hilap qanuginiatigut munagidjutit uvalu hungiutinikkut munagidjutikkut pinahuagutit aktilaagutiginiyaqtait avatiptingni halumailgut iluaniit (PM10, TSP). Munagidjutikkut piyakhat ihivgiuqtauniaqtut uvalu hungiutinikkut munagidjutikkut havauhiit atuqtauniaqtut ikiliyuumigiangani hiamitiqtut ihuaqtunun kiklinun, humi piyakhaqat.

MD.5.2 Hilaup Hilaa

Hilaup allanguqtiginikkut ayungnautigiyaingitlu tautuminaqtun akhurnaqtun Kitikmiununun, allanunlu Nunaqaqqaqhimayunik katimayinun, allanunlu ayungnautiqarniaqtun nunalaanun taima ayungnautiqarniaqtun avatiptingnun pitquhingniklu nunanik, tariurmi, hanaqidjutikharnik atugiangani (TLMRU; imaatan itun, aulaaqtunik, huradja aulaviingit, anguniarnikkutlu). Ukua ikayuqtiriit uqatiaqtut hila nalunaqhivalianiganik aalaguqniginiklu hilap Kitikmeoni Nunami ilaqaqtut amigaiqpalianiginik ikulaaqut, nalunaqtut hikuit qanuriginik, mahaktiliqhuni nunap qiqumania, nipalukpaliqpaliavluni, aalaguqpaliavlunilu immavallit. Tautukhimayauvaktunik nakungikgativaktunik mikharut alanguktikattakpaktunik hilaup hilalu ilauhimayunik hinaanik nungutpaliavaktunik, alangukpaliavaktunik aputit kanukgitakhainik, kufiutilanginik, imalu nungumagiktunik, uvunlu alanguktikattakpaktunik nauttianik imalu huranik. Uuktuutigiyauyut qanuqtut aadlangurninnga hilaup ayurhaqtipkaiyuq nunallaanut ilaliutihimayuuq hatutqiyauyuq hiku mahahaliqhunilu hiku pipkaidjutiyyuq ukiup ilaani aullaqaqtut huradjallu hulilukaarutingit (ukunatitut, tuktu ingilravingit qanuriliurutingit), ikikliyuumiqtuq imaq pipkaidjutiyyuq aullaqaqtunun imarmiutanullu uumayunut (ukunatitut, Iqalukpiit), nakuulluanguinmat apidjut qilamiuqtuqaliqqat igluluriami, kayumiktumiklu nunap qiqumania mahaktiqtuq ayurhautingalu tamainnut avatinganut qangaraaluknitat hulilukaarutingit.

Inungnin-pidjutituaqtuq hilaup aalannguqtirninga angiyuq avatiliqinikkut ayuqhautauyuq imaalu ayurnaahitvaktuq nalunaqtuniklu tamagingnut hivunikhaliurutikhanut qanurinniitut ihuaqtumiklu havaakhap qanurinnikhanut, nappaqtirutikhanut, ingattaqtailitikhanullu qanuriliurutikhat. Havaaghaq pidjutituaqtuq tamangnun pidjutigilugit hilap aalanguqtirninganun haffumuuna puyuum anialailaqtataa (GHG) hiamitirnira pidjutaunilulu hilap aalanguqtirninganun. Tamna Havaaghaq ayungnautiqarniaqtuq hivutunigaalukmik allanguqtiginikkut hilaup qanuritmangaangit (imaatun itunik, allanguqtiginikkut tarium hikunga katitiqhimayuniklu, tariumi malingit hulilukaaktunik) unalu hilarlukpalaarnirmin (imaatun itunik, nipalukpalaqtunik, apidjuaqtunik, anuqhiryuaqtuniklu).

Ilanga 12 tuniyuq uqaqtigiiqniq qun'ngiaqtauyuuq hilaup aadlangurninnga Uataani Kitikmeoni, Hilaup Naunaitkutaa, puyuum anialailaqtataa anianiinnik naunaiyainiq (qanuqtut Havauhikhaq tuniniaqtuq hilaup aadlangurninnganut), unalu hilaup aadlangurninnga qayangnaqtuq naunaiyainiq (qanuqtut Havauhikhaq pilaqtiniaqtuq hilaup aadlangurninnganut hilaup aadlangurninnganut). Hapkua hilap uqaqtigiyait uvalu ihivgiugutit tuhaqtitauyut ilauqtigiiqnikkut uvalu Inuit, Nunaqaaqtaut, uvalu Nunallaat Ilihimaayit ihivgiugutini. Hilaup Naunaitkutaa, puyuum anialailaqtataa anianiit naunaiyautikhat, unalu hilaup aalannguqtirninga qayangnaqtunik naunaiyautikhat naittumik titiraqhimayut ataani.

MD.5.2.1 Hilap Qanuriniga

Havaaghaq nalruyumik uvalu aktilaanga nayugaa tunungani uvani Grays Baymi hamunga hivuraani aktilaanga uvani Jericho Stationmi imaa 230 km qitqani malguk. Hilaa nayugaani pidjutituaqtut aghut aalangayumik. Kanatap Aalanguqtigiatigut Hilap Uniudjutit (Cohen et al. 2019) naunaiyaqhimayut tapkua, Tunungani Kanatami (naunaiyaqhimayut nunatigut aviktungniit tunungani 60° tunungani nunamun), ukiumi uunaqniit amigaiquumiyut imaa 2.3 degrés Celsius (°C) atuqtilugu 1948-2016, hakugikniqhaq amigaiquumiyuq tautuktauyuuq ukiumi (4.3°C). Ataani anginiqhakkut hiamitirnit Pidjutituaqtut Katitiqhimayut Apqutit (RCP8.5) ihumagiyaayut, ukiumi uunangnirit Tunungani Kanatami ihumagiyaayut akituquyumilutik imaavyak 2.7°C haffumani 2031–2050 hivituniani uvalu imaa 7.8°C haffumani 2081–2100 atuqtilugu, aadjiliurutigiblugu hamanga 1986–2005 atuqtilugu. Pijutauniganit takuukhauginiganit (hilaliqivik) havaqatiriigutit Ukiuqtaqtumi Kanatami, taimani hivunikhani aalaguqngit nipaluit ayuqnaqtut naunaitiariagani. Kihimi, tamaita piinialgit nayugait atuqtauyut uniudjutini naunaiyaqhimayut amigaiquumiyut nipaluit. Ataani RCP8.5, ukiumi nipaluktut Tunungani Kanatami ihumagiyaayut amigaiquumilutik imaa 11.3 pusat (%) haffumani 2031-2050 atuqtilugu uvalu imaa 33.3 pusat haffumunga 2081-2100 atuqtilugu, aadjiliurutigiblugu 1986-2005 atuqtilugu..

MD.5.2.2 Puyuum Anialailaqtataa Anianiit

Havaaghaq hiamitiqtirniaqtat GHG tingivgalaaktut hilaup huliapkaidjutanit nappaqtitautitlugit aulapkaidjutikhainullu munaqhidjutikhanullu. Kanadaup Kavamanga piliuqtut maliruagakhanik, atugakhanik, maliktakhaniklu titiqqanik pidjutituaqtunik GHG pujuinnik ikajuutikhanik ikiglinahuarutikhanik nunarjuami hilaup aalannguqtirninga.

Ikualapkainiq tuquhimayunit uqhuryuakhat (e.g., uququyuat, tingmitit (tingmitit) angiyuni akhaluutini (e.g., pualrihautit, agyaqtautit akhaluutit, tingmitit) pidjuttaulluaqpaktut GHG tingivgalaagtunik Havaakhamit. Ilangit GHG hiamitiqtut piniaqtut qagaqtautinit (ikualayut qagaqtautit). Munariplugit uqhuryuanik aturniit, munaqhidjutikhainiklu ihuaqtunik aktilanginik nappaqtirutikhanut ingilrutit, upalungaiyaqtauhimayut ikiglinahuarutikhanut GHG tingivgalaaktut havaakhat hulipkaidjutainit.

Ihuangnikkut itqungniarutit (imaa avatqutugit kangiqhimangitut) GHG tingivgalaangnirit igluqpinikkut itqungniaqtauyut anginiqhauyut pingahuani ukiungani napaqtirinirmun imaa 145,566 t CO₂e uvalu naamavyaktut 87,326 t CO₂e attauhirmi ukiumi ilanginun igluqpinikkut ukiuni, ilaungit hiamitirnit nunamik-atungnikkut aalanguqtirnit. GHG tingivgalaarningit nappaqtiqtautilugit pidjutiqarniaqtut imaaut 15%-mit 20%-mut Nunavutim ukiuq tamaat GHG tingivgalaaktut imaalu imatut 0.02% Kanadap GHG anianiit ukiuq tamaat.

Ihuangnikkut itqungniarutit GHG tingivgalaangnirit auladjutikkut ihuaqhainikkullu hulidjutinun naamavyaktut 57,789 t CO₂e attauhirmi ukiumi uququyuat atuqtaugaangat pauwatuutinun. GHG hiamitiqtut aulapkaitillugit pipkaidjutiniaqtut 8pusantnguyut Nunavuutim ukiumi GHG anianiit unalu 0.001pusantnguyut Kaanataup GHG anianiit atauhiqmi ukiumi.

MD.5.2.3 Hilap Aalannguqtirninga Hivuranarniq Qauyihaidjutikhaq

Hilap Aalannguqtirninga Qayangnaqtunik Ihivriurniq (CCRA) iniqtauhimayut Havaakhamut naunaqhikhanik qayangnaqtunik pidjutiqaqtunik tadjat nahuriyayuniklu hilaup aktuutauniinik upalungaiyautikhaliuqhimayunut Havaakhap nappaqtirutikhanut piquatnullu. Hungiutivallianikkut hanaqidjutit pitquyayut havaktauhimayut uqautigiyaangani qayangnautit uvalu ihuaqhiyuumiqlugit Havaaghat hakugingniit uvalu maligahat idjuhikhait uvalu munaridjutikkut upalungaiyautit. Aulatjutaayut munarinigagulu (O&M) pijutiqaqtut atuliquyayunik pijutaayut ihuaqhiyaangani hilaup aalaguqniganik aannirutaulaaqtunik tikuaqtuilutiklu pivalianiganik munarijutinik, aulaniginik, havaktulu aaniagitaangani aanigitaaganilu pitquhiyut pigiarutilu. Hapkua uuktuutit hungiutinirmun hanaqidjutit pitquyayut ilaayut uvani CCRA uniudjutaini:

- Ihumagilugit hilaup ihuaqhaqhimayut idjuhikhait aghuurutigilugu hivituyumik-kikliqaqtut mahulingainiq. Uuktuutigilugu, ilaliutilugit ihumagiyaayut aalanguqtirnit nipalliqpiaqqata turhuat idjuhiit (aktilaangit). Amigaigyuumilugit mahulingaitkutikhat qurluarviit ikayuutauhunguyut ikiglinahuarutikhanik apqutit qanurinnikhainik imaalu qurluarviit milviit/milviit pidjutaavaktut nipalliqpiangat. Ilauyukharnik, ihumagilugit kuukviingit angiktilaangit taima nauhimayunik piqangitun talvani havakhimayukharnik atuqtakharnik ihumaliurutikharnik (piyaangat ihumaliurutikharnik nunami nauhimayunik tamaqpaliayut talvuuna nunami ikualaaqtunik).
- Havaklugit uvalu iliugaqlugit nunap nungutiqpalianikkut munagidjutikkut aktilaangit (imaa gabion, kuvyat, kuvyat, nuviqhaqhimayut nunat) nayugaini nigiktauyut nunap nungutiqniatigut, imatun hinait havaktauhimayut Nunap Qanurinia II tamayat.
- Talvani nunap qiqumania piqaqtut, iliurarlugu munariniq piliurhimayullu hakugiktirutingit.

- Piliuqlutik O&M atugakhamik ihivriuqattariami nunam qaangani tuqhuat/tuqhuat alappaarnaqpiatqilluni mahaktiqlugulu ihariagiyaupat ikikliyumiriami ahiruqtirniq turhuangit imaqlut/kuvigaqhimayumiklu imaql havakvingit aulapkaininngit qamitauniaqtut.
- Ihumagilugit iliurailutik anginiqharmik Mikitiqamik Ihuangnikkut Uniudjutikkut Aktilaanga (MERV) anugikkut halumaqhijut igluqpangni ihuaqhiyumigiangani igluq iluani anirhaagutikhaa, tapkualuat hilap nakuuluangitumik pidjutauyuq nunami ikualaaqnikkut ihig uvaluuniin puyumik anuqhiqyuaqtilugu. Ihivriuqhiqattarlutit imaalu unngavaqtirlugit himmauhirlugilluuniit halumaqhitiit.

MD.5.3 Nipaaqnigit Hayuknigilu

Hapkununga Inuinangnun, nuna, imaql, uvalu hiku nunat nipaiqpiaqniq, humi nipaiqniq ilauyuq inuuhiqmun uvalu ihagiagiyauyuq anguniaqniqmun, aulaaqniqmun, uvalu atadjutinun nunamun. Naittumik-hivituniani aturaakpaktakhamiluunniit nipiquqtuhiniq hajukniqlu ihuirutittaaqtuq huradjanik, anguniarniq ajurnarhitivaktuq, aallanguqtihugulu pidjuti haniqpaniidjutimi. Tamna Nipiquqtuhinikkut Hayuktitiyuniklu VC ihumagiplugit munariplugit tamangnik idjuhia nivyaagtunik avatingnit pittaagtaiuniklu Kitikmiut, aallat Nunaqaqqaarhimayut katimayit, aallallu aktuqtauniarunaqhiyut nunallaat aturiangani nuna atuqpakhimayamingnik. Tamna ihivriudjutikhaq ihumaginiaqtun hanigani humi Inuit allatlu nunamik atuqtunik nunagiyaingit, havakhimaaqtaingit, tingmivakhimayutlu, ilauyutlu Pitquhiliqinikkut Nunaani, Tariurmi, Hanaqidjutikharnik Atuqtauyukharnik (TLMRU) nayugaingit, hiniktaqvikhangit, nuutigiaqatuniklu tangmaarvikharnik. Auladjutit nayugait haniani uvaluuniin haniani PDA, ilauyut Jericho Station PDA kiklit uvalu Qurluqtuaryungmi Apqutaani PDA kiklit, ihivriuqtauyullu. Nipaaqnigit hayuknigilu akturningit uumayut, tuktu, tikmijit, tagiumi uumayut, tagiumilu iqaluit iqaluilu nunagiyauniklu, ihuaqhiyauvaktut nanminiriyamikni VC-giyamikni.

MD.5.3.1 Taja Qanurinniit

Inuit, Nunaqaqaaqtut uvalu Nunallaat Ilihimayaitigut ihumagiyaait, ilauqatigiiknikkut uqautayut, tungaviit nipiquqtuhinikkut aktilaangit atuqtauyut naunaiyagianganit tungaviit qanuginiit. Nipiquqtuhiniq hayukniqlu iluani LAA taja mikiyut, amigainiqhat nivyaarutit pivaktut nunamin anurimit, imaqlut, uumayunitlu. Kiklivikhanga nivyaarutikharnik uktuutikhangit Havaaqharnun malikhautiqatun atuqtakharnik naunaiyagiikhimayut talvani AER Atuqtakharnik 038mi, taima aulavikhangit nivyaangit qullirutikhangit Ldn taima 45 dBA atuqtauvakhimayut kiklivikhanga talvani Havaaqharni. Ilangit inungnit-pihimayut nipait atuqtauyut aulaaqviini uvalu ukiutigut aulaaqviini. Inuit nunat atuqni tahapkunani nunani ilaani ukiup ilaani, huliniit tahapkuatut angunahuarniq iqalukhiurniqlu ikpigiyaaqalat nipaaqnit hayukniliuniit puqtunit.

MD.5.3.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik hulilukaaktunik aulatitiniyaqtun nipiquqtunirmik hayuktitiyuniklu taima ayungnautiginiyaqtun nunaqaqtunik ukiuk tamaat nunaqaqtunik, nunaniklu atuqtunik. Hapkua hulidjutit ilauyut apqutitiliqtut, uyagaqtaqvii, qagaqtiqtut, tingmitit uvalu aghaluutititqtut auladjutit, uvalu tamayat atuqtauyut. Itqurnarutauyuq uktuutingit piyait itqurnarutauyuq nipinganik hayuktuniklu qanuraaluktut uumani LAA unalu RAA itqurnarutauyuq pipkaidjutininnganik, naunaiyariami aadlangurninngit tunngavinganit, naunaiyariamilu

maligiamikni maligamut maliktakhat. Itqungniaqtauyut Havaaghat hulaqutainun nipiquqtuhinikkut uvalu hayuknikkut naittumik titiraqhimayut imaa:

Aalanguqniit nipiquqtuhinikkut aktilaangit:

- Nipiquqtuhinikkut hulaqutit havaktautilugit itqungniaqtauyut maligahatigut kiklikhait tamaini auladjutini atulingnikkut nayugaini-kitunun uvaluuniin qanuginiitigut aktilaangit piyakhat ilangini auladjutit uvani Jericho Station PDA Kikliini uvalu Grays Bay Apqutaani PDA kikliini.
- Nipiquqtuhinikkut hulaqutit atuqtilugu Auladjutit uvalu Ihuaqhaidjutit itqungniaqtauyut pidjutigilugit maligahat kiklikhait tamaini auladjutini atulingnikkut nayugaini-kitunun uvaluuniin qanuginiitigut aktilaangit piyakhat apqutini uvalu uyarakhuiquviup kikliini humi naitumik nipiquqtuhinikkut hulaqutainun itqungniaqtauyut.
- Auladjutit uvalu Ihuaqhainikkut hulidjutit uvani Qurluqtuaryungmi Tulaktaqvik uvalu Jericho Stationmi itqungniaqtauyut pidjutiqaqniaqtut hivituyumik nipiquqtuyumik hulaqutainun kihimi hapkua hulaqutait munagiyauniaqtut atungnikkut idjuhikhaitigut uvalu auladjutikkut atuqtauyut.
- Ilakuit hulaqutait nipiquqtuhinikkut aktilaangit itqungniaqtauyut mikiyumik aktilaangit iluani RAA uvalu aulahimaaqtut naitumik hivituniani Havaktautilugit uvalu qitqani-kikliqaqtut atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit. Hapkua hulaqutait himmautauniaqtut Havaaghat hulidjutait nutqaqata.

Aalanguqniit hayungnirit aktilaangit:

- • Hayungnirit hulaqutit, ilauiyut qagaqtautikkut hayungnirit havaktautilugit uvalu Auladjutit uvalu Ihuaqhaidjutit, itqungniaqtauyut pidjutigilugit maligahat atulirniitigut nayugaini-kitunun uvaluuniin qanuriniitigut aktilaangit piyariaqaqtut nayugaini, nuutiqttaqtut hiniktarviit, uvalu Qurluqtuaryungmi Tulakvikhat PDA kikliini.
- • Ilakuit hulaqutit hayungniitigut aktilaangit qakungugaangat, naitumik atuqtilugu Hananiq uvalu qitqani-kikliqaqtut atuqtilugu Auladjutit uvalu Ihuaqhaidjutit, uvalu atuqtauniaqtut kitunun Hananirmun, uvaluuniin Auladjutinun uvalu Ihuaqhainikkut hulidjutit (imaa qagaqtiqnikkut, tungaviit). Hapkua hulaqutait himmautauniaqtut Havaaghat hulidjutait nutqaqata.

Havaaqhangit nipaangit hayuktautikhangitlu aulalimaitun avataanun RAA unaluuniit ayungnautiqarniaqtun avatingnun avikturvingnun nunalaanunluuniit.

MD.5.3.3 Angikliyuumiqtuq Qanuriliurutingit

Nutqangayut uvalu nuutiqttaqtut nipiquqtuyut aalanin tadjamin uvalu ihuangnikkut ihumagiyauyut pidjutauyut havaaghat hulidjutit pidjutiqaqniaqtut ilakuit nipiquqtuhinikkut hulaqutainun Havaaghat hulidjutit atadjutiqaqata haffumunga Havaaghamun tadjakaffuk uvalu nayugaani. Hapkua aalat havaaghat iqaiyangnikkut hulidjutit ilauiyut: hadja uyaraqhiurnikkut; ihumagiyauyut uyarakhuiqtut, tariukkut aulayut uvalu nunakkut ingilradjutit; uvalu tadjamin uvalu ihuangnikkut tautuknaqtut anguniaqtut anguniaqnikkut, maniqami-pihimayut aquinikkut uvalu nalunaqtuliqinikkut ihivgiugutit.

Havaaghanun-ilauyut nipait niriuktauyut mikhiyuumiqlutik aktilaanginun ataani kinguani aktilaangit imaa 3 km nayugaanin uvalu amigaiyyuumiyut nipiquqtuhinikkut hulaqutait nigiuktaungitut avatqulugit nipiquqtuhinikkut aktilaangit auladjutini. Pidjutigiblugit anginiqhakkut nayugait uvalu qakungugaangat qanuriniit Havaaghat-ilauyut hayungnirit, qaliriiktut aalanun hayungnirit ihumagiyauyut piyaulimaitut taimaali hayungnirit ihumagiyaungitut katitiqhimayut hulaqutit ihivriurutini.

Angikliyuumiqtuq nipiquqtuyumik qanuriliurutingit itqurnarutauyuq angivallaangittuq kikliqaqtuqlu RAA-mut. Hivitunia aulahimaangniaqtuq atuqtilugu hulidjutit, kihimi hivitunia aulalimaituq qitqani-kiklia.

MD.5.3.4 Anginiqhaq

Kinguani ihuaqhaidjutit, ilakuit havaaghat nipait uvalu hayungnirit hulaqutait itqungniaqtauyut angivalaangitut. Atuqtaaqtut nipiquqtuhinikkut uvalu hayungnikkut kikliit havaktauhimayut maligatigut atugahatigut avatqulimaitut. Hulaqutait aulalimaitut angivalaangitumik, naittumik-qitqani-kikliqaqtut hivituniit, pidjutaulimaitut hivituyumik hulaqutinik nunamik atuqtunun, hugadjanun, uvaluuniin nunallaat inuuhiqattiarnirmun.

Amigaiyyuumiyut nipiquqtuyut hulaqutait itqungniaqtauyut angivalaangitut. Amigaiyyuumilimaitut hayungnirit niriuktauyut.

MD.5.3.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Tamna Havaaqhaq aturniaqtun hanayiyuyukharnik munagidjutikharnik, ihuaqtumik auladjutikharnik atuqtakharnik, nayugaangitlu naunaitunik hanaqidjutikharnik nipiquqtuhinaitumik hayuktaiiyaangatlu. Hapkuat maliqatqujahimajut naunaiqtauhungujut aullaranginnaqtumik ilaupkaidjutikhanik Inuit nunanginni. Maliqatqujahimajut ilaujut:

- Havaklugit qagaqtautit ikiliyuumigiangani nunap hayungnirit nipiquqtuhinirmunlu
- Ikikliyuumiqlugit tamayat kayumiitumik uvalu atuqlugit idjuhiit uvaluuniin havaktauhimayut hapukuutait humi piyaaqqat
- Naunaiyaqlugit tangmarviit haahimalugit nipiquqtuyunun
- Kituni nayugaini humi avatqutugit atuqtauyut, atugahat havaaghat hulidjutit hilataani qayangnaqtut anguniaqviit uvaluuniin aulaniit hivituniit, ilauqatigiblugit Kitikmiut nunamik atuqtut
- Atuqhugit hungiutinikkut munagidjutit ihuaqhaqlugit ihuaqhaidjutit munagidjutit tautuknaqtut niriuktaungitut hulaqutit

5.4 Hilap Avatingani Hulaqutikkut Uqaqtait

Ihivgiugutit hulaqutinun haffuma Qurluqtuaryungmi Apqutaani uvalu Tulaktaqvikhaq Havaaghaq hilap qanuginiatigut uvaluuniin nipiquqtuyumik uvalu hayuknikkut itqungniaqtauyut ilakuit hulaqutait uvalu katitiqhimayut hulaqutait angivalaangitut.

MD.6 Nunamiutanik Avatauyunik

Nunaqaqtut huliniq nunaptingni havaktut ilagijautillugit, hanaqtuqtut tautuktillugit Inuit aulanirmingnik, havaktingnik, uvalu uqauhiliuringnik. Nunallaqhiurniq naunaiqtuq hanaqtuqikhimayunik, qaujisarniq qingirhirmik permafrost-mik, uvalu atuqhimalganik nunamun nunallaqhiurniunik piqatingnik uvalu Inuit. Una naunaiqhimayuq piniarnirmik havaktittillugu nunaliqaqtunik tautuksauninganik, uvalu havagvianganik Inuit aulanirmingnik uvalu atuqhimalganik nunamun kinguninnganut uqauhiliurhimayut piqutainik.

Kitikmiut hivulik, uruqhiit uvalu nauttiat tautukhimayut aanniaqtailinimut, inuunirmut, uvalu huliqtingnut nunamun. Taakkua nauttiat havaktut uqauhiliurhimayut inuuhimayunut, havaktunut, uvalu ukuninga Inuit piqutitginnut. Una naunaiqhimayuq pittiariniq nauttiati huliniq, uvalu pittiariniq Kitikmiut qinirhiarninganik atuqhimalugit nunamun inuuhimayut maligautainnut.”

Tuktuit Kitikmiut inuinginnut uumatittailitjuat, uvalu tautuktut piqutinginnut uqauhiliurhimayunut inuuhimayut. Tuktuit uvalu allanik huliqtiit tautuktut niqinik naunaitumik, kihimini niqiinnaqngitut. Taakkua tunihyut atautsiqatigiingnik atautchikun atuqhimanirmut, akinirmut, uvalu illingnik havakvingnut. Tuktuit inungnirmut hivuliqhimaninganik tautukhimayut Kitikmiunut, ilingnaqtuq huliqhimayut nunaqatigiingni, qiniraqlutik, aulaplutik, uvalu inuqtiqhutik nunamun. Hivulliqhimayut tautuktittiaqtut Kitikmiut tuktunit, piqaqtut uqauhiliuqtittillugit ayuitaminik inuglugninganik uvalu pittiariniq tuktunit hivulliqhimayut.”

Kitikmiut ilingnaqtut pingahunik tuktunit: nunamun tuktuit, qikiqtaqtungnut tuktuit, uvalu Peary tuktuit; Havaktiuyuq taamna Project havaktilluqtuq nunamun tuktunit uvalu qikiqtaqtungnut tuktunit.

Upinirmi uvalu ukiuqtaqtumi utiqhimayut tuktuit tautuktittiaqtut huliqtiit amihut. Inuit qinirhiyut omingmak mik (muskox) havainirmi tuktuit pinahualiqut, uvalu qimuksiinut niqikhanik. Hikhiik (ground squirrels) uvalu okalik (arctic hares) piqaqtut mikiyut niqikharnik, qinirhiyut havaktittillugu allanik havaakhanik, uvalu atuqhimalgit niqikharnik taima akunirmi niqikhaittumik uumayunik uvalu niqinik katirhimayunik. Nunaptingni Inuit tautuktut, upinirmi tautukhimayut kihimi amihut kinguninnganut agiaqtuqtut maniliqtit uvalu huliqtiit. Aujaqurmi, katitirhimayut maniq (eggs) uvalu qinirhiyaqtut huliqtiit kinguqlutik (moulting waterfowl) (Banci and Spicker 2024). Kopanoak (birds) ilingnaittut Inuit inuuhimayunut taima piqaqtut niqinik uvalu maniinik, tunihyut puyaluk (down) atuqhimanirmut atillanut, uvalu tautuktittiaqtut agiaqtuqtut huliqtiit atuqhimaqtut ublukkut uvalu upinirmut kinguninnganut ukiuqtaqtumi.

WKR katirhiqhimayut nalautiqhimayut huliniq ilingnaqtumik Inuit-kappianikkut uvalu katimatillugu qauyimayainik (ilauyutit Project-mik Inuit Qaujimagangit naunaittuqhimayuq, katirhiqhimayut NTKP database-mit uvalu IAG-katimatitlutik), amihunik qauyimayainik avaliittuqhimayut Inuit hunavalirinirmut tautuktillugit Project-mik, uvalu uqaqtiqhimayut Kitikmiunit, allanik Inuit qauhimayainik, uvalu amihunik nunallaqhiurniinit tautukhimayut uvalu qauhimayainik katitihimayut akiliqtuqtut western qaujisarniq-mik.”

WKR atuqhimaliqtuq taamna katitihimayuq qauhimayainik naunaiqhittillugu Project Assessment Boundaries, uvalu ikayuutillugu Naunaiqhittillugit Project Effects uvalu Katimatillugit Effects tautuktillugit ilingnaittut ilagijautillugit. Taamna katitihimayuq Inuit Qaujimagangit uvalu western qaujisarniq tautuktittiaqtut naunaiqhittiqhugit ilingnaqtut uvalu pitquhiqhimayut Mitigation, Management, uvalu

Enhancement-mik. Taamna qauhimayainik katitirhimayuq tautuktuq tautuktillugu naunaiqhittillugit Project-mik tautukkainiq Kitikmiunit ilingnaittunik, inungnirmik, uvalu nunamun qiniraqlutik tautuktittiaqtut huliniq.”

Akhuuqhiyuq atautchikun qauhimayait, katimatillugit, uvalu akhuuqhiyuq nutaami qauhimayainik atuqhimalutik Project-mi ubluqtitillugu, ilingnaqtuq pihimayunut naunaiqhittillugit, ikayuutillugit Adaptive Management-mik, uvalu ikayuutillugit piqaqhutik havaktittillugu Project-mik Inuit uvalu amihunik nunallaqhiurniaqtunut.

Grays Bay Road and Port Project (taamna “Project”) hanaqhiyuq amihumik imaqtittiniq uvalu 230 km ukiuqtaqtumi aqutik havakvia havaklugit West Kitikmeot Resources Corp. (WKR), nunatigut Kitikmeot-mi Nunavunmi. Taamna havakvik imaqtittiniq hailiqtuq Coronation Gulf-mi, tautuktillugu 50 km kangikhinirmi North West Passage-mi Arcticup iluani, uvalu katitirhuni ukiuqtaqtumi aqquminun tautuktillugu nakiqtuqhimayuq Jericho Mine-mun Jericho Station-mi, kangiryuarmi Contwoyto Lake-mi, Nunavunmi. Taamna ukiuqtaqtumi aqquq ikayuutillugu hivuliqhiyuq havainirmi Tibbitt to Contwoyto Winter Road (TCWR) ukiumi. WKR havaklutik Impact Statement-mik naunaiqhittillugu uvalu qinirhiarlutik pihimayunik huliqtiit uvalu Socio-economic-mik pihimayut tautuktillugit Project-mik hanauyiqhimayuq maligakhainnut Nunavut Agreement-mi uvalu Naunaiqhittainnut Nunavut Impact Review Board Guidelines-mik havakhimaniq Impact Statement-mik West Kitikmeot Resources Corp Grays Bay Road and Port Proposal-mik (NIRB File No. 24XN038; NIRB 2026). Una ilagijaqtuq Is-mik naunaiqhittiplugu pihimayut huliqtiit nunamun, nunallaanut uvalu permafrost-mun, nauttianut, tuktunut, kopanoanit uvalu allanik nunaqaqtunit huliqtiit.

Aqhutigharnik uvalu ublukkut-tauyarnik katitiqhimayut maligaliuqniaqtillugit ilingnaittut ilagijautillugit (VC) naunaiqhittillugit, qauhimayainik tautuktillugit pihimayunut Project-mik uvalu allanik ilingnaqtunik havaktittiniaqtunik. Project Development Area (PDA) katitirhimayuq nunamun qitirmiupkaqhimayuq tamainnut Project havaktinut, ilauyut havaktitillugit tumitit havaktittillugit havaktitillugit uvalu akhurarutaanut (taima Project infrastructure-mik, havainnikkut nauttinik, uvalu ilihautitainik). Local Assessment Area (LAA) niuviqhimaliqtuq anginiqaqtukhanik nunallaqhiurniinni Project-mik pihimayunik huliqtiit naunaiqhittiniaqtut qiniraqlutik ilingnaittumik uvalu qauhimayamik. Terrain, Soils uvalu Permafrost VC-mik, uvalu Vegetation VC-mik, LAA naunaiqtuq 1 km-mik avikhiqhimayuq tautuktillugu PDA-mi. Vegetation VC LAA ilauyut 100 m-mik avikhiqhimayuq akuni imaqtittiniaqtunut iqalukhiurniq.”

“Caribou VC, Birds VC, uvalu Allanik Nunaqaqtut Huliqtiit VC pihimayut naunaiqhittillugit anginiqaqtumik tautuktittainnut akhuuqhittainnut huliqtiit, uvalu naunaiqtuq 4 km-mik avikhiqhimayuq tautuktillugu PDA-mi.

Regional Assessment Area (RAA) katitirhimayuq PDA-mik uvalu LAA-mik, uvalu tuniyuq anginiqaqtumik nunallaqhiurniq tautuktillugit qanurittunik Project-mik huliqtiit ilingnaittumik ilagijautillugit VC-kunut, uvalu qanurikkut taakkua huliqtiit katitillugit pihimayut akhuuqhihimayut aallanik havaktittiniaqtunik ublukkut, ublukkut tatqiqhiutikkut, uvalu ublukkut tautuktillugit pihimayut havaktittiniaqtunik. Terrain, Soils uvalu Permafrost VC-mik, uvalu Vegetation VC-mik, RAA naunaiqtuq 30 km-mik avikhiqhimayuq tautuktillugu PDA-mi. Birds VC atuqhimaqtuq 20 km-mik avikhiqhimayuq tautuktillugu PDA-mi, uvalu Caribou VC uvalu allanik Nunaqaqtut Huliqtiit VC-kut naunaiqhittiaqtut ilingnaqtunik RAA-kunik tautuktittarlugu uumayuit anginirmut, uvalu anginiqaqtumik RAA naunaiqtuq Caribou VC-mik tautuktillugu anginiqaqtumik huliniq Bathurst Caribou Herd-mik.

MD.6.1 Nunallaaq, Nunallaqhiurniq uvalu Permafrost

Nunallaaq, nunallaqhiurniq uvalu permafrost naunaiqtaqtut Valued Component (VC) taima pihimayhuaqtaat Grays Bay Road and Port Project (taamna “Project”) hulipltutik nunamun, nunallaaqhiurniq, nunamun ilutainik, uvalu nunallaqhiurniq akhuuqhivallianinganik permafrost-mi. Impact Statement (IS) Volume 6, Section 14, naunaiqhimaliqtuq amihunik pihimayunik huliqtiit nunallaanut, nunallaqhiurniq, uvalu permafrost-mun tautuktittillugit Construction uvalu Operations and Maintenance-kut piumayainnut Project-mik Nunavut-mi Kitikmeot-mi. Taamna naunaiqhittiniq akhuuqhaittuq taima permafrost akhuuqtittiaqtut uvalu ilingnaqtut ikayuutillugu Inuit-kut havaktittillugit, avatquhimayut uvalu nunaqatigiikniq, nunallaqhiqhimayut, uvalu nunallaqhiurniq pittiariniq

MD.6.1.1 Tadja Qanurinniit

Taamna Project-mi nunaa hailiqtuq Canadian Shield-mi, uvalu tautuktittiaqtut qitirmiklutik nunallaqhiurniq uvalu qiqirhimayut glacial-mi. Nunallaqhiqhimayut qitirmiut ilauyut till-mik, glaciofluvial-mik, glaciolacustrine-mik, uvalu imaqmiut nunallaqhiqhimayut, ilauyut hivuliqhiyut nunallaqhiqhimayut uvalu nunamun uaqhiit (organic soils) uvalu nunallaqhimayuq qikiqtiqtuq (bedrock). Nunami ilitquhimayuq akhuraungnaqtuq, takukhimayuq planar-mi, qitirmiklutik, uvalu hummocky-nguyuuq. Niuviqhimayut ahinattaaq qipliqtut tautuktuq, kihimi qangatasuungittuq taimaanut takuktuq.”

“Permafrost hailiqtuq tautuktillugu RAA-mi tamainni (nauttillugu 90–100% nunamun), uvalu tautukhimayuq ahinanut pannguqtuq imaqmiut qirnirmanik, taima permafrost-mik qingarutikhimayuq. Nunallaqhiqhimayut ilingnaqtut takukhimayut RAA-mi, taima eskers-mik uvalu wetlands-mik, ilingnaqtut Inuit-kut nunallaqhiurnimut uvalu huliqtiinut. Nunallaqhiurniq LAA-mi ilauyut Cryosols uvalu Regosols, uvalu Cryosols akhuuqhaiyut taima permafrost anginiqaqtuni nunaqaqtumi.

MD.6.1.2 Havaaqhangit Ayungnautiqarniaqtun

Pihimayut huliqtiit uvalu aqhutighat pihimayut hivuliqmi nunallaqhiqhimayunit Construction-mi uvalu Operations and Maintenance-mi. Pingahut anginiqaqtut Project-mik pihimayut nunallaanut, nunallaqhiqhimayunut, uvalu permafrost-mun naunaiqhimayut:

- Nunallaqhiqhimayut uvalu nunallaaqniq qinirhiarninnga Hivuliqmi pihimayut nunamun nunallaqhiurniq pihimayauniaqtuq nunallaqhiqhimayunut akhuuqhiyuuq taima nunallaqhiqhimayut ilitquhimayut uvalu ilingnaqtut nunallaqhiqhimayut. Akhuuqhittainnut pihimayut tautuktillugit pivallianiq imaqmiut aqqumiinni uvalu permafrost-mik qingirhimayuq, tautuktuq nunallaqhiqhimayunit akhuuqhivalliaqtut. Qingirhimayuq permafrost-mik imaqmiut anginirmut kiklinganit qingiqittiaqtut uvalu akhuuqhittiarinaqtut nunallaqhiurniq (taima nunallaqhiqhimayuq qikiqtunmik, nauttiaqhimayut atuqtillugit). Havakhimayut best practices-mik, maligaqhaitigut, mitigations-mik, uvalu havaktittainnut ilingnaittumik erosion-mik uvalu sediment control-mik, pihimayut nunallaqhiqhimayunut naunaiqhittiaqtut tautuktillugit PDA-mi, uvalu pihimayut pipkilaqtut uvalu ihuaqhailaqtut.

Nunallaqhiqhimayut ilutainik qinirhiarninnga (Change in soil properties):

- Nunallaqhiqhimayut ilutait qinirhiyaqtut, ilauyut anginiqaqtumik erosion-mi, qinirhiarninnga, paniqtuut, qatirhimaat, uvalu qinirhiyaqtut reclamation-mun atuqhimalutik akhuuqhittainnut Construction-mi uvalu Operations and Maintenance-mi. Havautivut akhuuqhittainnut havaktittainnik temporary workspaces PDA-mi qinirhiyaqtut nunallaqhiurniq uvalu ilutait nunallaqhiqhimayunut, ilauyut nunallaqhiqhimayut ilutainik, imaqmiut qangatasuugiat, organic matter-mik, uvalu reclamation-mun havaktittainnaq. Inuit kivgaqtuqtillugit permanent-mik akhuuqhittainnik, pihimayut nunallaqhiqhimayunut naunaiqhittiaqtut tautuktillugit PDA-mi, pihimaniq pipkailaqtuq uvalu ihuaqhailaqtuq. Stripping-mik organic uvalu qikiqtunmik nunallaqhiqhimayunnut uvalu atuqhimalugit reclamation-mi temporary workspaces-mik ihuaqhailaqtut pihimayunik nunallaqhiqhimayunut.

Nunallaqhiqhimayut pijariaqniaqtuq (Change in terrain stability):

- Nunallaqhiqhimayut akhuuqhiyariaqniaqtuq pihimayut havaktitlugit Project-mik pihimayaqtut akhuuqhivallianiq nunallaqhiqhimayut uvalu landslide-nguyuq nunami akhuuqhiyuq mass movement-mun. Permafrost qingirhimayuq tautuktillugit qinirhiyaqtut nunallaqhiqhimayut thermal regime-mik, ilauyut havaktittainnut aqumminik, imaqmiut aqquimiinni qinirhiyaqtut, uvalu thermal erosion-mik, uvalu qangiqtuqhutik apqunnik aqquimiinni. Qingirhimayuq imaqmiut kiklinganit nunallaqhiurniq pihimayaqtut nunallaqhiqhimayunut uvalu allat havaktittainnut infrastructure-mik. Ilitquhimayuq nunallaqhiurniq uvalu permafrost-mik PDA-mi akhuuqhaittuq pihimayut qiniraqlutik Project-mik naunaiqhittainnut. Katitirhimayuq permafrost-mik nunallaqhiqhimayut pihimayaqtut ihuaqhailaqtut (taima nunami imaqmiut kiklinganit), pihimayaqtut qinirhiyaqtut thermal regime-mik ground disturbance-mik, uvalu climate change-mik. Pihimayut naunaiqhittiaqtut hivunikhainnun taima port, aqquq, uvalu Jericho Station pipkailaqtuq uvalu ihuaqhailaqtuq.

MD.6.1.3 Angikliyuumiqtuq Qanuriliurutingit

Katimatillugit huliqtiit naunaiqhittiniq nunallaqhiurniq, nunallaqhiqhimayut, uvalu permafrost-mik tautuktittillugu havaktittainnut uvalu havakvingnut RAA-mi, taima pihimayut tautuktittiaqtut akhuuqhivallianiq nunallaqhiqhimayut uvalu unalu qinirhiarninnga akhuuqhiyuq havaktittainnut. Taima eskers-mik ilingnaqtut nunallaqhiqhimayut, naunaiqhittiaqtut qinumaqhimayumik atuqhimalutik anginiqaqtumik nunallaqhiqhimayut tamainnik eskers-mik akhuuqhihimayut allanik havaktinit RAA-mi. Katimatillugit huliqtiit eskers-mun ilingnaittut, taima anginiqaqtut akhuuqhihimayut allanik havaktinit 276.3 ha-mik. Katitirhimayuq 33.3 ha-mik akhuuqhihimayuq Project-mit, taima katitirhimayuq 309.6 ha, tautuklugu 1.6% nunallaqhiqhimayut tamainnut esker-mik RAA-m.

MD.6.1.4 Anginiqhaq

Taima atuqhimalutik havaktittainnik, havakvigyainnik, strategiainnik, uvalu qauhimayainnik maliglugit permafrost-mik akhuuqhitittainnik qinirhiyaangani, pihimayut nunallaqhiqhimayunut uvalu nunamun ilitquhimayunut, nunallaqhiqhimayut ilutainnut, uvalu nunallaqhiqhimayut pijariaqniaqtut naunaiqhittiaqtut ilingnaittut.

Katimatillugit huliqtiit tautuktillugit, akhuuqhitittainiq Project-mit RAA-mi akhuuqhainnarhauq, taima katimatillugit huliqtiit naunaiqhittiaqtut ilingnaittut.

MD.6.1.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Mitigation-kut strategianguit havakhimayut pihimalugit nunallaqhiqhimayunik uvalu pittiaqhillugit permafrost-mik, nunallaqhiqhimayut ilutainnik, uvalu nunallaqhiqhimayut pijariaqniaqtut. Anginiqagtut mitigation-kut havaakhat ilauyut (kihimi naunaikhimalugit):

- atuniahimayut akhuuqhitittainnut nunami havakvingnut ilauyut pihimayut akhuuqhitittillugu havaktittillugit Project-mik uvalu infrastructure-mik, uvalu workspace-mik taimani piliqtailimaittumik;
- qinirhiyaangani aqumminik akhuuqhittiaqtailimaittumik avatquhimayunut;
- nauttiaqhittillugu nunallaqhiqhimayut ukiuqtaqtumi qingiqhimayut taimani piliqtailimaittumik;
- hivuliqhiyut atuqhiniqlugit fill-only-mik havakvingnut taimani piliqtailimaittumik;
- pittiarlugu ihuaqhailaqtailimaittumik ilingnaqtut nunallaqhiqhimayut;
- pittiarlugu akhuuqhiyariaqtailimaittumik permafrost-mik;
- atuqhimalutik best management practices-mik erosion control-mik uvalu contamination prevention-mik;
- havaklutik uvalu atuqhimalutik Erosion and Sediment Control Plan (ESCP);
- havaklutik uvalu atuqhimalutik runoff control-kut havaakhanik uvalu culvert maintenance plan-mik;
- maliglutik maligaqhainnik tautuktittainnut construction-mik permafrost nunallaqhiurniq-mi;
- havaklutik geotechnical investigations-mik naunaiqhittiaqtillugit design-mik uvalu pihimayut akhuuqhiyariaqtailimaittumik;
- hivulliuqlutik uvalu akhuuqhiyanginni monitoring-kut uvalu katimayqatigiiktillugit Inuit-kut, naunaikhimalutik havaakhat pittiarlulugit uvalu naunaiqhittillugit pihimayut akhuuqhitittainnik.

MD.6.2 Nauttiat

Nauttiat VC-mik naunaiqhittiniq tautuktittiaqtut nunami Kitikmiut uvalu allanik nunallaqhiurniaqtut nunamun inungnik, havaklutik, uvalu angilaqhutik—ilauyut havaktitillugu camp-kut, Inuit havaktitillugit takujautillugit havaktitillugit, uvalu allanik akhuuqhiyariaqaqtunik nunallaqhiurniq. Una naunaiqhittiniq qinirhiyaqtut pihimayut Project-mit havaktitillugit nauttiat-mun, uvalu anginiqaqtumik piquaqtut nauttiat ilingnaqtut Inuit-kut pitquhinganut uvalu avatquhimayunut

MD.6.2.1 Tadja Qanurinniit

Taamna Project hailiqtuq Takijug Lake Upland-mi ecoregion-mi Southern Arctic ecozone-mi, tautuktittiaqtut hivulliqmik nunallaqhiurniq qikiqhimayut uvalu Low Arctic ecoclimate-mi. Nauttiat uukturhimayut shrub tundra-mi ilauyut dwarf birch (*Betula pumila*), willows (*Salix* spp.), northern Labrador tea (*Rhododendron tomentosum*), avens (*Dryas* spp.), uvalu *Vaccinium* spp. Spruce trees (*Picea* spp.) qitiringayut tautuktillugu kangiryuarmi ecoregion-mi. Amihut nauttiat ilingnaqtut Inuit, Indigenous uvalu Community Knowledge-kut tautuktittiaqtut ilauyut nauttiat atuqhimalugit inungnut aanniaqtailinimut, niqimik, piviqhaqnirnut, uqauhiliurniq, illuliurniq, uvalu iglumik qiqirhinirmut. Amihut inungnut akhuuqhittainiq takukhimayuq camp-kunni uvalu tautuktillugu ukiuqtaqtumi aallani munannginaqtut qamutiit aqqumiinni. Kitikmiut nunallaqhiurniq taima nunamiariit ukiuqtaqtuni, uvalu havaktitillugit harvesting-kut akhuuqhiyariaqaqtut naunaiqhittillugit pihimayut nauttiat-mun

MD.6.2.2 Havaaqhangit Ayungnautiqarniaqtun

Taamna Project akhuuqhihimayuq nauttiat PDA-mi uvalu tautuktillugu PDA-kunnun havaktitillugit nunallaqhiqhimayunik, aqqumiinni havaktittainnut, quarry-mik havaktitillugit, uvalu havaktittainnut equipment-mik. Pihimayut community diversity-mik, species diversity-mik uvalu wetland-mik havaktittainnut naunaiqhittiaqtut Construction-mi uvalu Operations and Maintenance-mi Project-mi, uvalu naunaiqhittiat takukhimayut taima:

Community Diversity-mik Qinirhiarninnga:

- Project-mik construction-mik pihimayaqtut paniqhimayut nauttiat nunallaqhiurniq, ilauyut paniqhimayut uvalu qinirhiyaqtut 4,950.7 ha-mik nunallaqhiqhimayunut (9.9% LAA-mi). Nauttiqhimayut nunallaqhiqhimayut qitirmiut, ilauyut uncommon-mik, paniqtailaqtut tautuktillugu Project-mik. Pihimayut naunaiqhittiaqtut hivunikhainnun taima havaktitillugu infrastructure (taima aqquq, port, aerodrome) hailiqtut nutaraqtailaqtut construction-mik. Reclamation-kut havaktittiaqtut nunallaqhiurniq ukiuqtaqtumi pipkailillugu operations uvalu maintenance-mit.
- Akhuuqhittainnut pihimayut community diversity-mik dust deposition-mik ilauyut, qiniraqlutik 40 m-mik PDA-mit. Qinirhiyaqtut species composition-mik pipkainiaqtut naunaikhimaluni nunami dust-mik akhuuqhittainnut. Dust deposition-mik uvalu pihimayaqtut non-native uvalu invasive nauttiat qinirhiyaqtut nuttaralaaqtuq PDA-kunnun pihimayaqtut.

- Anginiqaqtut aviktuqhimayut nunallaqhiqhimayut LAA-mi, uvalu reclamation-kut havaktitillugit Project-kut akhuuqhitittainnik operations uvalu maintenance-kut, pihimayut community diversity-mun naunaiqhittiaqtut piqangittuq LAA-mi. Pihimayut nunami occur-naqtut multiple-mik irregular events-mik, uvalu ihuaqhailaqtut nunami temporary-mik akhuuqhitittainnut, uvalu pipkailaqtut nunami permanent-mik infrastructure-mik.

Species Diversity-mik Qinihiarninnga:

- Project-mik pihimayaqtut paniqhimayut nauttiat-mik ilauyut conservation-mik qinihiarninnga (SOCC) uvalu nauttiat ilingnaqtut Kitikmiunut, allanik Inuit-kut, uvalu allanik nunallaqhiurniaqtunit. Ilauyut long-stalked draba (*Draba juvenilis*), SOCC-mik, taamna kivgaqtuqtillugu tautuktittiaqtut RAA-mi uvalu katitirhimayuq PDA-mi. Akhuuqhitittainnut pihimayut nauttiat SOCC-mun uvalu nauttiat ilingnaqtut Kitikmiunut, allanik Inuit-kut, uvalu allanik nunallaqhiurniaqtunit piyariaqniaqtut dust deposition-mik, non-native uvalu invasive nauttiat pijariarninnga, uvalu qinihiyaqtut moisture regime-mik nunamun akhuuqhitittainnut, uvalu qinihiyaangani drainage-mik.”
- Hivuliqmi akhuuqhitittainnut pihimayaqtut Construction-mi Project-mik; kihimi dust deposition-mik uvalu pihimayut non-native uvalu invasive nauttiat akhuuqhitittainnut PDA-kunnuq piyariaqniaqtut Operations uvalu Maintenance-mi ongoing-nguyuq.
- Anginiqaqtut pihimayut vegetation species diversity-mun anginiqaqtuq taima piyariaqniaqtut naunaiqhimayut hivuliqmi uvalu akhuuqhitittainnut vegetation species diversity-mun, uvalu paniqhimayuq tautuktittiaqtut kivgaqtuqtillugu long-stalked draba-mik RAA-mi. Pihimayut occur-naqtut multiple irregular-mik events-mi uvalu naunaiqhittiaqtut hivunikhainnun taima aqquq pipkailaqtut, uvalu dust-mik pihimayut tautuktittiaqtut havaangani Project-mi.

Wetland-mik Havaqatigiingniq Qinihiarninnga:

- Project-mik pihimayaqtut hivuliqmi akhuuqhiyariaqniaqtut 124.6 ha-mik wetland-mik, ilauyut 541-mik wetland-kut tautuktittiaqtut 74.0 ha-mik akhuuqhitittainnik paniqhimayunik, taima tamainnut wetland-kut havaqatigiingnit paniqhimayut. Akhuuqhitittainnut wetland-kunnuq piyariaqniaqtut hydrological changes-mik, permafrost-mik qinihiarninnga, dust deposition-mik, uvalu non-native uvalu invasive species-mik nunallaqhiqhimayut.
- Pihimayut naunaiqhittiaqtut qangatasuungittuq magnitude-mik taima wetland-kut uvalu havaqatigiingit piyariaqniaqtut LAA-mi uvalu RAA-mi. Pihimayut akhuuqhitittainnut hivuliqmi tautuktittiaqtut wetland-kut PDA-mi uvalu tautuktillugu PDA-kunnganut, kihimi ilauyariaqniaqtut LAA-mi tautuktittiaqtut anginiqaqtut wetlands-mik. Pihimayut hivunikhainnun tautuktittiaqtut, occur-naqtut multiple irregular events-mi.

MD.6.2.3 Angikliyuumiqtuq Qanuriliurutingit

Katimatillugit pihimayut nauttiat community diversity-mun, species diversity-mun (ilauyut SOCC-mik uvalu nauttiat ilingnaqtut Kitikmiunut, allanik Inuit-kut, uvalu allanik nunallaqhiurniaqtunit), uvalu wetland-mik havaqatigiingniq pihimayut ublukkut, ublukkut kihimi pihimayut, uvalu taimaittut havaktittiniaqtut, pihimayut occur-naqtut uvalu tautuktittiaqtut hivunikhainnun. Katimatillugit pihimayut naunaiqhittiaqtut akhuuqhiqtut uvalu qangatasuungittuq magnitude-mik mitigation-kut atuqhimalugit, kihimi pihimayut hivunikhainnun tautuktittiaqtut taima anginaqtut havaktitlugit havaktittiniaqtut pipkailirmaanginnaqtut. Pihimayut pipkailaqtut ihuaqhailaittut taima amihut havaktitlugit pipkailaqtut. Pre-construction rare plant surveys-kut ikayuutittiaqtut naunaiqhittarlugit SOCC mitigation-kut, uvalu pihimayut naunaiqhittiaqtut katimatillugit pihimayut species diversity-mun.

MD.6.2.4 Anginiqhaq

Ilingnaqtut akhuuqhimayuq pihimayuq nauttiat-mun uvalu wetlands-mun taima, mitigation-kut uvalu qinirhiarninnga qitirmiut atuqhimalutik, akhuuqhiyariaqnaqtut hivunikhainnun piqariaqnaqtut nauttiat community-kut uvalu species-kut, ilauyut nauttiat ilingnaqtut Kitikmiunut, allanik Inuit-kut, uvalu allanik nunallaqhiurniaqtunit. Mitigation-kut atuqhimalutik, akhuuqhimayuq Project-mik uvalu katimatillugit pihimayut community diversity-mun, nauttiat ilingnaqtut pitquhiit Kitikmiunut, uvalu wetland-mun havaqatigiingniq naunaiqhittiaqtut ilingnaittut

MD.6.2.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Taamna Project atuqhimaliaqtuq engineering-kut kontrolainnik, havaklutik ihuaqhailiqiñanik, uvalu nunamun ihuaqhailaaqhimayunik havaakhanik, pihimayaangani akhuuqhitittainnut nauttiat-mun. Anginaqtut havaakhat ilauyut:

- Piqangittuq akhuuqhipkainiq habitat-loss-mik, anginaqqtumik akhuuqhitittainnut project development area-mik;
- Atuqhimalugit akhuuqhitittainnut nunamun havakvingnik, tautuktillugit pihimayut havaktittillugit Project-mik;
- Havaklutit SOCC mitigation plan-mik qanurittuni piliqhimayainni;
- Havaklutit Closure and Reclamation Plan-mik, ilauyut reclamation monitoring-kut temporary-mik workspaces-mun;
- Atuqhimalutik dust control program-mik;
- Aulahimayunik havaktittillugit qinirhiyaqtut akhuuqhiyariaqnaqtut nauttiat unniqtillugit taima piliqtailimaittumik;
- Atuqhimalutik adaptive management-mik ihuaqhailutik mitigation-kut, tautuktillugu monitoring-kut pihimayut akhuuqhitittainnik naunaiqhimagut pinahuarutininik.

MD.6.3 Tuktuit

Havakhimaniq tautuktittiaqtut anginiqaqtut, tuktuit naunaiqaqtut Valued Component (VC) Project-mik huliqtiit naunaiqhittainni. Kitikmiunit qaujimaqtat maliklugit, naunaiqhittiat piniariaqniaqtut atautchikun nunamun tuktunit, ilaunut Bathurst Caribou Herd (BCH), uvalu qikiqtaqtungnut tuktunit tautuktillugit Dolphin and Union Herd (DUH). Pihimayut pihimayaqtut Project-mit uvalu katimatillugit akhuuqhittainnut nunamun naunaiqhittiaqtut tautuktillugit nunallaqhiurniq, habitat, angirahimayut, paniqtuut, uvalu aannialiqtailinirmut. Anginiqaqtut aqhutigat atuqhimallugit BCH-RAA1 nunamun tuktunit uvalu DUH-RAA qikiqtaqtungnut tuktunit; taakkua aqhutigat katitihimayut tautuktittarlugit angirahimayut uvalu atuqhimannirmik tuktunit nunamun Nunavut-mi.

MD.6.3.1 Tadja Qanurinniit

Nunaani talvanilu kikiktakgivaqgainik tuktutainik pidjutihimayunik kufiutilanginik ikkiklivalialikpaliktunik talvanganit 1980ni havakhikhimayunik Inuit Ilihimayauvaktunik talvunilu uataani nalukhanginamik ihiviukhinikmun naunaiyainikmun naunaitkutakhanik. Tahapkununa ikkiklivalialikpaliktunik kanukgilidjutivaktunik kanukgilidjutivaktunik kanukgilidjutivaktuniklu ilidjuhikgivaqgainik, ilauihimayunik hilakgivaqgainik, nirgitinik nirgitinik, uvunilu angunnahuaktauvaktuniklu. Inuit Qauyimayatuqangit ihumagiyaunut tapkua havakvikyuat pivallianiit pidjutiqaqtut ikiliyuumirmun. Nunaani tuktut taimaitutun BCH aulayut unghiktumun qitqani ukiyut nunat NTmi (haniani uvaluuniin ataani napaaqtuqaqviini) uvalu auyami/nurriviit nayugait Nunavunmi. Kikiktak tuktutainik taimaitutun DUHnik ukiivaktun iluilirmi NUm nayuqpaktaingitlu angikliyummiligaangamik ukiungani (ilaunut nugarviit) talvani Kiilliniq Qikiktaani ikaaqhugu Coronation Gulf qiqumagaangami. Inuit Ilihimayaingit ilitagidjutiqaqtun akhurnaqtunik nayugaingit tautuminaqtun (imaatun itun, qimial, kiniupayut nunat [natingnak]) aulavingitlu aulaviingit (ilaupluni imarmi tuattunik [nadlok]) haniani Havaaqhangit talvani nunaani Nunavunmi. Inuit Ilihimayaingit naunairutiqaqtun aulayunik mihingnautiqaqtunik ayungnautiqaqtunik uyaraqhiuqtunik apqutaingitlu haniani Havaaqhangit ihumagiyaunginaqtun tuktun.

MD.6.3.2 Havaaqhangit Ayungnautiqarniaqtun

Taamna Project pihimayaqtut tuktunit nunallaqhiurniq, habitat, angirahimayut, paniqtuut, uvalu aannialiqtailinirmut havaktittillugit nunallaqhiqhimayut (taima nauttiat-mik paniqhimayut uvalu topsoil-mik stripping), havaktittillugit infrastructure-mik, blasting, uvalu nunami qamutiit angirahimayut — tamapta takuyut pihimayut sensory-mik akhuuqhittainnut tuktunit (taima noise, takujaut, uvalu uqarvik).

Naunaiqhittiat pihimayut nunami tuktuni uvalu qikiqtaqtungnut tuktuni takukhimayut tautuklugit:

Qinirhiarninnga Nunallaqhiqhimayut (Range Disturbance) — Nunami Tuktuit

- Nunallaqhiqhimayut akhuuqhittainnut piyariaqniaqtut katimatillugit nunallaqhiqhimayut, ilaunut hivuliqmi (taima nunallaqhiqhimayut paniqhimayut) uvalu akhuuqhittainnut (zone of influence [ZOI]) piyariaqniaqtut, akhuuqhiyariaqniaqtut nunallaqhiurniq uvalu anginiqaqtut nunami pimmariklugit.

- Taamna naunaiqhittiniq maliglugu katimatillugit nunallaqhiqhimayut framework BCH Range Plan-mit, naunaiqhittiaqtut anginiqaqtut nunallaqhiqhimayut tautuktittillugit.
- Project-mik infrastructure-mik naunaiqhittiaqtut anginiqaqtut nunallaqhiqhimayut BCH-RAA1-mi 1,804.2 km²-mik, uvalu tautuktittillugu katitirhimayut 4,863.6 km² (59% akhuuqhittainnik), 6.3% nunallaqhiqhimayut tautuktittillugu angirhimayut tuktunit (77,400 km²). Kihimi, Project-mik akhuuqhittainnik paniqtut tuktunit uvalu habitat-anun pinahuarutinik akhuuqhittiaqtailaqtut. Nunallaqhiqhimayut anginiqaqtut pijariaqniaqtut “desirable range”-mi (<6,000 km²).
- Akhuuqhittainnut BCH nunallaqhiqhimayut qinirhiarninnga qangatasuungittuq, uvalu tautuktittittuq BCH-RAA1-mi. Pihimayut occur-naqtut akhuuqhiyariaqniaqtut hivunikhainnun, uvalu ihuaqhainnaqtuq taima Project pipkailaqtut.

Habitat-mik Qinirhiarninnga:

- Habitat-mik pihimayut piyariaqniaqtut hivuliqmi (habitat-mik paniqhimayut) uvalu akhuuqhittainnut (ZOI-mik qinirhiyaqtut pitquhiqhimayut) pihimayaqtut Project-mik infrastructure-mik uvalu havaktittainnut.
- Taamna naunaiqhittiniq atuqhimalik Resource Selection Functions (RSFs) naunaiqhittiaqtillugit qinirhiyaqtut habitat “selected” (tuktunit qinirhiyaqtut) tautuktillugit Project-mik ublukkut akhuuqhittainnut:
 - BCH-kut: calving / post-calving, aujaq, uvalu ukiuqtaa.
 - DUH-kut: ukiumi, uvalu pre-spring migration staging uvalu post-fall migration.
- Project-mik hivuliqmi uvalu akhuuqhittainnut pihimayaqtut anginiqaqtut 55.2 km²-mik (0.8%) seasonal selected habitat BCH-RAA1-mi. Anginiqaqtut pihimayut occur-naqtut aujaqmi habitat-mi.
- Project-mik hivuliqmi uvalu akhuuqhittainnut pihimayaqtut anginiqaqtut 158.6 km²-mik (1.5%) seasonal selected habitat DUH-RAA-mi. Anginiqaqtut pihimayut occur-naqtut pre-spring migration staging-mi uvalu post-fall migration habitat-mi.
- Hivuliqmi pihimayut ihuaqhigiangat naunaiqhittiaqtut Project design-mit, uvalu akhuuqhittainnut pihimayut piquaqniaqtut ZOI-kut ihuaqhigiplugit atuqhimaluni Caribou Trigger Action Response Plan (TARP).
- Naunaiqhittiat qinirhiyaqtut BCH uvalu DUH habitat-mi qangatasuungittuq magnitude-mi uvalu pittiaqhimayuq LAA-mi. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaitut taima Project pipkailaqtut.

Qinirhiarninnga Angirahimayut:

- Angirahimayut pihimayaqtut pihimaluni physical-mik uvalu perceptual-mik (taima uqauhiliurniq, takujaut, malruagniq) akhuuqhitittainnut, pihimayaqtut Project-mik infrastructure-mit uvalu havaktittainnut. Taakkua pihimayut piyariaqniaqtut nunami akhuuqhiyariaqariaqniaqtut (taima crossings-t) uvalu anginiqaqtut akhuuqhitittainnut (taima migration-mik).
- Una naunaiqhittiniq atuqhimalik kingulliqliki tukunit migration-kut aqqumiinni, uvalu naunaitillugit qanurittunik akhuuqhitittainnit inungnut havaktittainnit, naunaiqhittiaqtut anginiqaqtut pihimayut hivunikhainnun Project-mit.
- BCH-kut piyariaqniaqtut 1.5-uqsunnguaq ublumik akhuuqhiyariaqniaqtut ubluqtillugu inungnut akhuuqhitittainnit pihimayaqtut Project-mit. BCH-kut upirnirmi migration-kut, ilauyut anginiqaqtut central migration corridor-mik, naunaiqhittiaqtut katitirhimayut Project Road-mun kangiryuarmi tautuktillugit.
- DUH-kut piyariaqniaqtut 4.2-uqsunnguaq ublumik akhuuqhiyariaqniaqtut ubluqtillugu inungnut akhuuqhitittainnit pihimayaqtut Project-mit. DUH-kut upirnirmi migration-kut, ilauyut central migration corridor-mik, naunaiqhittiaqtut katitirhimayut Project Port-mun.
- Naunaiqhittiat qinirhiyaqtut BCH uvalu DUH angirahimayut moderation-mi magnitude-mit, tautuktittiaqtut LAA-mi angirahimayut qauhimayainni, uvalu atuqhimaqtut BCH-RAA1 uvalu DUH-RAA migration-kut. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaittut taima Project pipkailaqtut.

Qinirhiarninnga Paniqtuut Aanniaqtailinirmun:

- Paniqtuut-mik akhuuqhitittainnut piyariaqniaqtut hivuliqliki (taima qamutiit collisions-mik) uvalu akhuuqhitittainnut (taima predators-mit uvalu hunting-mit) pihimayut nunami panninnganit.
- Taamna naunaiqhittiniq qauhimayumik naunaiqhittiaqtut paniqtuut-mik aanniaqtailinirmun tautuktillugu akhuuqhitittainnut qamutiit collisions-mik uvalu piyariaqniaqtut predators-mit uvalu harvesting-mit Project-mit. Paniqtuut ubluqtillugu BCH-kut pihimayaqtut qangatasuungittuq (1–5 tukut paniqtuut) uvalu DUH-kut (1–7 tukut paniqtuut).
- Hivuliqliki paniqtuut-mik akhuuqhitittainnut ihuaqhailiqiniaqtut atuqhimalutik Caribou TARP-mik, traffic management-mik, uvalu maligaqhaitigut aqqumiinni atuqhimalutik uvalu tukunit takuyut qinirhianiqanut. Controlled access hunting-mut uvalu predators-mik havaktittainnut ihuaqhailiqiniaqtut akhuuqhitittainnut akhuuqhiyariaqniaqtut.
- Naunaiqhittiat qinirhiyaqtut BCH uvalu DUH paniqtuut-mik akhuuqhitittainnut qangatasuungittuq magnitude-mi uvalu pittiaqhimayut LAA-mi. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaittut taima Project pipkailaqtut.

Qinirhiarninnga Aannialiqtailinirmun:

- Aannialiqtailinirmun pihimayut piyariaqniaqtut pollutants-mit uvalu allanik akhuuqhiyariaqaqtunik Project-mik havaktittainnit. Piqaqniaqtut angirahimayut imaqmik uvalu niqimik piyariaqniaqtut contaminant-mik katitirhimayuq tuktunit timimi.
- Taamna naunaiqhittiniq atuqhimalik Project-mik Ecological Risk Assessment (ERA) havakvinga, qinirhiaqtillugu Project-mik pihimayut aannialiqtailinirmun.
- BCH-kut uvalu DUH-kut aannialiqtailinirmik pihimayaqtailaqtut Project-mit. Piqangittuq Project-mik contaminant-mik naunaiqhittiaqtut nunamun, imarmun, uvalu sediment-mun, uvalu ERA-kut naunaiqhittiaqtut pihimayaqtailaqtut wildlife-mut pihimayaqtut. Una tautuktittiaqtut ilauyut qaujisarniq tuktunit timimi contaminant-mik Canadian Arctic-mi.
- Naunaiqhittiat qinirhiyaqtut BCH uvalu DUH aannialiqtailinirmun qangatasuungittuq magnitude-mi uvalu naunaiqhittiaqtailaqtut katimatillugit huliqtiit-mun..

MD.6.3.3 Angikliyuumiqtuq Qanuriliurutingit

Taamna Project-kut akhuuqhimayut katitirhimayut RFI-kut havaktittainnik pihimayaqtut katimatillugit tuktunit nunallaqhiqhimayut, habitat, angirahimayut, uvalu paniqtuut aannialiqtailinirmun.

Qinirhiarninnga Nunallaqhiqhimayut:

- Katitirhimayut Project uvalu RFI-kut havaktittainnik pihimayaqtut anginiqaqtut nunallaqhiqhimayut BCH-RAA1-mi 5,759.2 km²-mik, katitirhimayuq anginiqaqtut 8,818.6 km²-mi (11.4% BCH-RAA1-mut anginiqaqtut nunallaqhiqhimayut 77,400 km²). Takataknaqtut nunallaqhiqhimayut anginiqaqtut tautuktittiaqtut cautionary range-mut (6,000 km² – 12,000 km²). Taima katimatillugit pihimayut nunallaqhiqhimayut naunaiqhittiaqtut moderation-mi magnitude-mit.

Qinirhiarninnga Habitat:

- Project uvalu RFI-kut havaktittainnik hivuliqmi uvalu akhuuqhitittainnut pihimayaqtut 218.4 km²-mik (3.0%) seasonal selected habitat BCH-RAA1-mi. Anginiqaqtut occur-naqtut aujaqmi habitat-mi.
- Project uvalu RFI-kut havaktittainnik hivuliqmi uvalu akhuuqhitittainnut pihimayaqtut 193.2 km²-mik (1.8%) seasonal selected habitat DUH-RAA-mi. Anginiqaqtut occur-naqtut ukiuqmi habitat-mi.

Qinirhiarninnga Angirahimayut:

- BCH-kut piyariaqniaqtut 4.3-uqsunnguaq ublumik anginiqaqtut akhuuqhitittainnut inungnut Project uvalu RFI-kut havaktittainnit. BCH-kut upirnirmi migration-kut, ilauyut central migration corridor-mik, katitirhimayut Project Road-mun kangiryuarmi uvalu amihut RFI mining access roads-mun.
- DUH-kut piyariaqniaqtut 7.3-uqsunnguaq ublumik anginiqaqtut akhuuqhitittainnut inungnut Project uvalu RFI-kut havaktittainnit. DUH-kut upirnirmi migration-kut, ilauyut central migration corridor-mik, katitirhimayut Project Port-mun, kihimi pihimayut RFI-kut havaktittainnik DUH-kunun naunaiqhittiaqtaqtut.

Katimatillugit pihimayut ihuaqhigiaqniaqtut atuqhimaluni mitigation-kut aalatqiinngittuq Project-mit. Katimatillugit pihimayut BCH uvalu DUH-kunun naunaiqhittiaqtut hivunikhainnun uvalu tautuktittiaqtut BCH-RAA1 uvalu DUH-RAA, kihimi akhuuqhitittainnik anginiqaqtut tatqiatigut Project uvalu RFI-kut havaktittainnik. Project-kut pipkailaqtut uvalu pihimayut ihuaqhailaqtut, kihimi RFI-kut havaktittainnik ublukkut ikayuqtuqhimayut (taima 2–3 decades) uvalu pihimayut ihuaqhailaqtut.

MD.6.3.4 Anginiqhaq

Una naunaiqhittiniq nunami tuktunut uvalu qikiqtaqtungnut tuktunut qinirhiaqtut pihimayut nunallaqhiqhimayut, habitat, angirahimayut, paniqtuut aannialiqtailinirmun, uvalu aannialiqtailinirmun. Taakkua pihimayut ilingnaqtut piyariaqniaqtut taima katitirhimayut akhuuqhitittainnik anginiqaqtut tautuktittiaqtut conservation-kut maligaqhaitigut uvalu piyariaqniaqtut paniqtuqhutik uvalu pipkaidjutillugu herd-kut pimmariknaittumik kihimi mitigation-kut atuqhimalugit. Mitigation-kut atuqhimalutik, ilauyut IAG-kut ikayuutainnik akhuuqhiyariaqtaqtut, akhuuqhimayut Project-kut uvalu katimatillugit pihimayut nunami tuktunut uvalu qikiqtaqtungnut tuktunut naunaiqhittiaqtut ilingnaittut.

MD.6.3.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

WKR havagviuyuq havaklutik Wildlife Mitigation and Monitoring Plan (WMMP) ilauyut mitigation, management, uvalu enhancement-kut havakhat pihimalugit qinirhiyaqtut tuktunit nunallaqhiqhimayut, habitat, angirahimayut, uvalu paniqtuut aannialiqtailinirmun. Taakkua havaakhat ilauyut:

- Taamna Project design ikayuutittiaqtut qangatasuungittumik pihimayut habitat-mun uvalu angirahimayunut. Taamna Project footprint mikiyuq ilihaqtillugu PDA-mut, tuniyuq ikayuutainnik naunaiqhittiaqtillugit aqqumikkut taima piliqtailimaittumik habitat-kut ilingnaqtunik. Taamna Project Road havakvikhaaniaqtuq qangatasuungittumik qittiqhunmik uvalu qinguqniq qatirhimayuq, atuqhimalugu qikiqtunmik materials.
- Caribou TARP ikayuutittiaqtut paniqtuut-mik hivuliqmi uvalu akhuuqhitittainnut habitat-mi uvalu angirahimayut-mi. Una framework tuniyuq atugahanik adaptive road closures-mut ilitturiplugu traffic management-kut maligaqhait.

- Controlled (permitted) access Project Road-mut harvesting-mik ikayuutittiaqtut qangatasuungittumik paniqtuut-mik hunting-mit. Ikayuutillugit predator-kut management-kut havaktittainnik ihuaqhiangat akhuuqhittainnut paniqtuut-mik predation-mit.

MD.6.4 Kopanoat

Kopanoat uvalu kopanoat-kut habitat naunaiqtaqtut Valued Component-mik (VC) NIRB-kut maligaqhaitigut Project-mut. Naunaiqhittiniq katirhimayuq kopanoat pingahunik havaktittainnik — passerines, waterbirds, uvalu cliff-nesting raptors — ilingnaqtut avatquhimayuq iluani.

Naunaiqhittiniq katirhimayuq Inuit, Indigenous, uvalu Community Knowledge, ilauyut Naonaiyaotit Traditional Knowledge Project (NTKP) uvalu Inuit Advisory Group (IAG), katitihimayut western-mik qaujimainganut. Inuit, Indigenous uvalu Community Knowledge-mit qauhimayut tuniyut nalautiqhimayut ilingnaqtut kopanoat-kut nauttiat, angirahimayut ublukkut, iglumi havaktittainiq, ilingnaqtumik ilingnaqtut, uvalu climate change-mik akhuuqhittainiq kopanoat takujautillug

MD.6.4.1 Tadja Qanurinniit

Kopanoat nalautiqhimayut naunaiqhittiniaqtut katirhimayut qauhimayainnik amihunit qauhimayainnik atugahanik, ilauyut Inuit, Indigenous uvalu Community Knowledge, uumayut ilitquhiit naunaiqhittainnik, nunallaqhiurniq qauhimayait, allanik nunallaqhiurniq atuqtait, uqaqatigiiklutik nunallaqhiurniq biologists-mik, nunami qauhimayut, uvalu nunallaqhiqhimayut uumayunit naunaiqhittainnik modelling-mik ilingnaqtut uumayut ilitquhiit. Taakkua qauhimayait maliglunit, 92-nik kopanoat takujauhimayut aannaliqtailaqtut imarmi uvalu nunami qauhimayainni. Pingasut akuitait uumayut ilitquhiit, takujauhimayut aannaliqtailaqtut uvalu imaalu takujauhimayut imarmi uvalu nunami qauhimayainni, naunaiqhittiat SARA-kut maligaqhaitigut paniqtuqhimaliqtut, pimmariknaittut, uvalu qauhimayuq akhuuqhiyariaqaqtumik. Aullaqtilutik, 21-nik uumayut ilitquhiit GN-kut naunaiqhittiat anginiqaqtumik akhuuqhiyariaqaqtut, akhuuqhiyariaqaqtut, uvalu pimmariknaittumik takujaut. Arcticiup iluani nunallaqhiqhimayut uumayunit ilingnaqtut imarmi uvalu nunami kopanoanit, ilauyut polynyas, kingunirmi nunallaqhiurniq, wetlands-kut, uvalu kingunirmi iglumik nunallaqhiqhimayut uumayunit.

MD.6.4.2 Havaaqhangit Ayungnautiqarniaqtun

Naunaiqhittiniq kopanoanit pihimayut tautuktittiaqtut malrungnik pihimayunik:

Qinirhiarninnga Nunallaqhiqhimayuq Uumayunit:

- Una naunaiqhittiniq qinirhiyaqtut pihimayut hivuliqmi nunallaqhiqhimayuq uumayunit paniqhimayut (PDA-mit) uvalu akhuuqhittainnut qinirhiyaqtut sensory-mik (taima uqaqtuni, makuktuni, inungnut havaktittainiq) nunami naunaiqhittainnut kopanoanit pingahunik havaktittainnik: aulajut tingmiat, imarmiut/tariumi, uvalu qalluqtartuni niryaaqtut tingmiat.

- Hivuliqmi nunallaqhiqhimayuq uumayunit paniqhimayut havainnirmi (nunallaqhiqhimayuq uvalu nauttiat paniqhimayut) Construction-kut havaangani naunaiqhittiaqtut atuqhimaluni PDA-mut footprint-mi qinirhiyaqtut nunallaqhiqhimayuq uumayunit. Akhuuqhittainnut nunallaqhiqhimayuq uumayunit qinirhiyaqtut sensory-mik (uqaqtuni, makuktuni, inungnut havaktittainiq) havaktittainnit Construction-mut uvalu Operations and Maintenance-mut naunaiqhittiaqtut atuqhimalutik zone of influence (ZOI) qauhimayut kopanoanit: 300 m aulajut tingmiat -kunun, 250 m tariumi-kunun, uvalu 1,500 m niryaaqtut tingmiat-kunun. Katitirhimayuq anginiqaqtut nunallaqhiqhimayuq uumayunit akhuuqhittiaqtut Project-mit (paniqhimayut + akhuuqhittainnut) naunaiqhittiaqtut 2.6% aulajut tingmiat -kunun, 2.1% tariumi-kunun, uvalu 7.9% niryaaqtut tingmiat-kunun RAA-mi.
- Pihimayut ihuaqhailaittut qinirhiyaqtut nunallaqhiqhimayuq uumayunit naunaiqhittiaqtut akhuuqhiqtut kihimi qangatasuungittuq magnitude-mi, taima akhuuqhittainnut nuna mikiyuq uvalu naunaiqhittiaqtaillaqtut akhuuqhivalliani qangatasuungittuq kopanoanit nunallaqhiurniq uumayunit RAA-mi. Pihimayut occur-naqtut hivunikhainnun, uvalu taima Project pipkailaqtut pihimayut ihuaqhailaittut.

Toqunikkut Qayangnautingit Aalanguqtiniq:

- Qinirhiarninnga paniqtuut aannialiqtailinirmun tautuktittiaqtut incidental-mik paniqhimayut (iglumik qinirhiyaqtut/paniqhimayut), uvalu qamutiit, havaktiit, aircraafit, imarmi vessels-kut, uvalu nunallaqhiurniq havakvinga qitirhimayut ikayuutigiyangang. Akhuuqhittainnut akhuuqhiyariaqaqtut ilauyut qinirhiyaqtut hunting-mut/manniit katirnigaanut, uvalu predator-prey-mik qinirhiyaqtut. Taakkua pihimayut piyariaqniaqtut Construction-mi uvalu Operations and Maintenance-mi uvalu naunaiqhittiaqtut qauhimayumik.
- Akhuuqhittainnut paniqtuut aannialiqtailinirmun (taima collisions-mit uvalu incidental-mik paniqhimayut) naunaiqhittiaqtut qangatasuungittuq magnitude-mi taima qiniraqluni akhuuqhiyariaqaqtut qamutiit uvalu nunallaqhiurniq mikiyuq, kopanoat mikiyuq tautuktittiaqtut, uvalu atuqhimaluni mitigation uvalu management-kut havaakhat, tautuktittiaqtut anginiqaqtut ihuaqhigiangat. Mikiyut kopanoat piyariaqniaqtut paniqtuqhutik, uvalu taakkua pihimayut occur-naqtut irregular-mi Project-kut pipkailiurnirmi.

MD.6.4.3 Angikliyuumiqtuq Qanuriliurutingit

Naunaiqhittiniq katimatillugit pihimayut tautuktittiaqtut Project-kut akhuuqhimayut katitirhimayut ublukkut, ublukkut tautuktittiaqtut, uvalu RFI-kut havaktittainnik.

- Katimatillugit akhuuqhittainnut nunallaqhiqhimayuq uumayunit kopanoanit qangatasuungittuq: 3.2% aulajut tingmiat -kunun, 2.7% tariumi-kunun, uvalu 10.1% niryaaqtut tingmiat-kunun RAA-mi.
- Katimatillugit akhuuqhittainnut paniqtuut aannialiqtailinirmun qangatasuungittuq magnitude-mi, taima paniqtuut naunaiqhittiaqtut akhuuqhiyariaqaqtut takulaarutainni pipkainiaqtut.

MD.6.4.4 Anginiqhaq

Akhuuqhimayut Project-kut uvalu katimatillugit pihimayut kopanoanit naunaiqhittiaqtut ilingnaittut taima naunaiqhittiat pihimayut akhuuqhiyariaqaqtut naunaiqhittiaqtailaqtut pimmariknaittumik uvalu pipkainiaqtailaqtut kopanoanit katimaqatigiiktut RAA-mi akhuuqhiyariaqaqtumik.

MD.6.4.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Ihuaqhautighat, munaridjutit, ihuaqhaidjutighallu aktilaarutit havaakhat katitirhimayut Project-kut design-mut uvalu havaktittainnut maligaqhaitigut pihimalugit akhuuqhittittainnut, ilauyut:

- PDA-mut footprint qingiqhutik ihuaqhailaqtillugu
- Nauttiat qinirhiyaqtut/nunallaqhiqhimayuq uumayunit paniqhimayut naammaktillugu migratory kopanoanit iglumi aallannguaqtailimaat (May 10-mut August 20-mut) piliqtailimaittumik, atauhirmik havaklugit wildlife-kut qinirhiani
- Havaklugit makuktunik akhuuqhittittainnik, qamutiit speed limits qangatasuungittumik, uvalu atuqhimalugit uqaqtut qingiqhutik ikayuutigiyaangat
- Hailiqlugit akhuuqhittittainnik qingiqhutik havaktitlugit sensitive-mik uumayuq ilingnaqtut nunallaqhiurniq iluani piliqhimayainni

MD.6.5 Allanik Nunaqaqtut Uumayut

Una naunaiqhittiniq Grays Bay Road and Port Project-mut tautuktittiaqtut qinirhiyaqtut akhuuqhittittainnut tallimanik uumayut ilitquhiit ilingnaqtut naunaiqhittiniaqtut Allanik Nunaqaqtut Uumayut Valued Component (VC)-mut: omingmak (Ovibos moschatus), tuktukvak (Alces alces), akhak (Ursus arctos horribilis), uvalu kalvik (Gulo gulo). Taakkua uumayut ilitquhiit ilingnaqtut Inuit-kunun pitquhiinut, niqinut aannialiqtailinirmun, uvalu qanuqtuurutitigut. Project-kut uvalu katimatillugit pihimayut taakkua uumayut ilitquhiit naunaiqhittiaqtut unaani 6.5.1, 6.5.2, 6.5.3, uvalu 6.5.4. Ilingnaqtut qinirhiarninnga uvalu anginiqaqtut mitigation-kut havaakhat Allanik Nunaqaqtut Uumayut VC-mut naunaiqhittiaqtut unaani 6.5.5 uvalu 6.5.6

MD.6.5.1 Omingmak

MD.6.5.1.1 Tadja Qanurinniit

Omingmak takujauhimayut anginiqaqtumik RAA-mi uvalu ilingnaqtut Inuit-kunun pitquhiinut, niqinut aannialiqtailinirmun, uvalu qanuqtuurutitigut Kitikmeot-mi. Taakkua akhuuqhivalliani qaniqtuqhutik 20th century-mut tautuktillugu, kihimi qangani qingiqpataqtut uvalu tautuktittiat pimmariknirmik, anginiqaqtut takujauhimayut RAA-kut kangiryuarmi uvalu tatqiqhiutini. Inuit Qaujimagangit uvalu qaujisarniq pipkarnaqtut tautuktillugit omingmak akituqhimayut, kihimi akhuuqhittittainnut qaniqtuqhutik aannialiqtailinirmik. Nunami angirahimayut mikiyuq, qingiqpaqtut aujaami uvalu mikilirtut ukiuqmi. Omingmak angiraqtut qikiqtaqtunut uvalu nunamun sikumik tautuktittiaqtut, ilitquhiqhimayut Inuit Qaujimaganginni. Harvest-mi atuqhimalutik Total Allowable Harvest (TAH) framework-kut pimmariknirmik,

kihihi una akhuuqhitittainiq naunaiqhittiaqtailaqtut. Akhuuqhitittainnut akhak-mi uvalu akhuuqhiyariaqatut nanuit-mit tautuktittiat, kihihi naunaiqhittiaqtailaqtut omingmak akituqhimayut nunami. Tamainni, Inuit Qaujimagangit uvalu qaujisarniq naunaiqhittiat omingmak akituqhimayut pimmariknirmik uvalu akhuuqhivallianiq RAA-mi.

MD.6.5.1.2 Havaaqhangit Ayungnautiqarniaqtun

Naunaiqhittiniq Project-kut pihimayut omingmak-kunun tautuktittiaqtut pingahunik pihimayunik:

Qinirhiarninnga Nunallaqhiqhimayut Uumayunit:

- Nauttial paniqhimayut, excavation uvalu grading-kut pihimayaqtut hivuliqmi paniqhimayut nunallaqhiqhimayut uumayunit omingmak-kunun PDA-mi. Akhuuqhitittainnut pihimayut pijariaqniaqtut havaktittainnit Project-kut pihimayut sensory-mik akhuuqhitittainnut (taima uqaqtuuniq blasting-mit uvalu qamutiit, takujauhimayut havakvingnit uvalu equipment-mit) uvalu qinirhiyaqtut angirutainnik (taima makuktunik).
- Hivuliqmi uvalu akhuuqhitittainnut qinirhiyaqtut nunallaqhiqhimayut uumayunit omingmak-kunun LAA-mi uvalu RAA-mi naunaiqhittiaqtut atuqhimalluni modelling-mik nunallaqhiqhimayut uumayunit, tautuktittiaqtut Inuit Qaujimagangit uvalu atuqtait qauhimayunut. Hivuliqmi uvalu akhuuqhitittainnut paniqhimayut nunallaqhiqhimayut uumayunit aujaami naunaiqhittiaqtut 2.4% uvalu ukiuqtaami 2.7% tamainnut nunallaqhiqhimayut uumayunit RAA-mi.
- Qinirhiyaqtut nunallaqhiqhimayut uumayunit naunaiqhittiaqtut qangatasuungittut magnitude-mi taima paniqhimayut uvalu qinirhiyaqtut qatikhaqatut tautuktillugu anginiqatut nunallaqhiqhimayut uumayunit RAA-mi. Una pihimayut piliqniaqtut LAA-mut taima sensory-mi akhuuqhitittainnut havaktittainnit tautuktittiaqtailaqtut 4 km PDA-mit. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaitut taima Project pipkailaqtut.

Qinirhiarninnga Angirahimayut:

- Inuit Qaujimagangit tuniyut qauhimayainnik naunaiqhittiaqtut pihimayut Project-kut angirahimayut omingmak-kunun, tautuktittiaqtut qanuq angirahimayut piniqatut akhuuqhitittainnut.
- Nunallaqhiqhimayut uvalu sensory-mi akhuuqhitittainnut havaktittainnit Project-kut akhuuqhivallianiq angirahimayunut omingmak-kunun Construction-mi uvalu Operations and Maintenance-mi, kihihi havaktittainnit Project-kut ihuaqhailaitut malruagniq nunaqanginniaqtailaqtut. Qinirhiyaqtut sensory-mi akhuuqhitittainnut ihuaqhiganiaqatut atuqhimalluni qamutiit speed limits-kut uvalu aqqumikkut design-kut, pihimayut qangatasuungittut magnitude-mi uvalu ihuaqhailaqtut LAA-mut.
- Project-kut pihimayut omingmak-kunun angirahimayunut occur-naqtut ukiuqpaami, anginiqatut ukiuqmi taima apqumi sakkuqhimayut. Construction-mi sensory-mi akhuuqhitittainnut occur-naqtut irregular-mi tautuktittiaqtut nunami havaktittainnit. Operations uvalu maintenance-mi sensory-mi akhuuqhitittainnut tautuktittiaqniaqtut, kihihi mitigation, management uvalu enhancement-kut havaakhat ihuaqhiganiaqatut sensory-mi akhuuqhitittainnut omingmak-kunun tautuktittillugit calving-kut. Project pipkailaqtut, uvalu omingmak angirahimayut naunaiqhittiaqtut hivunikhainnun uvalu ihuaqhailaitut.

Qinirhiarninnga Paniqtuut Aannialiqtailinirmun:

- Project havaktittainnit Construction-mi uvalu Operations and Maintenance-mi pijariaqniaqtut akhuuqhittainnut omingmak paniqtuqhimayunun RAA-mi hivuliqmi (taima qamutiit-omingmak collisions-mit) uvalu akhuuqhittainnut (taima angirutainnik omingmak hunting-mut).
- Hivuliqmi paniqtuqhimayut qamutiit-mit naunaiqhittiaqtut takulaarutini. Anginiquaqtut pihimayut akhuuqhittainnut angirutainiq hunting-mut, kihimi pijariaqniaqtut TAH-kut maligaqhaitigut ilitturittaqlugu.
- Project-kut pihimayut omingmak paniqtuut aannialiqtailinirmun naunaiqhittiaqtut akhuuqhittut kihimi qangatasuungittuq magnitude-mi, taima takulaarutini omingmak uvalu project qamutiit akhuuqhittiaqtut, uvalu angirutainiq omingmak hunting-mut ihuaqhailaittut maligaliuqniinut kigliqhimayut. Akhuuqhittainnut Project-kut omingmak paniqtuut aannialiqtailinirmun occur-naqtut ukiuqtaami uvalu ukiuqmi irregular-mi, uvalu takkuqniaqtut RAA-mut taima hunter-kut tikittittiarutillugit aqqumiinni uvalu qamutiikmik angirahimayut LAA-mit. Project-kut pihimayut omingmak paniqtuut aannialiqtailinirmun hivunikhainnun uvalu ihuaqhailaittut taima Project pipkailaqtut.

MD.6.5.1.3 Angikliyuumiqtuq Qanuriliurutingit

Katimatillugit paniqhimayut nunallaqhiqhimayuq uumayunit (Project-kut uvalu RFI-kut havaktittainnit) naunaiqhittiaqtut 3.3%-mit 3.8%-mut (qangatasuungittuq magnitude-mi). Katimatillugit pihimayut angirahimayunun uvalu paniqtuut aannialiqtailinirmun naunaiqhittiaqtut qangatasuungittuq magnitude-mi, tautuktittiaqtut anginiquaqtut qamutiit angirahimayut uvalu hunter-kut tikittittiaqtut, kihimi maligaqhaitigut ihuaqhiyauhimayut.

MD.6.5.2 Tuktukvak

MD.6.5.2.1 Tadjia Qanurinniit

Tuktukvak mikiyuq takujauhimayut Nunavunmi, tautuktittiaqtut treeline-kut iluani Kivalliq uvalu Kitikmeot-mi, uvalu nunami imarmi nunallaqhiurniq iluani taima tallimik nauttiat uvalu willow-kut tuniyut angirutainnik. Inuit Qaujimagangit tautuktittiat tuktukvak Kitikmeot-mi taima qangani nutaamik tautuktittiaqtut, kihimi akituqhimayut, ilauyut nunallaqhiurniq inuinnait takujautillugit Coronation Gulf imarmi nunallaqhiurniinni — Tree River-mit kangiani Bathurst Inlet-mun — uvalu angirahimayut nunamun tautuktittiaqtut James, Hood (Hivogahik), uvalu Tree rivers-mut, hivulliq himmau qiniraqlutik Contwoyto Lake-mut. Una tautuktittiaqtut qinirhiyaqtut angirutainiq kangiani avatquhimayuq qimirlunilu uvalu nunallaqhiurniq iluani tatqiqhiutini. Inuit Qaujimagangit qinirhiqhimayut qaujisarniq uvalu qauhimayut tautuktittiaqtut tuktukvak RAA-mi takujauhimayut mikiyuq angirutainni, ilauyut nunallaqhiqhimayuq uumayunit willow-kut iluani uvalu imarmi creeks uvalu river valleys tautuktittiaqtut Grays Bay, High Lake, uvalu Port and Aerodrome PDA-kut.

Harvest-kut RAA-mi akhuuqhittiaqtut taima tikittittiarutit mikiyuq, kihimi Inuit qinirhiyut tuktukvak ukiuqmi, tautuktittiaqtut Kugluktuk-kunnun ikayuutigiyangangit akituqhimayut. Akhak qinirhiyaqtut tuktukvak, Inuit Qaujimagangit tautuktittiat akhak angirutainiq nunami ikayuutigiyangangit tuktunit, kihimi qanuqtuq

pihimayut akituyuq tuktunit kangiani more closely taima tuktunit. Tamainnut, qaujisarniq uvalu Inuit Qaujimajangit naunaiqhittiat tuktukvak mikiyuq tautuktittiaqtut akituqhimayut, akhuuqhivalliani nunaqaqtumi nunallaqhiqhimayut uumayunit RAA-mi.

MD.6.5.2.2 Havaaqhangit Ayungnautiqarniaqtun

Naunaiqhittiniq Project-kut pihimayut tuktukvak-kunun tautuktittiaqtut pingahunik pihimayunik:

Qinirhiarninnga Nunallaqhiqhimayut Uumayunit:

- Nunallaqhiqhimayut uumayunit paniqhimayut (ilauyut nauttiat paniqhimayut uvalu topsoil-mik stripping) Construction-kut havaktittainnit pihimayaqtut hivuliqmi paniqhimayut nunallaqhiqhimayut uumayunit tuktukvak-kunun PDA-mi. Akhuuqhittainnut pihimayut pijariaqniaqtut havaktittainnit Project-kut pihimayut sensory-mik akhuuqhittainnut (taima uqaqtuuniq blasting-mit uvalu qamutiit, takujauhimayut havakvingnit uvalu equipment-mit) uvalu qinirhiyaqtut angirutainnik (taima makuktunik).
- Hivuliqmi uvalu akhuuqhittainnut paniqhimayut nunallaqhiqhimayut uumayunit tuktukvak-kunun naunaiqhittiaqtut atuqhimlutik modelling-mik nunallaqhiqhimayut uumayunit, uvalu akhuuqhittainnut qinirhiyaqtut naunaiqhittiaqtut atuqhimlutik ZOI-mik tautuktittiaqtut qaujisarniq tuktukvak angirutainiq havaktittainnut Project-mut.
- Hivuliqmi paniqhimayut nunallaqhiqhimayut uumayunit PDA-mi ilauyut 16.0 km² nunallaqhiqhimayut uumayunit shrub-mik tuktukvak. 39.9 km²-mik nunallaqhiqhimayut uumayunit shrub-mik naunaiqhittiaqtut akhuuqhittainnut (ZOI-kut LAA-mi), katirhimayut 55.9 km²-mik hivuliqmi uvalu akhuuqhittainnut nunallaqhiqhimayut uumayunit. RAA-mi una naunaiqhittiaqtut 0.8%-mik qinirhiyaqtut nunallaqhiqhimayut uumayunit nalautiqhimayunut. Una qinirhiarninnga nunallaqhiqhimayut uumayunit qangatasuungittuq magnitude-mi, taima paniqhimayut uvalu qinirhiyaqtut mikiyuq tautuktillugu tamainnut nunallaqhiqhimayut uumayunit RAA-mi. Una pijariaqniaqtut LAA-mut taima sensory-mi akhuuqhittainnut naunaiqhittiaqtailaqtut 4 km PDA-mit. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaittut taima Project pipkailaqtut.

Qinirhiarninnga Angirahimayut:

- Inuit Qaujimajangit tuniyut qauhimayainnik naunaiqhittiaqtut pihimayut Project-kut angirahimayut tuktukvak, tautuktittiaqtut qanuq nunami angirutainiq uvalu qanuq angirahimayut hivulliqhimayut kangiani nunami akituqhimayut.
- Qinirhiyaqtut tuktukvak angirahimayut pijariaqniaqtut physical-mik qingiqhutik (taima fences, aqqumi berms) uvalu perceptual-mik qingiqhutik (taima sensory-mi akhuuqhittainnut) tamainnut Project-kut havaktittainni, uvalu pijariaqniaqtut PDA iluani uvalu qikkanik PDA-mut.
- Qinirhiyaqtut angirahimayut naunaiqhittiaqtut qangatasuungittuq magnitude-mi Construction-kut, uvalu qangatasuungittuq Operations uvalu Maintenance-kut, taima tuktukvak pimmarikniaqtut inungnut havaktittainnut, naunaiqhimayut pihimayut LAA-mi.

Qinirhiarninnga Paniqtuut Aannialiqtailinirmun:

- Inuit Qaujimagangit tuniyut qauhimayainnik naunaiqhittiaqtut pihimayut Project-kut tuktukvak paniqtuut aannialiqtailinirmun, tautuktittiaqtut nunallaqhiqhimayuq uumayunit ilitquhiit uvalu akhuuqhiyariaqaqtut qinirhiyaqtut sensory-mi akhuuqhitittainnut, ilaayut pijariaqniaqtut blasting-mik.
- Project-kut pijariaqniaqtut paniqtuqhutik tuktukvakkut taima qamutiit collisions-mit, aircraft-mit, uvalu angirutainiq quarries-mut uvalu blasting-mit, uvalu hunter-kut tikittittiarutit angirutainiq nunamun takujaqhailaqtut.
- Paniqtuut aannialiqtailinirmun naunaiqhittiaqtut qangatasuungittuq magnitude-mi taima tuktukvak mikiyuq angirutainni. Angirutainiq harvest-mut kangiani tikittittiarutit qangatasuungittuq akhuuqhitittainnut, kihimi qangatasuungittuq magnitude-mi taima atuqhimaluni maligaqhaitigut. Tamainnut, qinirhiyaqtut paniqtuut aannialiqtailinirmun naunaiqhittiaqtut angirhimayunut RAA-mut (taima tikittittiarutit angirutainiq), hivunikhainnun uvalu ihuaqhailaittut taima Project pipkailaqtut..

MD.6.5.2.3 Angikliyuumiqtuq Qanuriliurutingit

Project-kut akhuuqhimayut katirihimayut RFI havaktittainnit pihimayaqtut katimatillugit tuktukvak nunallaqhiqhimayuq uumayunit, angirahimayut, uvalu paniqtuut aannialiqtailinirmun. Katimatillugit qinirhiyaqtut nunallaqhiqhimayuq uumayunit naunaiqhittiaqtut qangatasuungittuq magnitude-mi, taima paniqhimayuq 1.6%-mik nunallaqhiqhimayuq uumayunit ilitquhiqhimayunut. Katimatillugit pihimayut angirahimayut uvalu paniqtuut aannialiqtailinirmun naunaiqhittiaqtut qangatasuungittuq magnitude-mi, tautuktittiaqtut anginiqaqtut qamutiit angirahimayut anginiqaqtumik aqqummi. Taakkua katimatillugit pihimayut pihimayaqtut nunamun anginiqaqtumik (regional-mi), uvalu anginiqaqtut akhuuqhiyariaqaqtut ukiuqtaa (ukiup-akhuraanga tuktukvak ilingnaqtut), hivunikhainnun uvalu occur-naqtut qitittuqtilugu (haffumunga nunallaqhiqhimayuq uumayunit uvalu angirahimayut) atauhirmik irregular-mi (paniqtuut aannialiqtailinirmun).

MD.6.5.3 Akhak

MD.6.5.3.1 Tadjja Qanurinniit

Akhait naunaiqhittiaqtut qauhimayuq akhuuqhiyariaqaqtumik SARA-kut iluani taima akhuuqhiyariaqaqtut akhuuqhitittainnut uvalu aannialiqtailinirmik mikiyuq. Inuit Qaujimagangit uvalu qaujisarniq tautuktittiat akhak takujauhimayut tamainni RAA-mi, anginiqaqtut kangiani uvalu major-mik kuungnik iluani. Akhaqtiit pimmariknirmik uvalu akituqhimayut, tautuktittiaqtut DNA-kut qaujisarniq. Akhak North America-mi allanik akhakkut qaujisarniq iluani anginiqaqtut nunami angirahimayut uvalu takujauhimayut mikiyuq, tautuktillugu nunami pimmariknaittumik uvalu nunallaqhiqhimayuq uumayunit qangatasuungittuq. Taakkua akhak atuqtittiaqtut nunami anginiqaqtumik angirahimayut mikiyuq uvalu angirahimayut ublukkut taima taimana tuktunit uvalu imarmi niqinik. Nunallaqhiqhimayuq uumayunit akhakkut ilaayut eskers-kut, riparian shrub-kut nunallaqhiurniq, tundra, uvalu lichen-mik anginiqaqtut nunallaqhiqhimayuq, uvalu akhuuqhitittainnut ilitturittiarutit angirutainnik angirutainnik angitni, arnatni, uvalu arnatni qalliaqaqtut. Akhak akituqhimayut nunami, tautuktittiaqtut nunamun kangiani uvalu Victoria Island, uvalu takujauhimayut nunallaqhiurniq iluani, pihimayaqtut akhuuqhitittainnut aannialiqtailinirmun. Inuit

qinirhiyaqtut akhak ukiuqpaami atuqtillugu pitquhiit, piqaqtut inuuhimayut, uvalu qanuqtuurutitigut, kihimi non-beneficiaries-mut takulaarutit ublukkut maliqangittuq quotas-mik. Harvest-kut naunaiqhittiat mikiyuq uvalu pimmariknirmik, tautuktittiaqtut Central Kitikmeot-mi.

MD.6.5.3.2 Havaaqhangit Ayungnautiqarniaqtun

Naunaiqhittiniq Project-kut pihimayut akhakkut tautuktittiaqtut pingahunik pihimayunik:

Qinirhiarninnga Nunallaqhiqhimayuq Uumayunit:

- Naunaiqhittiniq nunallaqhiqhimayuq uumayunit akhakkut qinirhiyaqtut hivuliqmi paniqhimayut uvalu akhuuqhitittainnut (taima sensory-mi akhuuqhitittainnut, edge-kut akhuuqhitittainnut, perceptual-mi qingiqhutik, makuktunik) akhak nunallaqhiqhimayuq uumayunit. Inuit Qaujimagangit tuniyut qauhimayainnik nunani akhakkut inuuhimayut uvalu kinguani angirutainniit tautuktittianarmat.
- Hivuliqmi uvalu akhuuqhitittainnut paniqhimayut akhak nunallaqhiqhimayuq uumayunit naunaiqhittiaqtut atuqhimlutik modelling-mik nunallaqhiqhimayuq uumayunit; akhuuqhitittainnut qinirhiyaqtut naunaiqhittiaqtut atuqhimlutik habitat-mik qangatasuungittumik qinirhiyaqtut ZOI-mi (PDA-mit qikkanik nunami akhakkut pijariaqniaqtut akhuuqhitittainnut uvalu qinirhiyaqtut nunallaqhiqhimayuq uumayunit ikajuqhutik).
- Site clearing PDA-mi Construction-kut pihimayut paniqhimayut 44.2 km² akhak nunallaqhiqhimayuq uumayunit; uvalu akhuuqhitittainnut 140.8 km² nunami Project-kut pijariaqniaqtut, tautuktittiaqtut 0.6% RAA-kut nunallaqhiqhimayuq uumayunit nalautiqhimayunut. Una qinirhiarninnga nunallaqhiqhimayuq uumayunit qangatasuungittuq magnitude-mi uvalu pittiaqhimayuq LAA-mut. Pihimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaitut taima Project pipkailaqtut.

Qinirhiarninnga Angirahimayut:

- Inuit Qaujimagangit tuniyut qauhimayainnik naunaiqhittiaqtut pihimayut Project-kut akhakkut angirahimayunut, tautuktittiaqtut qanuq akhaq tautuktittiarutainnik akhuuqhitittainnut (taima qamutiit, blasting, garbage management).
- Qinirhiyaqtut akhak angirahimayut pijariaqniaqtut physical-mik (taima berms, illut) uvalu perceptual-mik (sensory-mi akhuuqhitittainnut) tamainnut Project-kut havaktittainni. Qauhimayut tautuktittianut akhakkut ublukkut uvalu ukiuqmi angirahimayut pijariaqniaqtut nunami havaakhanik akhuuqhitittainnut taimannga ikayuutigiyangangit population-kut pihimayut (taima genetic connectivity-mik qinirhiyaqtut).
- Qinirhiyaqtut angirahimayut naunaiqhittiaqtut qangatasuungittuq magnitude-mi Construction-kut, uvalu qangatasuungittuq Operations uvalu Maintenance-kut, taima aqqumikkut design-kut angiqhimaliqtut malruagniq uvalu anginiqaqtut nunami angirahimayut akhuuqhiyariaqiaqtut. Taima aqquq uvalu port pipkailaqtut, pihimayut angirahimayut occur-naqtut hivunikhainnun uvalu ihuaqhailaitut.

Qinirhiarninnga Paniqtuut Aannialiqtailinirmun:

- Inuit Qaujimagangit tuniyut qauhimayainnik qinirhiyaqtut pihimayut Project-kut akhakkut paniqtuut aannialiqtailinirmun, tautuktittiaqtut angirutainnik, uumayuq-nunallaqhiqhimayuq qauhimayainnik, uvalu allanik akhuuqhiyariaqaqtunik pihimayut akhak mikiyuq pimmariknaittumik.
- Akhuuqhittainnut paniqtuut Project-mit ilauyut collisions akhakkut aqqumiinni, interaction-kut quarries-mut uvalu blasting-mut, pimmariknaittumik animal control, uvalu akhuuqhivallianiq hunting-mut uvalu trapping-mut tikittittiarutit aqqumikkut uvalu port-kut.
- Hivuliqmi pihimayut Project-kut paniqtuut aannialiqtailinirmun ihuaqhigiqniaqtut atuqhimallutik WMMP-mik uvalu havakhat ikayuutigiyangangit; kihimi qangatasuungittuq paniqtuut akhak naunaiqhittiaqniaqtut. RFI-kut tikittittiarutit angirutainiq harvest-mut anginiqaqtut qinirhiyaqtut, kihimi maligaqhaitigut angirutainnik, una paniqtuuknaittumik magnitude-mi. Pihimayut paniqtuut aannialiqtailinirmun occur-naqtut tamainnut ublukkut Project-mut, hivunikhainnun uvalu ihuaqhailaittut.

MD.6.5.3 Angikliyuumiqtuq Qanuriliurutingit

Project-kut akhuuqhimayut katitirhimayut RFI havaktittainnit pijariaqniaqtut katimatillugit pihimayut akhak-kunun, ilauyut nunallaqhiqhimayuq uumayunit (hivuliqmi uvalu akhuuqhittainnut paniqhimayut), angirahimayut, uvalu paniqtuut aannialiqtailinirmun. Katimatillugit paniqhimayuq nunallaqhiqhimayuq uumayunit naunaiqhittiaqtut qangatasuungittuq magnitude-mi (1.2%). Katimatillugit pihimayut angirahimayunmut uvalu paniqtuut aannialiqtailinirmun naunaiqhittiaqtut qangatasuungittuq magnitude-mi taima mitigation-kut anginiqaqtut uvalu maligaqhaitigut harvest-kut ihuaqhigiyangangit. Taakkua katimatillugit pihimayut naunaiqhittiaqtut ihuaqhailaittut, hivunikhainnun, uvalu anginiqaqtut ublukkut pihimayangangit tautuktittiaqtut akhuuqhiyariaqaqtut akhat ublukkut angirutainni.

MD.6.5.4 Kalvik

MD.6.5.4.1 Tadja Qanurinniit

Kalviit Kitikmeot iluani inuqpaalungniqaqtut, inuqhiit akhuuqhiyariaqaqtut nunamun anginiqaqtumik, uvalu akituqhimayut angirutainiq, niqinik tuktunit uvalu omingmak-kut paniqhimayunit ilaluni uvalu mikiyut uumayut, kopanoat, uvalu nauttiat ukiuqmi. Inuit Qaujimagangit tautuktittiat kalvik ilingnaqtut uqaudjutitigut pitquhiinut, kihimi qinirhiyaqtut ikayuutigiyangangit caches-kut paniqhimayuq, uvalu tautuktittiaqtut nunami qalliqlhimayut, akhuuqhivallianiq nunallaqhiqhimayuq uumayunit, kingunirmi nunallaqhiurniq, uvalu nunallaqhiqhimayuq qingiqhutik, ikajuqhutik pimmariknirmut, uvalu illungnikkut. Inuit qaujimagangit takujauhimayut qinirhiyaqtut qitirmi RAA-mi, kihimi qaujisarniq tautuktittiat pimmariknirmik uvalu akituqhimaqtut Nunavunmi uvalu Northwest Territories-mi, angirutainnik allat Arctic-mi, uvalu qiniraqlutik angirutainiq nunamun. Project-kut qaujisarniq uvalu Inuit Qaujimagangit tautuktittiat kalvik anginiqaqtut kangiani uvalu kiviaqmi RAA-mi, sikumik angirahimayut, uvalu akhuuqhiyariaqaqtut nunallaqhiqhimayuq uumayunit (taima sedge-kut uvalu tussock tundra) tautuktittiaqtut Grays Bay-mit Ulu-mut, tautuktillugu katitirhimayuq pingahuqmi RAA-kut nunallaqhiqhimayuq uumayunit. Kalvik akhuuqhimayut harvest-mik Nunavunmi taima amiqaqpalliat uvalu akhuuqhiyariaqaqtut panilugit. Kitikmeot kangiani harvest-kut anginiqaqtut qaujimagauhimayut, kihimi akhuuqhittiaqtut 2000-mit tautuktittiaqtut, kihimi

ikayuutigiyaaangat qinirhiyaqtut uumayut mikiyuq uvalu qinirhiyaqtut trapping-mik. Minet-kut kalvik incidents-kat paaqtugaiqpaktut mitigation-kut ihuaqhigiblutik, uvalu aannialiqtailiqtuq kalviit iluani Arctic-mi mikiyuq.

MD.6.5.4.2 Havaaqhangit Ayungnautiqarniaqtun

Naunaiqhittiniq Project-kut pihimayut kalvik-kunun tautuktittiaqtut pingahunik pihimayunik:

Aalaguqnigut Nunagiyait:

- Ilituqhaqnigut nunagiyait aalaguqnigut ihumagiyaayut tamaqpalianiginik ahiuniginiklu (ilaa ikpigiyaaqniginik ihuilijutit, kikligini aktuqniit, timimi qanuriginiklu nunat atuqnigut, puyuvalluit) qalviup nunagiyainik. Inuit Ilihimaingit tunihimaaqpaktun naunairutikharnik avatiliqinikkutlu naunairutingnik ihivriugianganik Havaaqhangit ayungnautiqarniaqtun qalvingnik nayugaingit taima naunairutiqahutik atuqtaulugumayainik nunangit, hitingit atuqtakhangit, unalu akhurnaqtunik niqivalungnik atuqtakharnik.
- Talvungaqpiaq ahiudjutaungittunullu tammarniit aallannguqtirutaillu qalviit nayugait ihivriuqtauvaktut talvuuna nunagiyainut ihuariakhainut uuktuutikhanut imaalu, tahapkungalluaq ahiudjutainut aallannguqtirutainutluuniit, naunaiyaqtauhiyut atuqhugit nayugait ihuarnirit ikikliyuumiutikhanut pidjutit talvani ZOI (i.e., nayugait avataani PDA havaakhat hulipkaidjutikhat pidjutauniarunaqhiyut ihuirutaulutik qalvingnut nayugainut aturniitut, talvuuna mikhiyuumiutiyut nunagiyainut ihuarnikhanut).
- Nayugainik halumaqtirutikharnik talvani PDAmi napaqtirutikharnik ihumagiyaayut naunairutinaqtuq tamainiaqtun taima 18.5 km² ihuaqtumik qalvingnik nayugaingit, atautikkut, malrunguyut havaaqhangit hanaqidjutikhangit ihumagiyaayut naunairutiqarniaqtun taima 33.1 km² nayugaingit tamaqpalianiaqtun. Huli 148.0 km² nunagiyainik nalautaaqtauat aturiagani turaaqhimagitut nunagiyait aalaguqniginik pijutauniganit Havaap kihiani naamainaqniaqtut. Attautimun tugaaqhimanikkut uvalu turaaqhimagitut nayugait tamaqpaliayut itqungniaqtauat imaa 0.3 pusat ihuaqtut nayugait uvani RAAMI. Una naunairutinaqtuq ikikliyumiutikharfik allanguqtirutikharnik qalvingnik nayugaingit. Hulaqutait nayugainun nigiuktauat aulahimaaqlutik hivitunikhaanun Havaaghap igluqpait, pidjutaayut hivituyumik, utiffaalimaitut hulaqutit.

Aalaguqnigut Aulaniginik:

- Inuit Qauyimaayainik pipkaiyut uqauhiqnik ilituqhariaqani Havaap aktuqniqaqniginik qalviknik aulaniginik titiraqlugit nunagiyamikni aulavigiyamiknik, ukiup ilagani pigiarutiniq, upijutiniklu havakviuyunit ihuilijutiniq.
- Tamna ihivriudjutikhaq pigiaqatun havaaqhangit aulayut allanguqtirutikharnik qalvingnik aulaviingit ihumagiyaingit ayungnautiqarniaqtun taimaitunik iqaiyaliginikkut ayungnautiqarniaqtun aulavikharfik, mihingnautingit ayungnautiqarniaqtun (imaatun itunik, nipiquqtuyunik, qullirnik, inungnik, akhaluutiniq aulavikharfik), nayugaingitlu aihiruqtiqhimayunik avatingni havaaqhangit hanaqidjutikhangit.

- Aktilaanga Havaktaujukhami pidjutilik taapkununga qalvingnun auladjutainni mikijuq, Havaktaujukhaqlu niriuktaungittuq piliuqluni pijaangittunik halummaqtirutinik ukununga qalvingnun auladjutainnun naunaijautigilraaqhugit ingattaqtailinikkut qanuriliurutit. Hulaqutait itqungniaqtauyut mikiyut anginiqhait iluani LAA, kihimi kikliit hulaqutait aghut qayangnaqtut pidjutigiblugit atadjutiqagtut inuuyut hitiinik. Ayungnautiqarniaqtun itqurniaqtauhimayut hivutunirmik aulaniaqtun utiffaalmaitunlu taima havaaqhangit napaqtirutikharnik aulaniaqtun aulahimaarniaqtunlu ayungnautitinaqtun qalvingnik nunalaani aulaviingit.

Aallannguqtirutit Tuqutjutauyunut:

- Inuit Qaujimaangit tunihijut uqarumajamingnik naunaijadjutikhanut qalviit tuqutpaktunut qajangnaqtut naunaiqhiplutik huradjaat idjuhiinnik qajangnarniinnik, aallanguqpallianingit nunamut pidjutait aallanut huradjanut, imaalu qajangnarniit pidjutiqagtut havaakhamut nappaqtirutikhanut.
- Tamangnik apqut umiat tulakvikhat ilaayut Havaakhami nahuriyauyut pidjutauniarunaqhiyut qalvingnut tuqudjutainut. Apqut niriuktauyut tamangnun tuqudjutaunlu aghaluutitutuqunlu uvalu tuqudjutauniatut amigaiquuminirmun anguniarnirmun naniriaqturvingnunlu. Umiat tulakviit, ukualu havaktut hiniktaqviit uvalu iqakuuqviit, pidjutiqangniaqtut amigaiquumilugit tuqunikkut qayangnautit tuqutaunikkut ayuqhautit hugadjaat taimaali niqit iqakut uvalu aalat namagiyait.
- Tuqunikkut qayangnautit tulungnikkut uvalu tuqunikkut munagidjutit mikhiyuumiqtauyut qayagiyauyut. Pidjutauyut anguniaqnikkut qayangnautit amigaiquuminikkut piyaaqniq hivuliuyut hulaqutauyut kihimi itqungniaqtauyut mikiyut anginiqhaq. Havaaqhangit ayungnautiqarniaqtun huigianganik ayungnautiqarniaqtun aulaniaqtun hivutunigaalukmik aulaniaqtun utiffaalmaitunlu taima Havaaqhaq aulahimaanginaqtuq.

MD.6.5.4.3 Angikliyuumiqtuq Qanuriliurutingit

Havaaqhangit aulahimayut ayungnautiqagtunik, avugiikhimayut RFlnik iqaiyalinikkut hulilukaaktunik, piqarniaqtun katitirutikharnik ayungnautiqarniaqtun qalvingnun, talvuunaluaq nayugaingit (talvungaqpiaq talvungaungituniklu tamainikkut), aulaviingit, tuqudjutigiyainiklu. Tamna Havaaqhaq anginirmik aituihimaarniaqtuq tamaqtailinikkut ihuaqtunik qalvingnik nayugaingit talvani RAAmi, naunairutiqarniaqtun taima 51.6 km² atautimiitun nallautiqhimayuq tamaihimayuq taima 80.4 km² (unaluuniit 64 pusanmik katitiqhimaagtunik tamainikkut); kihiani, naunaiyakhugit qahaktut 15,502.4 km² ihuaqtut qalviit nayugait talvani RAA atautimut amigaiqpalianigit ikitqiyat 1%-mit, mikiyut aginiqhaq amigaiqpalianiginik aktuqnigit. Katitiqhimaagtunik ayungnautiqagtunik aulavingit tuqudjutigitunlu ayungnautiqagtunik ihivruqtauhimanginaqtun ikitun angiktilaangit, ihumagiplugit malikhautikharnik munagidjutikharnik munagihimaarniaqtun atuqtauhimaaqtukharnik anguyauyukharnik qullirutikhangit ikikliyumiqtitiyaangatlu ihuaqtunik aulayaangat.

MD.6.5.5 Anginiqhaq

Tahapkununa ihiviukhinikmun naunaiyainikmun naunaitkutakhanik ihumagiyaavaktunik pingahunik aullaktikgutikhanik mikharut nakungikgutivaktunik alaayunik avaatingnut nunatuttukanik nirgitinik: Alanguktikattakpaktunik Nirgitinik, Alangukpaliayunik Ingilgayanginik Ingilgayanginiklu, uvunalu Alangukpaliayunik Tuquvaktunik Kayaknaktunik. Attautinun naunaiyautait huradja, itqungniaqtauyut ilakuit hulaqutait Havaaghamun, kinguani atuliqtilugit ihuaqhaidjutikkut aktilaangit, uvalu amigaiqpaliayut hulaqutait aalanun atuqtauyunun uvalu hivuniptingni hulidjutinun, ihumagiyaayut angivalaangitut hulaqutait nigiuqtaangitut aalanguqtiqilugit ihuangnirit uvalu aulahimaaqtut amigainiit naunaiyautait huradja tapkua pidjutiaqatut hapkununga RAA avatqumayumik ihuaqtumik aktilaangit (imaa humi ihuangitpat uvaluuniin piinagiaqangitpat tunihiyaami aallatqit nauttiat uvalu avatingit auladjutait uvaluuniin piinalimaitut munagiyaayunun anguniagahanun).

MD.6.5.6 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

WKR atuliqtitiniaqtut Huradjanik Ihuaqhainikkut uvalu Munagidjutikkut Upalungaiyautinik (WMMP) tapkua iluanituqatut tamatkiumayunik ihuaqhaidjutighanik, munagidjutinik uvalu ihuaqhiyuumigutinik aktilaangit ikiliyuumigiangani aalanguqtiqniit nayugait, aulaniit uvalu tuqunikkut qayangnautit aalanun nunamiutat hugadja. Maliqatqujahimajut naittumik titiraqhimajut imaatur:

- Nayugaanik halummaqtiriniq kikliqarniaqtuq PDA-mut ikikliyuumiriami nunagiyaangit tammaqtailigiami.
- Mihingnautikkut ulapiqtauyut mikhiyuumiqniaqtut haffumuuna puyuulaitkutikhanik, nipiquqtuhinikkut munagidjutit, uvalu kikliqatlugit atuqtilugu havaaq hulidjutaini.
- Atukkirvikhat Uyarakhiurviitlu Munaridjutikhainut Upalunggaiyaidjutta Qagaqtautiliqinirmunlu Upalunggaiyaidjutta atuliqtauniaqtut ikiglinahuaqlugit huradja ulapiqidjutait.
- Huradjanik munagidjutikharnik uuktuutikhangit, taimaitutun pidjutikharnik munagidjutikharnik, akhaluutunik munagidjutikharnik, nivingaqhimayunik kayumiktilaarutikharnik kiklivikhangit, uumayuniklu pidjutikharnik malikhautikharnik, iliugaqtauniaqtun ikikliyumiqtitiyaangat tuluqtaqtunik huiqhimayuniklu ayungnautiaqtunik.
- Takuminaqtunik munagidjutikkut atuqtauyut, ilauyut qayangnaitumik iqakunik tutquumaviit, ubluni ikualativik, uvalu havaktut havauhiitigut atugahat, aghuugutauniaqtut pittailidjutikhat inungnun-hugadjanun ihuiguuutinun.
- Igluqpait uvalu apqutit idjuhiit havaktauniaqtut pihimalugit hugadja auladjutait, ilauyut mikiyut kikliit uvalu nunap nayugait haniani nayugait humi piyaaqqat.
- Uumayunik munagidjutikharnik huradjaniklu naunaitunik ikaaknikhangit kiklivikhangit atuqtauniaqtun haniani qayangnaqtunik nayugaini taimaitutun hitingit nayugaingit.
- Uumayunik ilituqhaidjutikharnik qayangnairutikharnik ayuiqhautikharnik tuniyauniaqtun tamainun havaktunun naunaiyaanga auladjutikharnik ihuaqhaidjutikharnik uuktuutikharnik.

MD.6.6 Nunamiutanik Avatauyunik Aktuqniginik Uqauhiq

Ilituqhaqniginik qanurilijutaulaaqtunik Qurluqtuaryungmi Apqutaani Tulaktaqvikhaqlu Havaami maniqami, nunani qiqumaniganilu, nautianik, tuktunik, tikmijanik, ahiinilu nunami uumayunik nalautaaqtau yut ilavaluit ihuilijutit amigaiqpalianiginiklu akturninginik agiyuuyaagitut.

MD.7 Imanga Avatingit

Hapkununga Inuinnarnun, imariktuq avatiit ihagiagiyauyuq ikayuutinun ihagiagiyauyuq anguniaqniqmun, aulaaqniqmun, uvalu atadjutinun nunamun. Tahikmiutat iqaluit akhuuqnaqtut ilauyut Inuit ukiutigut nigiyainun, ihagiagiyauyut atuqtillugu niqailiunniq (Banci unalu Spicker 2024).

Ekaloq (iqaluit) pihimayunik ipiknakpiaktunik ilidjuhikgivakgainik tahapkunani Inuit hila ilaani nigiyauvaktunik nikigiyakhainik, uvunulu nakukgutaavaktunik talvanitunik nikiikhailiulikpaktunik, kihimi tukturnik tikingitkaluaqhutik pidjutitkiyumikpaktunik alangukpaliayunik ingilgayanginik ingilgayanginik naliak ivaavit ingilgayanginik nunainiklu. Inuit iqalukhiuqpaktut humiitkaluaqhutik hiniktarvigiyamingni aulaaqhutiklu, upin'ngakhami ukiakhamilu, nallaumanahuaqhugit ivaviit.
(Banci unalu Spicker 2024)

Qakunguraangat, Inuit uvalu Ilihimanikkut tigumidjutiqaqtut tautuktait angiyumik aalanguqtiqniqmik imaq qanuginia uvalu piinagialik. Hapkua ilauyut panihiqpaliayut upingaami, ikikliyuumiqtut imait tattini uvalu kuukkani, uvalu aalanguqtiqniit tipaa uvalu imariktuq imaq. Inuit pipkaiyut ukuniga aalaguqniginik aalatqiinit hilap aalaguqniganit, nipalukpalialiqhutik, mahaktiliraangat nunap qiqumaniga, amigaiqpaaliqhutiklu halumailruit havakviuyunit hulijutinit uyarakhiuqtinit (KIA 2003). Imariktut avatingit pidjutiqaqtut nunatigut uvalu inugiangnikkut maniliungnikkut akhuuqnaqtut, ikayuutauyut imakmi uvalu nunami avatingit, inuit aaniaqtailidjutait, uvalu pitquhikkut nunat, tariumi, uvalu ikayuutikkut atuqniit.

WKRkut katitiqhimayut aulavikhangit qanuritmangaangit naunairutingnik katitiqhugit Inuit hivuliqtiqaqhimayut havaqatigiiktuniklu ilihimayainik katitiqhimayut (ilauyut havaaqhangit aulahimayut Inuit Ilihimayainik ilitugidjutikharnik, katitiqhimayut atuqhutik naunairutingnik talvanga NTKP tutqumaviani IAGkutlu ayuiqhautikharnik), nunalaani pigiaqaqtun naunairutingnik talvanga Nunaqaqqaqhimayunik katimayiingit ihumagiyauyut talvani titiraqhimayunik Havaaqhangit, unalu ilaulukaarnikkut kiudjutikharnik iliqatigiikhimayut tapkuninga Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayiit, allatlu ayungnautiqarniaqtun nunalaangit talvuuna qaritauyalidjutikharnik ihivriudjutikharnik katitiqhimayut talvuuna uataani nalunaqtunik ilituqhainahuarnikkut qanuriliurutingit.

WKR atuqhugit hapkua ilaliutihimayut ilihimanikkut kangiqhipkaqhugit havaktauyut Havaaghat Ihivgiugutit Kikliit uvalu ikayuutikhat Ihivgiugutit Havaaghat Hulaqutinun uvalu Katitiqhimayut Hulaqutit tamaini ihumagiyauyut iluani. Tamna katitiqhimayut Inuit Ilihimayaingit uataanilu nalunaqtunik ilituqhainahuarnikkut naunairutingnik ilituqhaivakhimayut naunairutikharnik anginirmik pivallidjutikharnik Ihuaqhaidjutikharnik, Munagidjutikharnik, Ihuaqhaidjutikharnik uktuutikharnik. Una ilihimanikkut pihimayut akhuuqnaqtuq piyaangini tapkua Havaatigut ihivgiugutit pidjutiqaqtut Kitikmiut ihumagiyaainik, atuqhimayamingnik, uvalu tautukhimayamingnik avatingni qanuginiit. Aulahimaaqtumik ilihimanikkut uqautiginiq, havaqatigiingniq, uvalu atuliqnigut nutaat kangiqhidjutit aulaningani Havaaghat ihagianarniaqtuq ihuaqhiyuumianganani itqungniarutit, ihuaqhiyuumiqlugit hungiutinikkut munagidjutit, uvalu ihuaqhiyuumiqlugit Havaaghat qanuginiit hapkununga Inuinnarnun uvalu aalat hulaqiniyaqtut nunallaat.

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (tamna 'Havaaqhaq') itiyumi imarmi tuluptaqvikhaq taima 230nik kilaamitanik ukiuk tamaat apqutikharnik pivalladjutikharnik tukhiqtauhimayuq tapkuninga Uataani Kitikmeot Resources Corp. (WKR), nayugaqaqtuq talvani Kitikmeotmi Nunavunmi. Tulaktaqvikhaq nayugaqarniaqtuq talvani Coronation Gulfmi, taima 50nik kilaamitanik unghahiktilaaqarniaqtuq hivuraani talvani Tunungani Uataani Apqutikharnik talvuuna Ukiuktaqtuniitunik katitighimaniaqturlu talvuuna ukiuk tamaat apqunmi talvunga umikhimayumun Jericho Uyaraqhiuqtunik nayugaanun talvani Jericho Stationmi, tunungani uativyaani haniani Contwoyto Tahiani, NU. Tamna ukiuk tamaat apqut katitighimaarniaqtuq ukiuk tamaat talvunga Tibbitt talvunga Contwoyto Winter Road (TCWR) ukiuk tamaat. WKR upalungaiyaiyut Hulaqutikkut Titiraqmik naunaiyagianganu uvalu ihivriuqlugu avatingnun uvalu Inuuhinut-piyangaiyautikkut hulaqutait pidjutaayut hapkununga Havaatigut tapkua pidjutiaqtut piyakhanun titiraqhimayut uvani Nunavunmi Nunataarutaanut Angirutaa uvalu Nunavunmi Avatilirinirmut Katimayit Atugahait Upalungaiyautinun Hulaqutinun Titiqqat hapkununga Uataani Kitikmeoni Ikayuutikkut Kuapaliisit Qurluqtuaryungmi Apqutikhaa uvalu Tulakvikhaq Tukhiut (NIRB File No. 24XN038; NIRB 2026). Una aktilaanga haffuma IS pidjutiaqtuq ihivgiugutunik avatingnun hulaqutauniaqtut imakkut ilauyut nunap qangani imaq aktilaangit, qangani imaq uvalu nunap qanurinia, uvalu nunap ataani imaq qanuginiit uvalu tariungungit uvalu iqaluit uvalu iqaluit nayugait.

Inikhangit kiklivikhangitlu naunaiyagiikhimayut ikayuutikharnik pivalladjutikharnik akhurnaqtunik hanaqidjutikharnik (VC) ihivriudjutikharnik, naunairutiaqtun talvuuna aulayunik kangikhidjutikharnik pigiaqaqtun Havaaqhangit ayungnautiqarniaqtun allaniklu aulahimayut naunairutingnik. Tamna Havaaqhangit Pivalladjutikharnik Nayugaani (PDA) ilauqaqtuq iqaiyaliginikkut nayugaingit tamaita Havaaqhangit hanaqidjutikhangit, ilauyutlu tamangnik aulayukharnik tadjakaffuklu ayungnautiaqtunik (imaatun itun, hivutunikharnik Havaaqhangit igluqpangit, upalungaikhimayut piiyaqtauniaqtun, iliugaivikhangitlu nayugaingit). Nunamingni Naunaiyainikkut Nayugait (LAA) anginiqhaq nayugaa humi havaaghanun-kitunun avatingnun hulaqutainun itqungniaqtauyaaqtut ihuangnikkut uvalu ihuangnikkut. Hapkununga Imakkut Ikayuutinun VC, uvalu Tariungungit uvalu Iqaluit uvalu Iqaluit Nayugait VC, una LAA naunaiyaqtauhimayuq imaa 1 km kiklia qitqani PDA. LAA ilauyuq 100 m kiklighaa haniani Tulaktaqvik, Tingmitiaqvik uvalu Jericho Station PDAs, ilaliutihimayuq uvalu uigunia tunungani uataani Kennarctic Kuugaani uataani Tingmitiqarviup PDA uvalu iluaniit uvalu Apqut PDA ilauyuq aktilaanga 100 m qulvahiktumi uvalu anmun apqutip qitqani.

Avikturhimayumi Naunaiyainiq Nayuganga (RAA) ilaliutiyaa PDA uvalu LAA tuniyuq avikturhimayumi qanurittaakhaanik qanuqtut havauhikhaq-piyut ayurhauingit pipkaidjutiniaqtuq nanminiriyait VCs, qanuqtullu hapkuat ayurhauingit ilaliutiniaqtuq tahapkununga aadlanut qangaraaluknit, tadjia, ihuaqtumikluuniit ihumagiyaayuq havauhikhat. Hapkununga Imakkut Ikayuutikkut VC, ukua RAA ilauyut 10 km nunami-pihimayut kiklit avatiini PDA uvalu hivituyuq ilaulugu Kennarctic Kuugaa uvalu atiqangituq imaq tamna kuuktuq Ukiuqtaqtup Tariunganut. Tariurmiutat Iqaluit Iqaluillu Nayugait VC RAA ilauyuq 10 km nunami-pihimayut kiklit haniani Tulaktaqvik uvalu Tingmitiaqvik PDA, kihimi haffumunga Apqut ilanga RAAmi, ilauyuq 10-km kiklighaa avatiini PDA hivuraani immavalluit, uvalu tamaat Ukiuqtaqtumi uvalu Kennarctic immavalluit tunungani ihuani PDA.

MD.7.1 Immaqnik Ihuaqutit

Imarnik Ihuaqutit tikuaqtauyut atuqniqatiahqaniganik ilagiyaanik (VC) pijutaulaaqmat ihuilijutinik havaat hulijutauyunit nunap qangani immavaluit qanuriginik amigainiginiklu, nunami immavaluit qanuriginik, qanuriginiklu qanuriginik. Hapkuat nakuungittut ayurhauingit piniaqtuq Nappaqtiqtaulirumi, Aulapkaininnga Munarinngalu pitillugu, aadlalluuniit Havauhikhamut-piyut ulapiqutingit aadlanguqtiqtaa nunap imanganik piyuq.

MD.7.1.1 Tadsa Qanurinniit

Immigaq ihuaqutit LAA-mi aulayuitut agiyumik qanuriginani. Qangani immavaluit aulavaktut aput mahaktilirangat nipalliqhunilu, ukiup ilaani kuukpallaaqpakhuni ilaanilu imaiqpallaaqpakhuni auyami ukiumilu. Tattit tahiraallu atayut ikkattuni kuuknit, nunap qiqumania kikliqaqtait nunap iluanni immavaluit himmauhiqniginik. Tamaini, nunap iluanni imaq kuukninga ikittunik atadjutiqaqtut itiyumi ikkattunilu pidjutigiplugu nunap qiqumania ayuqhautauvaktuq amihuni pidjutini.

Imaq qanuginia tattini uvalu imaqmi pidjutiaqtut mikiyumik nigittiaquminaqtumik, imaqluangitumik, uvalu mikiyumik inungnin hulaqutinik. Idjuhiit ukiup ilaani aalanguqataaqtut hikuup qaangani, mahaktilirangat imaq aulania, uvalu hilap qanuginia. Iqalukhiurniq aulaarniqlu tahikkut kuukkanilu pidjutiaqtuq naunaitpiaqtumik imaup aktilaanganik imariktumiklu, halumayumiklu imarmik.

MD.7.1.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaghaq pidjutiaqniaqtuq nunap qangani imaq aktilaanga, qangani imaq uvalu nunap qanurinia, uvalu nunap ataani imaq qanuginia haffumuuna havaknikkut apqutimik, kuukkat ikaaqviit, atuqnikkut ikayuutit, nunami tulakvikhat uvalu tingmitiaqviit, uvalu hiniktaqviit. Pidjutauniarungnaqhiyut hulaqutinun apqutit ihuaqtut nayugainun humi nuna ulapiqutauniaqtuq, imaq unguvaqtauqpat kuvipkaqtaulunilu, uvaluuniin igluqpait atadjutiqaqtut qurluarviit auladjutainun. Pingahuuyut Havaaqhangit ayungnautiaqtunik aulavikharnik naunairutikhangitlu naitumik titiraqhimayut imaatun:

Aalanguqtiqnia nunap qangani imaq aktilaanga:

- Imaq unguvaqtiqniit uvalu kuviniit puyulaitkutighat, ukiumi apqutit ihuaqhaidjutait, uvalu imigahamik imarmik atungniq tadjakaffuk aalanguqtiqniaqtuq imarmik, tapkualuat kuukpalaangitumik. Kinguani iliugaqhugit ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqnikkut aktilaangit, ilakuit hulaqutait kikliqaqtut tadjakaffuk unguvaqtiqniit uvalu kuvigaqviit nayugait ilauyut hananikkut uvalu auladjutinun, uvalu unguvaqtiqnikkut ilauyut imigahamik imarmik aulatilugit. Pidjutigiblugit Havaaghaq mikiyut nayugait ilauyut immavaluit aktilaangit, hapkua aalanguqtiqniit ihumagiyaayut mikiyut aktilaangit (imaa <10 pusat aalanguqtiqniit kuukkap uvaluuniin tahiqaqtuq aktilaanga), laisit angirutait ihumagiyaayut atugahat uvalu akiit imaqrarviit ihuaqumik aktilaangit.

- Nunap qaanga aallannguqtiritit pitjutiqaqtut halummaqtirinikkut, manirarnikkut, hinaaniit, turhuat, atukkirviit, imaalu avataagut nunat aallannguqtirutaavaktut qurluarviit, aallannguqtirutaavaktut nunap qangani kuukviit, tahirait, imaaluuniit humit kuukviit. Kinguani iliugaqhugit ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqnikkut aktilaangit, ilakuit hulaqutait nunap qaanganun aalanguqtinqiit uvalu aalanguqtinqiit kuuknikkut kiudjutit apqutaani PDA nigiuksauyut mikiyumik aktilaangit (imaa ikitqiaq 10 pusat aalanguqtinqia kuukkap uvalu tahiik aktilaanga aadjiugutigiblugit atuqtauyut qanuginiit), nigiuksauyut haniani igluqpait, naittumik-qitqani kikiliit hivituniit, uvalu utiffaaqlutik ulapiqtauyut nayugait nigiuksauyut ihuaqhivalialutik auladjutini, talvuunaluaq auladjutikharnik ihuaqhaidjutikharnik.

Aalaguqngit nunap qangani immauvaluit qanuriniginiiklu:

- Ihuiijutaunigit nunat kuukmilu havaat hatqirutaalaaqtut nuutpaliayunik nunavalungnik qanituani immauvaluit. Hapkuat iliuraidjutit pidjutittaaqtut hiviiktumut amigaikyuummiklutik imarluliqpiqluni nunamilu marlungnik avataani havagviuyunit. Kinguani iliugaqhugit ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumigutit aktilaangit ilakuit hulaqutait itqungniaqtauyut mikiyut anginiqhait, ihuangitut uvalu utiffaaqtaaqut.
- Nunap qangani imaq marluvaluitlu qanuritmangaangit ayungnautiqarniaqtun halumailrunnik aulayut kuviraqtunik talvanga ayungnautiqaqutunik qanganiitunik, hanaviuyunik, avaliqangitunik, nunat nungutiqhimagiyunik nunat qanuritmangaangitlu. Tautungnaqtut uyaqqat uvalu atungnikkut hunat pidjutauyut nungutiqlugit havigalgit uvaluuniin acidity, uvalu qagaqtautit anipkaqniaqtut nitrogenmik hunanik. Iliugaqtaugumik ihuaqhaidjutikharnik, munagidjutikharnik, ihuaqhaidjutikharnik uktuutikharnik, ilakungit ayungnautiqarniaqtun itqumayumik anginirmik, ihualuangitumik aulavikhangit utiffaagiaqtaqtunlu.

Aadlangurninnga nunap iluanni imaq qanurittaakhaanik:

- Ikkattuni nunap imaq qayangnaqtuq amihunut aadjikutariyainut ingilravingit qanganit imaq, taimaa avgurniq aktuqtauhimayumut nunap qangani imaq kuviraqtuqluuniit aadlanguqtaaqtaa nunap ataanit imaq qanurittaakhaanik. Itiyumi nunap ilua immauvaluit munariyauvaktut ivyuyumik nunap qiqumaninganik kikliqarutauyuq avguqpalianiganik. Aallangurniarungnaqhiyut nunap iluanni imarnik aktilangit ihivriutaungittut nunap iluanni imarnik unngavaqtiqtaunginmata umani Havaakhami.

MD.7.1.3 Angikliyuumiqtuq Qanuriliurutingit

Havaakhap amigaigyuumiyut ilakungit aktuutauniit nunap qangani imarnik, nunap iluanni imarnik, marluvalungnik qanuritmangaangit naunaiqtauyut mikiyut anginiqhait, utiffaaqtaaqut, nunauyaluqhimayullu kigliqaqtut LAA-mut. Angikliyuumiqtuq ayurhautingit tuniqhaininnganut nunap qiqumaninganit ikkattuni nunap iluanit himmautilimaittuq kihimi ihumagiyauyuq pilaqutinaqtuq imanganik. Tamainun, pidjutigiblugit mikiyut ikayuutit Havaaghanun hulaqutainun amigaigyuumiyut ilakuit hulaqutainun nunap qangani imaq aktilaangit uvalu qanuginiit, uvalu nunavaluit qanuginiit iluani RAA imaalu niriuktauyut ihuaqhainikkut aktilaangit haffumunga Havaaghamun uvalu ihuaqhaidjutit

tiguaqtauyukhat aalanin havaaghanin uvalu hulidjutini uvani RAAMI, katitiqhimayut hulaqutit nigiuktauyut angivalaangitut.

MD.7.1.4 Anginiqhaq

Kinguani ihuaqhaidjutit, ilakuit hulaqutait imakut ihumagiyaayut angivalaangitut. Aalanguqtinqniit nunap qangani imaq aktilaangit, qangani imaq uvalu nunap qanurinia, uvalu nunami imaq qanuginiit nigiuktaungitut aalanguqlutik hilataani PDA. Angikliyuumiqtuq qanuriliurutingit itqurnarutauyuqlu akhuurutaungittuq.

MD.7.1.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Tamna Havaaqhaq aulatitinaqtun hanadjutikharnik atuqtakharnik, auladjutikharnik munagidjutikharnik, munagidjutikharniklu havaaqhangit pinaitumik ikikliyumiqtitiyaangatluuniit ayungnautiqarniaqtun imarnik hanaqidjutikharnik. Maliqatqujahimajut ilaujut:

- Havaklugit turhuat, ikaarutit, uvalu qurluarviit igluqpait pidjutigiyaangini idjuhiit uvalu ikiliyuumiqlugit qungmun tahiraq uvaluuniin anmun kuviraqniq
- Iliuraqlugit nunap nungutiqpalianikkut uvalu marlungnik munagidjutikkut aktilaangit havaktautilugit uvalu manikhaitigut
- Iliuraqlugit uyagakhiuqviit-kitunun qurluaqviit uvalu marluvalungnik munagidjutikkut upalungaiyautit
- Iliuraqlugit havigaliknik kuviqpinikkut / acid uyaqqat qurluaqviit (ML/ARD) Munagidjutikkut Upalungaiyautit tapkua ilauyut munagidjutit ML/ARD tamayat tautungnaqtut havaktautilugit (imaa, apqutit iliuraiviit, tungaviit, atukirnikkut ikayuutit). Quyaginaq uyaqqat atuqtauyut qulaani imaquqtuhinikkut pidjutiqaqngiaqtut acid uyaqqat kuviqnikkut/havigaliknik kuviyaaqtunik uuktuqtaulutik, ihuaqtut hunat atuqtauyut igluqpinikkut.
- Munariniq nappaqtiqtillugu naunaiyariami imaq qanurittaakhaanik, kuukninnganik, qurluarvingillu qanurittaakhaanik
- Aturluni hungiutiyumik munariniq ihuarhigiami ayuirhainiq taimaa munariniq ilitarigumiuk ihumagiyaungittut aadlangurninngit

Uqaqatigihimmaarlugit Kitikmiut, aadlat Nunaqaqqaarhimayut katimayiit, aadlallu ayurhaqtitauniaqtut nunallaat naunaiyarniaqtait imaqmut piyut ihumaliurniq, ikaarninnganik, munariniq, munariniqlu taimaa Havauhikhaq aturninngani.

MD.7.2 Tahikmiutat Iqaluit Iqaluilu Nayuqpaktait

Una Tariurmiutaq Iqaluit uvalu Iqaluit Nayugait VC ilauyut iqaluit uvalu iqaluit nayugait naunaiyaqhimayut uvani Iqalukhiuqnikkut Maligaani imaalu imarmiutat nauhimayut uvalu benthic hauniquagtut hauniquagtut, ihuaqtut imariktunun.

MD.7.2.1 Tadjia Qanurinniit

Tahikmiutat iqaluit uvalu iqaluit nayugait hamani LAA aulayuitut anginiqhakkut idjuhiit, ikayuutauyut aalakiit nunallaat iqaluit aalakiit tapkua aalakiit avatiini imait, ilauyut pitquhikkut akhuuqnaqtut hugadjaat imaaton Iqalukpiit, ihuuraqyuit, Ukiuqtaqtumi grayling, burbot, uvalu kapihiliit. Tahapkununa nirgitiunik pihimayunik ipiknakpiaktunik ihaagiahutigiyauvaktunik nikikhautikhanik tahapkunani Inuit nunalingnilu. Nunagiyaingit qanuritmangaangit aulayut talvanga angiyunik kuukkanik ikatuniklu nunami kuukkanik, tattinik, katitiqhimayuniklu tahirarnik. Iqaluit nayugait atuqtauyut aalakiit qanuginiitigut ukiup aulaniitigut, mahaktiqnikkut, hiku ivyuhinia, uvalu imap itiniiani. Kuungnirit aghut ukiutigut pidjutiqaqtut aput mahaktiriranun, nipalliqtut, uvalu imaiqtigaangat nunguligaangat auyami ukiumilu. Qakungugaangat uvalu qakungugaangat kuukviit, ukiutigut atadjutit, uvalu niqigiktut pidjutauyut kuugaanun iqaluknik auladjutainun. Tamainun, nayugait nayugait uvani LAA atuqhimayut mikiyumik inungnin ulapiqutauyut uvalu tunihiyut ukiinikkut, aulaniit, huviuviit, uvalu pamiqhinikkut auladjutit tapkua ikayuutauyut aulahimaaqtumik anguniaqniq hapkunanga Kitikmiut uvalu aalat Nunaqaqaaqtut katimayit.

MD.7.2.2 Havaaqhangit Ayungnautiqarniaqtun

Ihivgiugutit tugaaqhimayut malguknik Havaaghanun-ilauyut hulaqutainun imangmi iqaluit uvalu iqaluit nayugait:

Aalanguqtinqiit iqaluit nayugait:

- Havaaghat hulidjutit aalanguqtinqiaqtut, ulapiqutauyut, uvaluuniin unguvaqtiqlugit iqaluit nayugait haffumuuna iqaiyaqnikkut ulapiqutaitigut imait, aalanguqtinqiit kuukviit, uvalu havaklutik igluqpaknik.
- Aalanguqnia imaq aktilaanga ikaaqviki uvaluuniin mikiyuni qurluaqviit pidjutiqaqniaqtut nayugait piinagialgit kituni inuuhiqni.
- Iliugaqtaugumik ihuaqhaidjutikharnik, munagidjutikharnik, ihuaqhaidjutikharnik uuktuutikhangit, ilakungit ayungnautiqarniaqtun talvuuna allanguqtiqhimaaqtunik iqalungnik nayugaingit ikikliyumiirniaqtun anginirmik anginirmik. Hivituiniit hapkua hulaqutait aalakiingniaqtut naittumik-kikliqaqtumik hivituyumun, atuqtauyut amigaitut ihuangitumik hulidjutit, kikliqangniaqtut hapkununga LAAmun. Piniarungnaqhiyuq Havaaghanun-ilauyut hulaqutait atuqtauyut atuqtilugu qayangnaqtut inuuhit (imaa huviuliqqata) aktilaangit qayangnautaitumik anginiqhaqmun qayangnautait. Ilakuit hulaqutait nigiuqtauyut utiffaaqlutik nayugaini tapkua ihuaqhaqtauyut (imaa atukaffuktut havakviit uvaluuniin apqutit) kihimi utiffaalimaitut hapkununga atuqtauhimaaqtuganun Havaaghat iluaniitut (imaa milviit, Apqutit, Tulaktaqvikhut igluqpait).

Aalanguqniit iqaluit aaniaqtailinikkut, angiklivalianikkut uvaluuniin annaumanikkut:

- Aalanguqtiniit iqaluit aaniaqtailinikkut, angiklivalianikkut, uvaluuniin annaumanikkut nigiuktauyut pidjutiqaqniaqtut hulaqutinun aalanguqtiniitigut imaq qanuginiit pidjutauyut marlungnik pidjutauyut uvalu imaq qanuginiit, huiqtut iqaluit aaniqnikkut uvaluuniin nutqanganikkut, nipaaqnikkut, uvalu amigaiqyuumiblutik iqalukhiuqnikkut akhuugutit.
- Kinguani iliugaqtaugumik ihuaqhaidjutikharnik, munagidjutikharnik, ihuaqhaidjutikharnik uuktuutikharnik, tamna ilakungit ayungnautiqarniaqtun ihumagiyaayut mikiyumik anginirmik, kiklivikhaqaqtun talvani LAAmi, aulaniaqtunlu qaffiuyunik ihuangitumik hulilukaaktunik. Pivikhaqaqniga ukua akitunigut aktuqnigut aalaganiaqtut hivigitumi (ilaa Hanayaunigani havaaginaq) hivunikhamut (ilaa hivitunikhaagut Aulanigagut Munarinigagulu havaagini). Tahapkununa pilaktauvaktunik nakungikgutivaktunik havakhikhimayunik talvanitunik kayaknaktunik uumayunik ilidjuhikgivakgainik (uvunngat, huviuligumik) nallautakgutauvaktunik mikharut kayaknaitunik uvunlu. Tahapkununa ilakuit nakungikgutivaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik hungiutilangnikmunlu, kihiani kanukgilidjutivaktuniklu kanukgilidjutivaktuniklu kanukgilidjutivaktuniklu kanukgilidjutivaktunik kanukgilidjuti

MD.7.2.3 Angikliyuumiqtuq Qanuriliurutingit

Katitihimayut ayungnautiqarniaqtun tariurmiutanik iqalungnik iqalungnilu nayugaingit nigiuktauyut akunganirmi Havaaqhangit naunaituniklu ilitagiyauhimayunik iqaiyalinikkut hulilukaaktunik talvani RAAmi. Tamainun, katitihimayut hulaqutait itqungniaqtauyut mikiyut aktilaangit aalanguqtirnirmun iqaluit aaniaqtailinikkut, angiklivalianikkut, uvaluuniin annaumanikkut amigaiqyuuminikkut iqalukhiuqnikkut akhuugutit uvalu aalanguqtiniit imaup qanuginiit uvalu angivalaangitut aalanguqtiniit iqaluit nayugait tamaqpalianikkut nayugait ataani imaquqtuhinikkut uvalu hinaaniit. Nunauyatigut aktilaangit hulaqutit RAA kihimi nayugaqaqtut iqaiyangnikkut hulidjutit nunamingni nayugaini. Amigaiqpaliayut hulaqutait hivituyumik taimaali hivituyumik auladjutit iqaiyangnikkut hulidjutit, uvalu atuqtauniaqtut ihuangitumik hulidjutit, uvalu pidjutiqaqtut utiffaaqtaqtut (imaa tadjakaffuk havakviit, imakkut ikaaqqviit iqaluit nayugaini) hamunga utiffaalimaitut (imaa igluqpait tapkua qaliriiktut iqaluit nayugainun).

MD.7.2.4 Anginiqhaq

Tamna Havaaqhaq aulatitaniaqtun atuqtailinikkut ihuaqhaidjutikharnik uuktuutikharnik, ilauyutlu uuktuutikhangit ikikliyuumiqtitiyaangat nayugaingit tamaqpalianikkut, taima pigiaqagumik ihuaqhaidjutikharnik atuqtailinikkut ayungnautiqaqtaunik. Tahapkununa ilakungit nakungikgutivaktunik kanukgilidjutivaktunik tahapkununa iqaluit nayugainiklu pidjutitaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik alanguktikattakpaktunik nauvakgiakhainik nallautakgutauvaktunik iqaluit kufiutilanginik, ilauhimayunik tahapkununa pitkuhiktukpaktunik naliak ingilgangnitunik atuktauvaktunik ipiknakpiaktunik tahapkunani Kitikmiut, alauyunik Nunatuttukanik katimayinik, naliak alauyunik ihuilukakgutauvaktunik nunalingnilu, talvunlu kanukgilidjutivaktunik kanukgilidjutivaktunik havakhiktaulimaitunik. Angikliyuumiqtuq qanuriliurutingit itqurnarutauyuqlu akhuurutaungittuq.

MD.7.2.5 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Tamna Havaaqhaq aulatitinaqtun hanadjutikharnik atuqtakharnik, auladjutikharnik munagidjutikharnik, munagidjutikharniklu havaaqhangit pinaitumik ikikliyumiqtitiyaangatluuniit ayungnautiqarniaqtun tariurmiutanik iqalungnik iqalungnilu nayugaingit. Maliqatqujahimajut ilaujut:

- Havaklugit imakut ikaaqvikhat (turhuat, ikaarutit, uvalu aalat igluqpait) pihimayaangani idjuhiit aulaniit, iqaluit aulaviit, uvalu nayugait atadjutait.
- Atuqlugit kinguani ulapiqutauyut nayugait igluqpinikkut uvalu havakviit humi ihuaqqat, uvalu munagiblugit hinaani nauhimayut, humi piyaqqat.
- Iliuraqhugit nunap nungutirninga nunavaluillu munaridjutikhat kuukkami havaktautitlugit, manikhainikkut, nappaqtirinikkullu ikiglinahuarutikhanik marlungnik iqaluqaqtunut imarmut.
- Havaklugit imarmi hulidjutit hilataani pittailidjutikkut hulidjutit kiklighait, avaliangaaqtilugit havakviit ihagiagiyaupata, pihimablugillu anmun kuungnirit imaiyaqtilugit.
- Atuliqtilugit iqaluknik atuffaaqtaaqutun pinahuagutunik hivuani kuukmi havaligtinagit, havaktauyut ayuittiaqhimayunin havaktinin.
- Atuqlugit imarmik munaridjutit atuqtauyut, ilauyut naunaiyaqhimayut imarmik itiqtirviit, munarittiaqhugit imarmik piyaqtaunikkut aktilaangit, uvalu kuviraqviit uvalu hilalungnikkut imarmik munagidjutit.
- Atuliqtilugit qagaqtautit, kuvinikkut qilamiurutit, uvalu puyuulaitkutikhat upalungaiyautit kikliqariangani nitrogenmik iliurainiq, hivuuranaqtut hunat, uvalu marlungnik.
- Umiktirlugit utiqtiffaarlugillu atuqtaukaffuktut apqutit, uyarakhiurviit, havagviillu ihariagiyaupaiqqat.
- Ihivriuglugit immavaluit ikaaqviit uvalu nungutiqtut uvalu nunavaluit munagidjutikkut aktilaangit qakungugaikpat uvalu atuqlugit ihuaqhaidjutit, ihagiagiyaupata.
- Aturluni hungiutiyumik munariniq, nutaanguqtiriniq ayuirhainiq taimaa munariniq ilitarigumiuk ihumagiyaungittut qanuriliurutingit.

DFO ihumaliugumik tapkua Havaaghap iluaniitut pidjutiqaqniaqtut qayangnaqtumik ulapiqutauyut uvaluuniin ahiguqtiniq (HADD) iqaluit nayugait piyakhaqaqtut angigutunik ataani Iqalukhiuqnikkut Maligaani, Havaaghaq havakniaqtut Iqaluit nayugainik Ihuaqhainikkut Upalungaiyautinik havaqatigiblugit DFOkut, Kitikmiut, uvalu aalat hulaqutauniaqtut nunallaat.

MD.7.3 Imanga Avatiliqinikkut Hulaqutinun Uqaqtait

Ihivgiugutit hulaqutainun haffuma Qurluqtuaryungmi Apqutaani uvalu Tulaktaqvikhaq Havaaghaq imarmun, uvalu tariungungitut iqaluit uvalu iqaluit nayugait itqungniaqtauyut ilakuit hulaqutait uvalu amigaiqpaliayut hulaqutait angivalaangitut.

MD.8 Tariumi Avatingit

Hapkununga Inuinaqnun inungnun, tariuq ihagiagiyauyuq ihuaqut tamna ihagiagiyauyuq anguniaqniqmun, aulaaqniqmun, uvalu atadjutauyuq nunamun. Pidjutiqaqtaaqtuqlu inungni-piyangaiyautikkut uvalu pitquhikkut akhuurutinik, hapkunungaluaq Inuinnarnun Kitikmeoni Aviktungniani (imaa Kitikmiut). Iqalukpiit, Ukiuqtaqtumi cisco tapkuatlu capelin angunnahuaktauvaktut Inuinnarnit pidjutaavakhutiklu iharianaqpiaktunig nigiyainut, talvanilluaq ukiungani humi Tuktut pilimaithkaluaqhutik (Banci and Spicker 2024).

Taimaitutun tuktut (tuktuit) qitqaniitun inuuhiani Nunamiut [timmiarmiut], nattik (nattiit) qitqaniitun inuuhiani tariurmi hinaanilu Inuinait. Hinaani Inuit atulaaqtaat tamaknik nattiknik tuktuittlu, kihimik piplugit allatqikni qagunguraikpat, Inuit angunahualimaittut naamayunik tamatkiknik qanurittuni angutikhat. Nunamiut uvalu Tariumi Inuit niuvaablutik attautinun piyaangini hunanik ihagiagiyaamingnik. (Banci unalu Spicker 2024)

Una naunaiyainiq piliurhimayuq pimmariktumik pigiami hapkuat ilumuurutingit ihumagilluaqlugu hapummiutigiami una akhuurutauyuq avatinga.

WKRkut katitiquhimayut aulavikhangit qanuritmangaangit naunairutingnik katitiquhugit Inuit hivuliqtiaqhimayut havaqatigiiktuniklu ilihimayainik katitiquhimayut (ilauyut havaaqhangit aulahimayut Inuit Ilihimayainik ilitugidjutikharnik, katitiquhimayut atuqhutik naunairutingnik talvanga NTKP tutqumaviani IAGkutlu ayuiqhautikharnik), nunalaani pigiaqaqtun naunairutingnik talvanga Nunaqaqqaqhimayunik katimayiingit ihumagiyaayut talvani titiraqhimayunik Havaaqhangit, unalu ilaulukaarnikkut kiudjutikharnik iliqatigiikhimayut tapkuninga Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayiit, allatlu ayungnautiqarniaqtun nunalaangit talvuuna qaritauyalidjutikharnik ihivriudjutikharnik katitiquhimayut talvuuna uataani nalunaqtunik ilituqhainahuarnikkut qanuriliurutingit.

WKR atuqhugit hapkua ilaliutihimayut ilihimayait kangiqhipkaqhugit havaktauyut Havaaghat Ihivgiugutit Kikliit uvalu ikayuutikhat Ihivgiugutit Havaaghat Hulaqutinun uvalu Katitiquhimayut Hulaqutit tamaini ihumagiyaayut iluaniitut tariumi avatiini. Tamna katitiquhimayut Inuit Ilihimayaingit uataanilu nalunaqtunik ilituqhainahuarnikkut naunairutingnik ilituqhaivakhimayut naunairutikharnik anginirmik pivalliadjutikharnik Ihuaqhaidjutikharnik, Munagidjutikharnik, Ihuaqhaidjutikharnik uktuutikharnik. Una ilihimanikkut pihimayut akhuuqnaqtuq piyaangini tapkua Havaatigut ihivgiugutit pidjutiqaqtut Kitikmiut ihumagiyaainik, atuqhimayamingnik, uvalu tautukhimayamingnik avatingni qanuginiit. Aulahimaaqtumik ilihimanikkut uqautiginiq, havaqatigiingniq, uvalu atulignigut nutaat kangiqhidjutit aulaningani Havaaghat ihagianarniaqtuq ihuaqhiyuumigiangani itqungniarutit, ihuaqhiyuumiqlugit hungiutinikkut munagidjutit, uvalu ihuaqhiyuumiqlugit Havaaghat qanuginiit hapkununga Inuinnarnun uvalu aalat hulaqiniaqtut nunallaat.

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (tamna 'Havaaqhaq') itiyumi imarmi tuluqtaqvikhaq taima 230nik kilaamitanik ukiuk tamaat apqutikharnik pivalliadjutikharnik tukhiqtauhimayuq tapkuninga Uataani Kitikmeot Resources Corp. (WKR), nayugaqaqtuq talvani Kitikmeotmi Nunavunmi. Tulaktaqvikhaq nayugaqarniaqtuq talvani Coronation Gulfmi, taima 50nik kilaamitanik

ungahiktilaaqarniaqtuq hivuraani talvani Tunungani Uataani Apqutikharnik talvuuna Ukiuktaqtuniitunik katitiqhimaniaqturlu talvuuna ukiuk tamaat apqunmi talvunga umikhimayumun Jericho Uyaraqhiuqtunik nayugaanun talvani Jericho Stationmi, tunungani uativyaani haniani Contwoyto Tahiani, NU. Tamna ukiuk tamaat apqut katitiqhimaarniaqtuq ukiuk tamaat talvunga Tibbitt talvunga Contwoyto Winter Road (TCWR) ukiuk tamaat. WKR upalungaiyaiyut Hulaqutinun Naunaitkutunik naunaiyariangini uvalu ihivriuglugit avatingnun uvalu Inuuhinut-piyangaiyautikkut hulaqutait pidjutauyut hapkunanga Havaaghanin tapkua ihuaqtut piyakhat titiraqhimayut uvani Nunavunmi Nunataarutaanut Angirutaa ukualu Nunavunmi Avatilirinirmut Katimayit Atugahait Upalungaiyautinun Hulaqutinun Titiqqat haffumunga (NIRB File No. 24XN038; NIRB 2026). Una aktilaanga haffuma IS pidjutiaqtuq ihivgiugutinik avatingnun hulaqutainun tariumi imarmun uvalu marlungnik, tariumi iqaluit uvalu iqaluit nayugait uvalu tariumi hugadjat.

Inikhangit kiklivikhangitlu naunaiyagiikhimayut ikayuutikharnik pivallidjutikharnik akhurnaqtunik hanaqidjutikharnik (VC) ihivriudjutikharnik, naunairutiaqtun talvuuna aulayunik kangikhidjutikharnik pigiaqqtun Havaaqqhangit ayungnautiqarniaqtun allaniklu aulahimayut naunairutingnik. Tamna Havaaqqhangit Pivallidjutikharnik Nayugaani (PDA) ilauqaqtuq iqaiyalinikkut nayugaingit tamaita Havaaqqhangit hanaqidjutikhangit, ilauyutlu tamangnik aulayukharnik tadjakaffuklu ayungnautiaqtunik (imaatun itun, hivutunikharnik Havaaqqhangit igluqpangit, upalungaikhimayut piiyaqtauniaqtun, iliugaivikhangitlu nayugaingit). Nunamingni Naunaiyainikkut Nayugait (LAA) anginihaq nayugaa humi havaaghanun-kitunun avatingnun hulaqutainun itqungniaqtauyaaqtut ihuangnikkut uvalu ihuangnikkut. Tariumi Imaq uvalu Qanuritmangaangit VC una LAA naunaiyaqtauhimayuq imaa 1 km kikia qitqani PDA. Tariumi Iqaluknik Iqalukniklu Nayugainik VC LAA naunaiyaqtauhimayuq imaa 3 km kikia qitqani PDA. Una Tariumi Huradjat VC LAA naunaiyaqtauhimayuq imaa 10 km kikia qitqani PDA.

Avikturhimayumi Naunaiyainiq Nayuganga (RAA) ilaliutiya PDA unalu LAA tuniyuqlu avikturhimayumi qanurittaakhaanik qanuqtut havauhikhaq-piyut ayurhautingit pipkaidjutiniaqtuq nanminiriyait VCs, qanuqtullu hapkuat ayurhautingit ilaliutiniaqtuq tahapkununga aadlanut qangaraaluknit, tadj, ihuaqtumikluuniit ihumagiyaayuq havauhikhat. Tariumi Imaq uvalu Qanuritmangaangit VC uvalu Tariumi Iqaluit uvalu Iqaluit Nayugait, una RAA naunaiyaqhimayuq imaa 20 km kikia avatiini PDA pidjutigiyaangani aviktungniini aulaniit tapkua hulaqutiginiaqtaat nunap nungutirningalu. Tamna RAA Tariumi Huradjat VC avatiqaqtuq Coronation Gulf-mi; kikliqaqtuq tunungani uataanivyak ihuani, humi Dolphin unalu Union Strait itiqtuq hamunga Coronation Gulfmun, uvalu tunungani kivataanivyak ihuani, humi Dease Strait angmaqtuq hamunga Queen Maud Gulfmun, nunguniqaqtuq kivataani kikliani Kent Peninsulami. Una ihivriudjutikhaq nayugaa pukuktauvakhimayuq piyaangat anginirmik avikturvingmi taima piqaqtun allatqiinik imarnik qanuritmangaangit, havaaqqhangit hanaqidjutikhangit upalungairutikhangitlu, nunat qanuritmangaangit, tariumilu qanuritmangaangit, unalu munagidjutikharnik anginirmik aulavikharnik atugianganiklu qaffiuyunik tariumi huradjat naunaiyaiyaangat ayungnautiqarniaqtun tariumi umiakkut.

MD.8.1 Tagiuyumi Imaq Qanuritmangaangitlu

Una ihivriudjutikhaq ihivriuqtauvakhimayut ayungnautiqarniaqtun talvani Qurluqtuaryungmi Apqutikhaani Tulaktaqvikhangitlu Havaaqhangit tariumi imarmik qanuritmangaangitlu qanuritmangaangit talvani Qurluqtuaryungmi, ilitagiplugit ukuat hanaqidjutikhangit avatiliqinikkut pitquhiliqinikkutlu anginirmik Inuit nunalaangitni. Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik havaktauvakhimayut ihivriuqtauvakhimayut katitihimaaqtunik ayungnautiqaaqtunik, hilaup allanguqtiginikkut ihumagiyaayukhat, ihuaqhaidjutikharnik uuktuutikhangit ilitugipkaktauhmayut ikayuutiqaqhimayutlu talvuuna Inuit Ilihimayainik unalu naunairutingnik pivakhimayut talvuuna nunalaani ilaulukaarnikkut, Havaaqhangit-naunaiyagiikhimayut hanigarmi ihivriudjutikharnik, qaritauyakkutlu ihivriudjutikharnik nunalaani pigiaqaqtun titiraqhimayunik.

MD.8.1.1 Tadsa Qanurinniit

Anginiqhaq pidjtauuyut tariumi imaq qanuginia uvani Qurluqtuaryungmi hikuqpaliani uvalu mahaktirnira hiku uvalu imanga hamanga Kennarctic Kuugaani uvalu mikitqiat kuukkat. Piqaqtut angiyumik tariuqaqniqmik qangani hikuligaangat uvalu tariuqluangitumik qaanga hiku mahaktiligaangat. Tariup imanga iliuraqtauuyut Kennarctic Kuugaanit pipkaidjutiyut angiyumik nutqangayut nunavaluit imaq tariumi (MMG 2012). Uunatqiyat uunaqpallaangittut tariuqlu imaq kuukkamt pipkaidjutiyut mikitqiamik qaanga tariuqmi, ayurhaqtitauyut anurimit imaquqtumitlu. Imaq qanuginiatigut uuktuutit uvani Qurluqtuaryungmi havaktauyut uvani 2024mi uumanilu 2025mi tautungnaqtut aadjikiiktumik idjuhiit uunaqniit, tariunguniit, pH, nungutiqhmayut aniqhaaktautit, conductivity, uvalu imarluliqhuni. Hunavaluit ihivriunqigit immaqmi naunaiyagakkanik takuupkaiyut amigainiqhat havivaluit, niqivaluit, nauhimayulu hunaliqaa mikitqiyat ilituriyauniginik maliruakhanikluniit.

Tariumi qanuritmangaangit ihivriudjutikhangit aulatitivakhimayut talvani Qurluqtuaryungmi naunairutiqaqtut taima marluk atuqtauluaqtut nunami avatingni amigaitunik ihivriudjutikharnik nayugaini, taima hiuraq atuqtauluaqtut ilagiyangit, taima hiuraq aulavakhimayut haniani Kennarctic Kuugaani. Hunavaluit ihivriunqigit takuupkaiyut inmingnik amigaitqiyani arsenic-mik, chromium-mik, kanuyaniklu.

MD.8.1.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaqhangit hulilukaaktukharnik talvuuna Napaqtirutikharnik Auladjutikharnik Ihuaqhaidjutikharnik ayungnautiqarniaqtun imarmik qanuritmangaangitlu talvuuna aulavikharnik ilaayut algaknikkut, qagaqtaunikkut, iglukpakharnik iliugainikkut, kuviraqtauuyukharnik (talvanga haluummaqtirutikharnik kuvigaqtauhimayunik kuvigaqtauhimayunik halumaqtirutingnik), umiat hulilukaaktunik talvuuna Hanayautilunik havaktautilunik, talvuunalu aulahimaaqtunik iqakunik kuviraqtauuyukharnik ukiuk tamaat umiangit aulayut talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havaktautilunik. Hapkua hulidjutit imarlulirutauniaqtut, aalanguqlugit imaup idjuhiit, uvalu aulapkaqlugit halumailgut tagiumi imangmi uvalu nutqaqtitilutik halumailgunik, hiamitiqtilugit halumailgut, uvalu angikliyuumiqlugu tariuq uvalu halumailguq nunavaluit haniani kuviraqviup.

Itqungniaqtauyut Havaaghat hulaqutait tariumi imaq uvalu marluit qanuginiit naittumik naunaiyaqhimayut imaa:

- Hananikkut hulidjutit nigiuktauyut tadjakaffuk huungiqpalianiaqtut imaq qanuginiit pidjutauyut marluvaluit nutqaqpaliayut uvalu imarlulipaliablutik; kihimi, hapkua hulaqutit kikliqangniaqtut hapkununga PDAmun naittumik kikliqaqtut uvalu utiffaaqtaaqutut havaktauyut iniqtaukpata.
- Talvuuna Auladjutikharnik Ihuaqhaidjutikharniklu, ingniqutit uaqtqhimaarniaqtun umiangitlu tupagaangamik ihualuangitumik imarmik taima marluvalungnik nutqaqhimaarniaqtun imarlulihunilu; kihimi, hapkua hulaqutait hivikittumik, kikliqaqtut hapkununga LAA uvalu utiffaaqtaaqutut attautit umiat ingutaarutait iniqtaukpata.
- Hananikkut hulidjutit tapkua ulapiqtauyut tariup natqani pidjutiqaqniaqtut aalanguqtiqniqmik nunavalungnik uvalu agyaqniqmik halumailgunik tapkua nutqaqhutik ahinun.
- Atugahat naunaiyaqhimayut tapkua iqakut kuviniit qilamik avguqniaqtut mikiyuni avguqhimayuni (naamavyaktuq 6 m havaktautilugu uvalu 28 m aulapkaqtautilugit), pihimalugu imaq nakuunikkut kikiliit, uvalu kikliqaqlugit hulaqutit nunavaluit qanuginiit.
- Malikhugit atulimrit ihuaqhaidjutikkut aktilaangit, Havaaghat ilakuit hulaqutait tamangnun tariumi imarmi uvalu marlungnik qanuriniit niriuktauyut ihuangitumik turaarutainun, mikiyut qitqani aktilaangit, uvalu atuqtaulutik naittumi qitqani-kikiliit uvalu himmauhiqtaaqutut iniqtaukpata hulidjutit. Ilakuit hulaqutait atuqtauniaqtut hamaniluaq LAAMI, kihimi, ilakuit hulaqutait hivituyut RAAMun pidjutauyut umiat hulidjutainun.

Hilaup aadlangurninnga itqurnarutingit—ukunatitut hikuipallialiqtuq, hilarlupallaaliqtuq, unalu nunap qiqumania mahaktiqtuq—pipkaidjutiniaqtuq nunavalungnik ingilraninnga imarmiklu qanurittaakhaanik qakugunguqqat, kihimi hungiutiyuq piliurninnga munariniqmullu maligangit ilaliutihimayut ihuarhigiami hapkuat naluYanginnik.

MD.8.1.3 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Tamna katitqhimayut ayungnautiqagtunik ihivriudjutikharnik (CEA) ihumagiyaayut Havaaqhangit ilakungit ayungnautiqarniaqtun atautikkut allanik kingulirmi, ublumimun, ihuaqtumiklu tautuminaqtun (RFI) havaaqhangit hulilukaarutikhangitlu. Pijutaayunik atautimuktiqiginik aktuqiginik ilituqhaqiginik, taqyumi immavaluit marluvaluilu ihumagiyaayut atautimut aalaguqnigut immavaluit qanurilivalianigini qanurilivalianigini, ukunaniluaq hinaani avatauyuni.

Aalat tadjamin uvalu ihuangnikkut ihumagiyaayut pidjutauyut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqaqniaqtut attautimun Havaaghanun-ilauyut hulaqutainun tariumi imarmun uvalu nunavalungnun, pidjutauyut umiat hulidjutainun iluani RAAMI. Talvuuna hakugiktumik ilitugidjutikharnik ukuninga aulavikharnik, tamna nigiuktauhimayut ihuarutikharnik ihuaqhaidjutikharnik uuktuutikhangit, tamna katitqhimaaqtunik ayungnautiqagtunik ihivriudjutikharnik ihumaliuqhimayut ayungnautiqarniaqtun mikinirmik anginirmik anginirmik, aulaniaqtun talvuuna qitqaniitunik, utiffaagiaqagtuniklu iniqtigumik nanminikharnik hulilukaaktunik. Amigaiqpaliayut hulaqutait nigiuktaungitut pidjutiqaqlutik hivituyumik uvaluuniin hivituyumik nungutpaliadjutaa tariumi imaq uvaluuniin marluit qanuginiit.

MD.8.1.4 Anginiqhaq

Tamna ilakunga havauhikhaq ayurhautingit unalu angikliyuumiqtuq ayurhautingit tariumi imaq unalu marluvaluk ihumagiyauyuq akhuurutaungittuq. Tamna Havaaqhaq aulaniaqtuq aulayukharnik malikhautikharnik munagidjutikharniklu auladjutikharnik tariumi avatingniitunik Inuit atugianganik tariurmi avatainik.

MD.8.2 Tariumi Iqaluit uvalu Iqaluit Nayugait

Ihivgiugutit hulaqutauniaqtut hapkununga Tariumi Iqaluknun uvalu Iqaluit nayugainun havaktauyut naunaiyagianganu uvalu naunaiyagianganu tugaaqhimangitut hulaqutait Havaaghap haffumunga VCmun. Tamna ihivriudjutikhaq ilitugipkaktavakhimayuq Inuinarnik, Nunaqaqqaqhimayunik Nunalaani Ilihimayainik, nunalaani ilaulukaarnikkut, havaaqhangit-naunaitunik nunami ihivriudjutikharnik, qaritauyakkutlu ihivriudjutikharnik nunalaani pigiaqaqtun titiraqhimayunik. Ihivgiugutit ihumagiyauyut hulaqutainun hulaqutainun ilauyut aalanguqtiniit nayugait, aalanguqtiniit idjuhiit pidjutauyut mihingnautikkut ulapiqutauyut, uvalu aalanguqtiniit tuqunikkut uvalu/uvaluuniin aaniqnikkut qayangnautit.

MD.8.2.1 Tadjia Qanurinniit

Tamna RAA pidjutiqaqtuq angiyumik nunamik nayugaanik tapkua ikayuutauyut aalakiinik nayugainik tariumi hinaani hamunga hinaani uvalu itiyumi imaq. Attautit hapkua nayugait tunihiyut aalangayunik nunatigut auladjutinik uvalu nayugait piyakhat amigaitunun hugadja. Tariumi iqaluit uvalu qimilruqangitut ihagiagiyaat hapkua nayugait niqighat, nayugahait, munaqhiviit/pamiqhiyut, uvalu munagidjutit hugadjanun.

Naunaitun tariumi iqaluit ilitagiyaahimayut talvanga Inuit Ilihimayainik (Banci unalu Spicker 2024), tautuktauvakhimayut talvuuna 2025mi Havaaqhangit-naunaiyagiikhimayut hanigarmi ihivriudjutikhangit tapkuatlu hivunirmi ihivriudjutikhangit ilauyut: Iqalukpiit, Ukiuqtaqtumi cisco, capelin, kapihiliit, Pacific herringlu. Amigaitut hapkua hugadja pidjutiqaqtut akhuuqnaqtunik avatiliqinikkut munagidjutinik uvaluuniin ilituginaqtut amigaitut hamani RAAMI.

Piqangitut uumayutigut qayangnaqtut nayugait (imaa anguit, nauhimayut, nauhimayut nauttiat, hikuliat nauhimayut) ingilgaanin titiraqtauyut uvani Qurluqtuaryungmi uvaluuniin iluani RAAMI, uvalu takuyaungitut havaktautilugit Havaaghanun-kitunun tariumi naunaiyaiyut.

MD.8.2.2 Havaaqhangit Ayungnautiqarniaqtun

Ihivgiugutit tugaaqhimayut pingahunun Havaaghanun-ilauyut hulaqutainun tariumi iqaluit uvalu iqaluit nayugait:

Aalanguqtiniit Nayugait:

- Havaaghaq pidjutiqaqniaqtuq ilakunik aalanguqtiniqmik nayugait haffumuuna talvungaqpiaq uvalu ahiagut nayugait aalanguqtiniit (imaa algaknikkut, iliugaqniit uyagait) uvaluuniin ahiguqtiniit (imaa tariumi imaqmi uvaluuniin imaquqtuhinikkut, iliugaqniit imangmi igluqpait, qayat tupaaqtiqlugit uvalu uaqtiqlugit).
- Pihimablugit hivuani idjuhikhait, Havaaghaq nayugaa niriuktauyut hulaqutauluni naamavyaktuq 61,688 m2 tariumi iqaluit nayugait. Una attautimut ilauyut tamangnun aalanguqtiniit uvalu ahiguqtiniit tariumi hinaaniit, hinaani uvalu imaquqtuhinikkut nayugait.
- Ilakuit hulaqutait hapkua hulidjutit nigjuktauyut pidjutiqaqlutik aalanguqtiniqmik (imaa algaknikkut) uvaluuniin tamaqpaliatutik (imaa iliugaqnikkut) iqaluit nayugait iluani PDA kihimi hapkua hulaqutit nigjuktaungit avatqulugit kikliit anginiqhaqmun.
- Ilakuit hulaqutait tariumi iqaluit uvalu iqaluit nayugait aalanguqtirniranun nayugait niriuktauyut mikiyumik anginiqhait. Hapkua hulaqutait iluaniit PDAmi. Qaguguraagat ilavaluit akturninginik nahuriyauyut aalatqiniq piqaginiqmit aginiqhamut qayaknaqniganik (ilaa hulijutit ukiuraaluk), qafiiqtuqhutik atautimit hulijutimik atuqhimaginaqtuniklu hulijutinik. Hivitunia hulaqutainun qitqani hivituyumun. Ilakuit hulaqutit niriuktauyut aktilaangit utiffaaqtaaqut (imaa tadjakaffuk havagviit) utiffaalimaitut (imaa atuinaqtughat Havaaghat iluani).

Aalanguqniq Idjuhiit Pidjutauyut Mihingnautikkut Ulapiqutauyut:

- Havaaghaq aalanguqniaqtuq idjuhiit tariumi iqaluit apqutikkut ilauyut atuliqniitigut imap ataani nipaaqniit (imaa nunami uvalu imarmi qagaqtauyut, qaliriiktiqhimayut) uvalu ihuangitumik aalanguqtiniq imaq qanuginia (imaa imarluktuq kuviraqnia, nutqaqpalianiq tariumi marlungnik, uvalu kuvigaqtut tariumun avatiinun).
- Ilakungit pitquhingit ayurhauingit aadlatqiiktut (ukunatitut, quglukniqmut kiudjutingit, nayuganganik pittailiniq, aadlangurniq tuniqhaininnganik) ihumagiyauyuqlu hivulliqaami LAA-mi, kihimi ilangit naunaipkainiq tuhaaniqmut utaqqiyut pittaaqtuqlu RAA-mi. Hapkua hulaqutait nigjuktaungit avatqulugit kiklikhait anginiqhakkut
- Ilakuit hulaqutait tariumi iqaluit uvalu iqaluit nayugait pidjutauyut mihingnautikkut ulapiqutainun niriuktauyut aktilaangit mikiyumik qitqani aktilaangit. Hapkua hulaqutait iluaniit LAA kihimi hivituniaqtut haffumunga RAA (umiat hulidjutait). Qanga ilavaluit hulaqutainit nahuriyauyut aallatqiingniinik piqangitpat talvunga qayangnaqpiaktunik (i.e., hulipkaidjutikhat ukiuraaluk), amihuiqtuqhutik amihunit hulipkaidjutinit aullaranginaqtumik hulipkaidjutikhanik. Hivitunia hulaqutaa hivikittumi qitqani hivituniani. Ilavaluit hulaqutit niriuktauyut utiffaaqtaaqut.

Aalaguqnigut Tuquniginik Aaniqiginikluniit Ihumaluknaqiganik:

- Ilakuit hulaqutait Havaaghap qayangnautinun tuqunirmun uvalu/uvaluuniin aanirnirmun tariumi iqaluknun atuqtauniaqtut apqutikkut ilauyut piluryainikkut uvalu haunikkut (imaa imarmi iliurainiq, igluqpangnik iliurainiq, uvalu umiat tulakviit), aalanguqtirniq imaup qanuginia (imaa iqqakuq imaup kuvigaqnia tariumun avatiinun), atuliqniit ataani imaup nipiquqtuhiniq (imaa algaknikkut uvalu tungavikhanik putuqtitiniq), atuliqniit qulliit, uvalu ulapiqutauyut uvalu auladjutait (tariumi itiqtiqniit).
- Ilakungit ayungnautiqarniaqtun ukuninga hulilukaaktunik ilauqarniaqtun aanniqtuqaqqan (taima utiffaagiaqatun utiffaalimaitunluuniit) tuquhimayutluuniit talvani LAA inungnun haunigaqtunik iqalungniklu; Kihiani, kufiutilanginik nallautakgutaavaktunik nakungikgutigaktunik naahugiyaungitunik.
- Ilakuit hulaqutait tariumi iqaluknun pidjutiaqtut aalanguqtirnit tuqunikkut uvalu/uvaluuniin aanirnikkut qayangnautit niriuktauyut aktilaangit mikiyut aktilaangit qitqani aktilaangit. Hapkua hulaqutait iluaniit PDAmi kihimi hivituniaqtut haffumunga LAAmun. Qanga ilavaluit hulaqutait nahuriyauyut aallatqiingniinik piqangitpat talvunga qayangnaqpiaktunik (i.e., hulipkaidjutikhat ukiuraaluk), amihuiqtuqhutik amihunit hulipkaidjutit aullaranginaqtumik hulipkaidjutikhanik. Hivitunia hulaqutaa hivikittumi qitqani hivituniani. Ilavaluit hulaqutait niriuktauyut utiffaaqlutik (aanniqtuqaqqat) uvaluuniin utiffaalimaitut (tuquyuqaqqat).

MD.8.2.3 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Aalat taja, uvalu ihuangnikkut ihumagiyaayut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqangniaqtut attautimuklutik hapkununga Havaaghanun-ilauyut hulaqutainun iqalungnun uvalu iqaluit nayugainun (umiat tupaktut uvalu uaqtiqtut, atulirnit hugadjat) uvalu idjuhiit (nipaaqnikkut) iluani RAAMI. Talvuuna hakugiktumik ilitugidjutikharnik ukuninga aulavikharnik, niguktauyut ihuarutikharnik ihuaqhaidjutikharnik uuktuutikhangit, tamna katitihimaangit ayungnautiqangitun ihivriudjutikharnik naunairutiqangitun pidjutikharnik mikinirmik ayungnautiqangitun taima naunairutiqangitun amihuayuit qullirutiqangitun ayungnautiqangitun tariumi iqalungnik.

MD.8.2.4 Anginiqhaq

Una ihivriudjutikhaq naunairutiqangitun taima hivutunigaalukmik amihuayuit nallaumangitun ayungnautiqangitun katitihimaanginaqtunlu ayungnautiqangitun niguktauyut naunairutiginik allanguqtihimayunik nayugaangit, idjuhingit, ayungnautiqangituniklu tuquhimayunik unalu/unaluuniit aanniqtuqaqqan. Taimaali, ilakuit uvalu amigaiqpaliayut hulaqutait Havaaghap tariumi iqaluknun uvalu iqaluit nayugainun naunaiyaqhimayut angivalaangitun.

MD.8.3 Tariumi Huradjat

Ihivgiugutit hulaqutauniaqtut hapkununga Tariumi Hugadjat havaktauyut naunaiyagiangani uvalu ihivgiugiangani tugaaqhimangitut hulaqutait Havaaghap haffumunga VCmun. Tahapkununa ihiviukhinikmun naunaiyainikmun ihumadjutivaktunik piyukhanik ilakunik nakungikgutigivaktunik taqyumiutanik nirgitinik atuqhugit pingahunik aulavigiyainik, ilauhimayunik alanguktiklutik nirginiavigiyainik, alangukpaliayunik idjuhiinik pidjutivaktunik mikharut ikpingnaktunik aktungnaktunik, uvunalu alangukpaliavaktunik tuquvaktunik unalu/naliak ayuuknakhivaktunik kayaknaktunik.

MD.8.3.1 Tadsa Qanurinniit

Tariumi huradjat ilihimayauyut takunaqtut uvani tagiumi huradjat RAA naunaiyaqtauhimayut hapkununga Inuit Ilihimagayainin, tautuktauyut uvani 2025 Havaaghanun-kitunun naunaiyaiyut uvalu tapkua hivungani naunaiyainikkut ilauyut: arviq, qilalugaq, tuugaalgit, ugyuit, qairuliit nattiit, nattiit, nattiit uvalu nanuit. Nattiit nigluqtayut amigaitqiat tagiumi hugadjat ihivgiuqnikkut nayugaini (LAA uvalu RAA). Ilangit arvit takunangniaqtut aulagumik nayugaini; kihimi, tautuktauyut arvit uvani Coronation Gulfmi atuqtauluayuitut. Qilalukkat takunaqtut unghiktumin hinaani arvingnin uvalu takunaqtut haniani Kugluktup uataani nunguniani Coronation Gulfmi. Tugaaliit niriuktauyut ikitqiat tautuknaqtut qilaluganin uvalu arvinin, kihimi tautuktauyut uvani Ikaluktutiakmi kivataani nunguniani Coronation Gulfmi. Takuukhauyuutkaluaqhutik, Kugluktumi nunangat piqaliqtut siksiniq tuugaalingniq anguniarutikhanik ingilraanin piqangitkaluaqhutik. Una naunaiyautauyuq tuugaaliit tahamaniitpaktut nayugaani ingilgaanin ilihimayauyunin. Ugyuit takuyauhimayut hivuraani ilangani Dolphin and Union Straitmi, uvalu uataani Coronation Gulf ilitugiyauhimayut ukiuq-tamaat nayugait ugyuit nattiit taimaali aulayut hivuraanun hiku ivyuhivaliagaangat ukiaghami/ukiulihaaqtilugu. Ilakuit tariumi huradjat huradjat (nanuit, nahat uvalu qairuliit nattiit) tautuktauluagtut haniani Kugluktup hamani Coronation Gulfmi.

MD.8.3.2 Havaaqhangit Ayungnautiqarniaqtun

Ihivgiugutit tugaaqhimayut pingahunun Havaaghanun-ilauyut hulaqutainun tariumi hugadjat:

Aalanguqtinqiit Nayugait:

- Ilakuit hulaqutait Havaaghap pidjutiqaqniaqtut aalanguqtinqimik nayugait atuqtauniaqtut apqutikkut ilauyut talvungaqpiaq uvalu ahiguqtinqikkut nayugait aalanguqtinqiit uvaluuniin ahiguqtinqiit (imaa nayugait upalungaiyaqniit [imaa manikhaqnikkut, qagaqtinqiit], hiquuqtinqiitigtut uvaluuniin imaquqtuhinikkut iliugaqniit, iliugaqniit imangmi igluqpait uvalu ihuangitumik aalanguqtinqiit ima qanuginia (imaa amigaiquyumiblutik imarlulipaliayut uvalu aulavaliayut tariumi nunavaliit)
- Pihimablugit hivuani idjuhikhait, Havaaghap nayugaa niriuktauyut hulaqutauniaqtut naamavyaktut 59,515 m² tariumi hugadjat nayugait. Una atautimut ilaqaqtut tamaknik aalaguqnganik ahiruqtinqiginiklu hitiup iluanilu nunagiyauyut. Una attautimut ikitqiaq itqungnarutinun tagiumi iqaluknun uvalu iqaluit nayugainun ilaungitut tariumi hinaani kitut ihumagiyaungitut nayugait tagiumi hugadjat.

- Ilakuit hulaqutait tariumi hugadja, uvaluuniin niqighait, pidjutauyut aalanguqtirnirmun nayugait niriuktauyut aktilaangit mikiyumik (qayap auladjutait) hamunga qitqani aktilaangit (qagaqtiqnikkut, igluqpait, uvalu algaknikkut). Hapkua hulaqutait iluaniitut PDAmi kihimi hivituniaqtut LAA (umiat auladjutait). Hulilukaarniaqtun auyami hikuigumi ukiungani, taima ihumagiyauyuq akhurnaqtuq nirivikhangit ilanganik huradjanik tariumi huradjanik; talvuuna qitqani qulvahiktumut mihingnautiaqtuq. Hivitunikhait hulipkaidjutikhat aallatqiiktut hivikittumit hivitunianut. Aalanguqtiniit tagiumi nayugait itqungniaqtauyut attautit uvaluuniin amigaitut hulidjutit. Ilakuit hulaqutait tariumi nayugainun himmautauniaqtut (umiat hulidjutait) utiffaalimaitut (qagaqtautit, algaktauyut).

Aalanguqniq Idjuhiit Pidjutauyut Mihingnautikkut Ulapiquatauyut:

- Ilakuit hulaqutait Havaaghap aalanguqniaqtut idjuhiit tariumi hugadja atuqtauniaqtut apqutikkut ilauyut atuliqniitigut imap ataani nipiquqtuyut (imaa nunap uvalu imarmi qagaqtautiyut, qaliriiktiqhimayut) uvalu ihuangitumik aalanguqniq imaq qanuginia (imaa imarluktuq uvalu aulaffaaqtuq tariumi nunavallit tariumun avatiinun) havaktautilugit uvalu Auladjutit uvalu Ihuaqhainikkut havaktauyut.
- Ilakungit idjuhingit ayungnautiqarniaqtun ilauqarniaqtun aulatitiyaangat quglukhimaqtunik kiudjutikharnik, unalu akuktauhimaarniq tuhaadjutikharnik utaquiqtunik, nayugaani nayugaani atuqtailinnikkut ulapiqutaitlu mihingnautingit aulavikhangit talvani LAAMI. Piittuq amihuuninngit-ittut ilakunga pitquhingit ayurhauingit ihumagiyauyut.
- Ilakuit hulaqutait tariumi hugadja pidjutiqaqtut mihingnautikkut ulapiqutainun niriuktauyut aktilaangit mikiyut (qagaqtautit, igluqpait, tungaviit). Hapkua hulaqutait iluaniitut LAA kihimi hivituniaqtut haffumunga RAA (umiat hulidjutait). Hulilukaarniaqtun auyami hikuigumi ukiungani, taima ihumagiyauyuq akhurnaqtuq nirivikhangit ilanganik huradjanik tariumi huradjanik; talvuuna qitqani qulvahiktumut mihingnautiaqtuq. Hivitunikhait hulipkaidjutikhat aallatqiiktut hivikittumit hivitunianut. Aadlangurninngit itqurnarutauyuq piniaqtuq atauhiqmik amihunikluuniit qanuriliurutingit himmiqtaaqtuq.

Aalanguqniq Tuqunikkut uvalu/uvaluuniin Aaniqnikkut Qayangnautit:

- Ilakuit hulaqutait Havaaghap qayangnautikkut tuqunikkut uvalu/uvaluuniin aaniqnikkut tariumi hugadja atuqtauniaqtut apqutikkut ilauyut umiat tuluqtautilugit, kahagaqnikkut (imaa imangmi iliugaqnikkut, igluqpangnik iliurainiq, uvalu qayap nunamungaqtihugit), uvalu atuliqniit imap ataani nipiquqtuyut (imaa qagaqtautit uvalu qaliriiktiqhimayut).
- Ilakungit hulaqutit hapkua hulidjutit ilauyut aaniqnig (utiffaaqtaaqtuq uvaluuniin utiffaalimaitut) uvaluuniin huigutit. Amigainiitigut aktilaangitigut hulaqutainun nigiuktauyut, kihimi hulaqutait attautinun tagiumi hugadja angiyumik qanuginiitigut aaniutait.

- Ilakuit hulaqutait tariumi hugadjaat pidjutiaqtut aalanguqtirnit tuqunirit uvalu/uvaluuniin aanirnikkut qayangnautit niriuktauyut aktilaangit mikiyumik anginiqhaqmun. Hapkua hulaqutait iluaniit LAA kihimi hivituniaqtut haffumunga RAA (umiat hulidjutait). Hulilukaarniaqtun auyami hikuigumi ukiungani, taima ihumagiyauyuq akhurnaqtuq nirivikhangit ilanganik huradjanik tariumi huradjanik; talvuuna qitqani qulvahiktumut mihingnautiaqtuq. Hivitunikhait hulipkaidjutikhat aallatqiiktut hivikittumit hivitunianut. Aadlangurninngit itqurnarutauyuq piniaqtuq atauhiqmik amihunikluuniit qanuriliurutingit utiffaaqtaqtut (aaniqtuqaqqat) utiffaalimaittulluuniit (tuqutjuqaqqat).

MD.8.3.3 Ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit

Aalat taja, uvalu ihuangnikkut ihumagiyauyut havaaghat uvalu iqaiyangnikkut hulidjutit pidjutiqangniaqtut attautimuklutik hapkununga Havaaghanun-ilauyut hulaqutainun tariumi nayugainun (umiat tupaktut uvalu paatuliit uaqtigtut), idjuhiit (ataani imaup nipaaqnikkut) uvalu tuqunikkut (umiat tuluqtautilugit) iluani RAAmi. Kihimi, hapkua amigaiqpaliayut hulaqutait nigiktaungitut avatqulugit kiklikhait anginiqhakkut.

MD.8.3.4 Anginiqhaq

Tahapkununa ihiviukhinikmun naunaiyainikmun naunaitkutakhanik ilidjuhikgivakgainik havagiyauganginakpaktukhanik naliak atuktaugaanginaktunik kufiutilanginik nallautakgutaувaktunik kanukgilidjutivaktunik kanukgilidjutivaktunik alauyunik nunatuttukanik ilidjuhikgivakgai Taimaali, ilakuit uvalu amigaiqpaliayut hulaqutait Havaaghat tagiumi hugadjaat naunaiyaqtauhimayut angivalaangitut.

MD.8.4 Ihuaqhautini, Munarijutinik Naunaiyaqniganiklu Ihuaqhivaalirutinik Pigiarutit

Tamna Havaaqhaq aturniaqtun hanayiyuyukharnik munagidjutikharnik, ihuaqtumik auladjutikharnik atuqtakharnik, nayugaingitlu naunaitunik hanaqidjutikharnik ikikliyumiqtitiaangat ayungnautiaqtunik tariumi avatingnun huradjanunlu taima nayuqpaktaingit. Maliqatqujahimajut ilaujut:

- Tamna PDA kikliqarniaqtuq naunaitumik havakhimayuq ikikliyumiqtitiaangat Havaaqhangit ayungnautiqarniaqtun nayugaingit tamaqpaliayut ihuarutikharniklu.
- Igluqpait havaktauniaqtut ikiliyuumigiangani aktilaangit PDA tariumi avatiini.
- Nipiquqtuyumik aulayut tariumi hanayut hulidjutit munagiyauniaqtut mikhiyuumigiangani hulaqutainun (imaa atugahat pittailiyaangani amigaitut nipiquqtuyut uvalu qayangnaqtut avatingit, humi ihuaqqat, amigaiqyuumilugit uvaluuniin mikiyumik aulaqtigutikhat, hiuravait/puviqtaqtut talukuyait)
- Qagaqtautikkut pinahuagutit havaktauniaqtut mikhiyuumigiangani hulaqutainun tariumi avatiinun
- Tariumi hugadjaat munagidjutikkut pinahuagutit atuliqtauniaqtut ikiliyuumigiangani imangmi Havaaghat-ilauyut hulaqutainun (imaa kahagaqnikkut, ataani imaup nipaaqnikkut) tariumi hugadjaat, ilauyut imakkut uvalu tautungnaqtut munagidjutit, atuqtilugu imangmi Havaaghat hulidjutait

- Tariumi kuviraqviit avugiiktullu nunat mikiniqhauyukhat, ilaliutilugit aallanik kuvirarvikhanik kuvirarvikhani, piyariaqaqat, akhuuqhaidjutikhanik iqqakunik avguqtirutikhanik
- Nunap nunguvallianinga marluvalungnik munaridjutikhat atuqtaulirniaqtut ihivriuqtauqattarlutik
- Piqangitumik Attautimun Tamaqtailinikkut Upalungaiyautit: DFO Ihuaqhaidjutikkut Upalungaiyautit aadjikiiliqlugit tamaita pittailinikkut tamaqtailinikkut iqaluit nayugait uvani Havaaghap nayugaani havaktauniaqtuqHavaakhaq umiat pingahuuyullu ilauyut umiat tikitpaktut Tulaktarvingmut kayumiktilaangit kiglikhait aulapkaidjutikhanullu maliktakhat (i. e. pittailinikkut ungahiktilaangit) mikhiyuumigiangani hulaqutait tariumi hugadjaat
- Imarmiutanik Hulaqutinun Munagidjutikkut Upalungaiyautit uvalu Hugadjaat Ingattaqtailinikkut uvalu Munagidjutikkut Upalungaiyautit naunaiyaqniaqtait munagidjutit uvalu munagidjutikkut pinahuagutit ihumaliugutikhat naittumik- uvalu hivituyumik hulaqutait Havaaghap imaqmi uvalu tariumi avatingini uvalu pidjutigilugit hungiutinikkut munagidjutit

MD.8.5 Tariumi Avatingit Hulaqutinun Uqaqtait

Ihivgiugutit hulaqutainun haffuma Qurluqtuaryungmi Apquti uvalu Tulaktaqvikhaq Havaaghaq tariumi imaq uvalu marlungnik, tagiumi iqaluit uvalu iqaluit nayugait, uvalu tagiumi hugadjaat itqungniaqtauyut ilakuit hulaqutainun uvalu amigaiqpaliayut hulaqutait angivalaangitut.

MD.9 Inuuhimayut Avatquhimayuq

Inuuhimayut Avatquhimayuq volume naunaiqhittiaqtut inungnut uvalu qanuqtuurutitigut avatquhimayuq Project-kut iluani, ilauyut nunallaqhiurniq, pitquhiit havaktittainnit, havaktittainiq pitquhiit uvalu amihumik havaktittainiq, niqinik aannialiqtailinirmik, aanniaqtailinirmut uvalu inuuhimayut, uvalu qanuq tautuktittiaqtut tamainnut. Inuit uvalu allanik Indigenous inungnut, pitquhiit tautuktittiaqtut havaktittainnit ilauyut harvesting pitquhiit niqitaqhimayut, uvalu nunamun angirutainiq ilingnaqtut Inuit pitquhiinut, uqauhinut, uvalu inuuhimayunut (Pauktuutit 2006). Inuuhimayut uvalu qanuqtuurutitigut avatquhimayut tuniyut angirutainiq naunaiqhittainnit pihimayut Project-kut inungnut uvalu nunallaqhiurniq iluani Project-kut.

This volume ilauyut naunaiqhittainnik pihimayut Project-kut nunallaqhiurniq uvalu allanik pitquhiit havaktittainnit nunami, imarmi, uvalu uumayuq atuqhimanirmut; niqinik aannialiqtailinirmut uvalu niqinik pimmariautinirmut, nunallaqhiurniq aanniaqtailinirmut uvalu inuuhimayut, havaktittainiq uvalu qanuqtuurutitigut, havakvik uvalu havaktittainnut ikayuutat, uvalu pitquhiit havakvingit. Una qinirhiyaqtut tautuktittiaqtut qinirhiyaqtut nunami, imarmi uvalu uumayuq atuqhimanirmut Inuit Kitikmeot-mi (Kitikmiut) ilauyut allamik Inuit-kut pihimatillugit Section 35 angirutainnik (Constitution Act, 1982), Kitikmeot-mi. Taakkua ilauyut qinirhiyaqtut uqauhit atuqhimanirmut, pitquhiit tautuktittainnirminut, governance-mit, uvalu allanik harvesting uvalu pitquhiit ilingnaqtut Inuit-kunun. Pitquhiit havakvingit pihimaaqtut Inuit pitquhiinut uvalu Inuit historia-mut Kitikmeot-mi. Pitquhiit havakvingit ilauyut nunallaqhiurniq ilingnaqtut, pitquhiit havaktittainnirminut uvalu tautuktittiaqtut nunami, imarmi, uvalu uumayuq atuqhimanirmut atautchikun ukiumi, tuqumi, uvalu qangarnut. Una pitquhiit havaktittainiq qinirhiyaqtut pihimayut Project-kut akhuuqhitittainnut pitquhiit havakvingit nunami akhuuqhitittainnit site-kut iluani.

Una volume qinirhiyaqtut qinirhiyaqtut niqinik pitquhiqhimayut uvalu market-mi niqinik, ilauyut qinirhiyaqtut availability, tikittittiarutit, atuqhimanirmut, uvalu naghiginiq niqinik taima tamainnut. Nunallaqhiurniq aanniaqtailinirmut uvalu inuuhimayut qinirhiyaqtut qinirhiyaqtut pihimayut inungmut aannialiqtailinirmut, ilauyut physical-mik, mental-mik uvalu emotional-mik aannialiqtailinirmut; inuuqatigiingniq havaktittainnik uvalu nunallaqhiqhimayut pimmariknirmut; uvalu tikittittiarutit aanniaqtailinirmut havakvingit uvalu ikayuutat. Havaktittainiq uvalu qanuqtuurutitigut qinirhiyaqtut pihimayut havaktittainiq pitquhiit uvalu ikayuutigiyaangat; ilinniarniq uvalu training; qanuqtuurutitigut atuqatauniq uvalu contracting uvalu business-kut; uvalu supply chain pimmariknirmut. Naunaiqhittiniq pihimayut infrastructure-mut uvalu ikayuutigiyaangat qinirhiyaqtut qinirhiyaqtut nunami uvalu imarmi angirahimayut havakvingit, ikayuutigiyaangat pimmariknirmut supply chain-mi uvalu niqinik aannialiqtailinirmut uvalu niqinik pimmariautinirmut, uvalu ikayuutigiyaangat search and rescue Project-kut iluani. Project-kut havaktittainiq pijariaqniaqtut anginiqiaqtut havaktitillugit Project-kut nunami, tautuktittiaqtut akhuuqhiyariaqiaqtut infrastructure-mut uvalu tikittittiarutit public services-mut uvalu utilities-mut uvalu temporary accommodation uvalu iglu availability-mut.

Kitikmeoni Aviktuqhimania ilalik tamatkiknik Inuit Nanminiriyai Nuna (IOL) tamnalu Kuin (Inungnut) Nuna. Agiqatiriigutauyuq uvuuna Nunavumi Nunataarutit Agiqatiriigutaini, Inuit Nanminiriyait Nunat iluaniitunik ihumaquutit tikuaqtauhimayut Inuinaqnit hivumuutiyaagani manikhaqhiurutit pivalianigit nakurutauyaagani nunataarutit inuit hanafaariagani hivumuuriaganilu Inuit nanminik ihumaliuqniginik

nunani ihuaqutiniklu munarijutinik Kitikmeoni Nunami (Inuknik Atuqhiimanit 2006-mi). Una aktilaanga ihumagiyauyuq aalanguqtinirit nunat atuqniitigut naunaiyaqhiimayut, piyaangnirit uvalu atuqniit nunat uvalu ikayuutit uyagakhiuqtunun uvalu nanminiaqatut anguniaqnikkut, aquinikkut, uvalu hulilukaaqnikkut, uvalu piyaaqniq uvalu atuqniit tariumi avatingit.

WKR katitiquhiyut tungavikhanik qanuginiitigut kangiqhidjutit imaa attautimukhugit Inuit-hivuliqhuqtauyut uvalu havaqatigiiknikkut ilihimanikkut katitiquhiimayut (ilauyut Havaaghat-kitunun Inuit Ilihimayaitigut uniudjutit katitiquhiimayut hamanga NTKP tutquumavianin uvalu IAG katimaqyuagutin), inungnun piinagialgit kangiqhidjutit hapkunanga Nunaqaqaqtunun katimayiin ihumagiyauyut pihimayut Havaaghat, uvalu ilauqatigiiknikkut uqaqtauyut Kitikmiut, aalat Nunaqaqaqtut katimayit, uvalu aalat hulaqiniaqtut nunallaat ayungnaqtutigut naunaiyautit katitiquhiimayut haffumuuna uataani nalunaqtuliqinikkut atuqtauyut. Attautimukhiimayut hapkua ilihimanikkut ihumagiyauyut uvalu uataani nalunaqtuliqiyut atuqtauyut kangiqhipkaqhugit uvalu ihivriuhugit hulaqutikkut uqaqhiimayut tamainun pingahut iluaniitut inuit avatiini.

Qurluqtuaryungmi Apqutikhaa Umiat Tulakvikhat Havaktauyukhaq (tamna 'Havaaqhaq') itiyumi imarmi tuluqtaqvikhaq taima 230nik kilaamitanik ukiuk tamaat apqutikharnik pivalliajutikharnik tukhiqtauhiimayut talvanga Uataani Kitikmeot Resourceskut Kuapuraisingit (WKR), nayugaqaqtuq talvani Kitikmeoni avikturviani Nunavunmi. Tulaktaqvikhaq iniqarniaqtuq iluani Coronation Gulf-mi, imaakiaq 50 km hivuraani Northwest Passage-mi apqutaani Ukiuqtaqtukkut ataniaqtuqlu talvuuna ukiuraaluk apqutaani talvunga umikhiimajumun Jericho Ujaraghiurvanun uvani Jericho Station-mi, uvani tunungani uativyaani haniraani Contwoyto Tahiani, Nunavut. Tamna ukiuk tamaat apqut katitiquhiimaarniaqtuq ukiuk tamaat talvunga Tibbitt talvunga Contwoyto Winter Road (TCWR) ukiuk tamaat. WKR upalungaiyaiyut Hulaqutinun Naunaitkutinik naunaiyariangini uvalu ihivriuhugit avatingnun uvalu Inuuhiinut-piyangaiyautikkut hulaqutait pidjutauyut hapkunanga Havaaghanin tapkua ihuaqtut piyakhat titiraqhiimayut uvani Nunavunmi Nunataarutaanut Angirutaa ukualu Nunavunmi Avatilirinirmut Katimayit Atugahait Upalungaiyautinun Hulaqutinun Titiqqat haffumunga (NIRB File No. 24XN038; NIRB 2026). Una makpiraaq IS-mi tuniyuq naunaiyainiq pinaruknaqhiuq avatinganut ayurhauingit qangaraaluknitat pitquhiungittunullu nunamut, tariuqmut, ikayuutimullu aturninnganik; Niqailliurnaittumik unalu Niqikhaqattiarniq unalu Niqikhailiurniq, Nunalingni Aaniaqtailiniq unalu Nakurudjutingit, Havaakhat unalu Maniliurniq, Aulapkaidjutikhanik unalu Havaangit, unalu Ilitquhingit Avatingit.

Inikhangit kiklivikhangitlu naunaiyagiikhiimayut ikayuutikharnik pivalliajutikharnik akhurnaqtunik hanaqidjutikharnik (VC) ihivriudjutikharnik, naunairutiqaqtun talvuuna aulayunik kangikhidjutikharnik pigiaqaqtun Havaaqhangit ayungnautiqarniaqtun allaniklu aulahiimayut naunairutingnik. Tamna Havaaqhangit Pivalliajutikharnik Nayugaani (PDA) ilauqaqtuq iqaiyalinikkut nayugaingit tamaita Havaaqhangit hanaqidjutikhangit, ilauyutlu tamangnik aulayukharnik tadjakaffuklu ayungnautiqaqtunik (imaatun itun, hivutunikharnik Havaaqhangit igluqpangit, upalungaikhiimayut piiyaqtauniaqtun, iliugaivikhangitlu nayugaingit). Nunamingni Naunaiyainikkut Nayugait (LAA) anginihaq nayugaa humi havaaghanun-kitunun avatingnun hulaqutainun itqungniaqtauyaaqtut ihuangnikkut uvalu ihuangnikkut.

TLMRU LAA consists of a 5 km buffer around the PDA, which is the greatest extent of the LAAs for ikayuqhugit uumayuvaluit VCs (hilap qanuginia, nipiquqtuyumik uvalu hayuknikkut, nunat, nunat, uvalu nunap qiqumania, nauhi mayut, hugadja t uvalu hugadja t nayugait, imakkut ikayuutit, iqaluknik uvalu iqaluit nayugait, uvalu tariumi avatingit) uvalu nayugait kitut tugaaqhi mayut (imaa nayugait tamaqpaliayut) uvalu turaaqhi mangitut (imaa mihingnautikkut ulapiqutauyut) hulaqutait Havaagha p haffumunga TLMRU atuqtauniaqtut. Ukua LAA niqighaqattiarnirmun niqighaqattiarnirmunlu, nunallaani aanniaqtailinirmun inuuhiqattiarnirmunlu, igluqpinirmun kivgaqtuutinunlu, havaagha nunlu maniliurnirmunlu ilauyut talimat Kitikmeoni nunallaat: Kugluktuk, Iqaluktuuttiaq, Kugaaruk, Taloyoak, Uqhuqtuurlu. Nunallaani inuuhi rinikkut inuuhi rinikkutlu iglukpakharnik ikayuutikharniklu, Yalunaimi, Nunatsiarmi (NT) ilauyurlu talvani LAAmi, taima Yalunaimi ikayuutiginiaqtun auladjutikharnik nayugakhangitlu talvani Havaaqharni. Pitquhiungitut nunat, tariumi, uvalu ikayuutikkut atuqtauyut hulidjutit qanitukkut atauyut aulaviinun, uvalu uyagakhiuqtut, iqaluit, uvalu hugadja t ikayuutit tapkua anguyauyut, ukua LAA pihimayut iqaluknun, hugadjanun, uvalu tariumi ihivgiugutikkut kiklitigut uvalu ilauyut imaa:

- 2 km-aktilaanga pihukvik qitqani Apqutip PDA
- 4 km kiklia haffuma Tulaktaqvik PDA (Landside Infrastructure)
- 4 km kiklia haffuma Tingmitiqarviup PDA, uvalu
- 1 km kiklia haffuma Tulaktaqvik PDA (Tariumi-pihimayut Igluqpait).

Ilitquhikkut ikayuutit, LAA ihumagiyauyuq aadjikiiktuq PDAmun ihumagiyauyuq anginiqhaq nayugaa kitut hulaqutit itqungniaqtauyaaqtut uvaluuniin aktilaqtauyut ihuangnikkut.

Avikturhi mayumi Naunaiyainiq Nayuganga (RAA) ilaliutiya PDA unalu LAA tuniyuqlu avikturhi mayumi qanurittaakhaanik qanuqtut havauhikhaq-piyut ayurhauingit pipkaidjutiniaqtut nanminiriyait VCs, qanuqtullu hapkuat ayurhauingit ilaliutiniaqtut tahapkununga aadlanut qangaraaluknit, tadj, ihuaqtumikluuniit ihumagiyauyuq havauhikhaq. Tamna TLMRU RAA piqaqtut anginirmik hanaqidjutikharnik RAAngit ikayuutikharnik uumayuliqiyunik VCnik, taima naunairutiqaqhi mayuq katitiginikkut Tuktut VCngit Tariumilu Huradja t VC RAAngit. Niqailliurnaittumik unalu niqighailliuqtailiniq, havaagha t maniliurnirmunlu, pitquhiungitullu nunat tariumilu ikayuutit atuqtauyut tamaita aadjikiiktumik RAAqaqtut, kitut Kitikmeoni Nunavunmi, kitut ilauyut ukiutigut nunallaangit Kingautmi unalu Umingmaktuokmi. Nunagiyauyumi aaniagitaagani inuuhiqatiaqnikhamiklu hanahimayuniklu ikayuutiniklu RAA Qitiqmiuni Nunami Nunavumi Yalunaimilu, NT-mi. Nunami Ilituqhaqniginik Hunauniginik uqatiaqhi magitut inuujuhiqnik ihuaqtunik PDA-guyut LAA-lu amigainiqha t nunat aktuqniqaqniginik nalautaarutaulaaqtunik naunaiyaqlugiluniit.

MD.9.1 Pitquhiit Nunamun, Imarmun, Uumayuq Atuqtittainiq

Qangaraaluk itqaumayauyuq, Kitikmiut aalallu hulaqutauyut Nunaqaqaaqtut katimayit ilauyut pitquhikkut nunani, tariumi, ikayuutiniklu atungnirit (TLMRU) hulidjutit tapkua qitqani inuuhirmingni, pitquhiit, uqauhiit, kavamaliqinikkut auladjutit, inuuhiqattiarnirmunlu. Naunaiyaqhimayuq uvani naunaiyautini, TLMRU hulidjutait hulaqutiginiaqtaat tamaita Ihumagiyauyut Iluaniitut (VC) tamaini Hulaqutikkut Uqaqtait (IS), aalanguqtinirit hugadjat, tariumi ikayuutit, inuuhinut-piyangaiyautikkut qanuriniit, ahinunlu. Una ihivriudjutikhaq pittiarutiqaqhimayuq anginirmik avatiliqinikkut inuuhirinikkut-maniliurutikharnik ayungnautiqarniaqtun taima aituiniaqtun allanguqtirutikharnik talvani TLMRUmi ihumagiluqaingitlu ihivriudjutikharnik pigiaqaqtunik Kitikmiut allaniklu ayungnautiqaqhimayunik Nunaqaqaaqhimayunik katimayit aulahimaagianik atugianganiq nunanik pitquhiliqinikkut hanaqidjutikharnik talvani tamangnik Havaaqhangit-aulahimayut katitihimaqtunik ayungnautiqaqhimayunik.

Tamna TLMRU VC ihivriudjutikhangit ihumagiplugit hanigaingit humi Kitikmiut allatlu ayungnautiqaqhimayut Nunaqaqaaqhimayunik katimayit ilauvakhimayut talvani TLMRU hulilukaqtunik. Naunaiyaqhugit hulaqutauniaqtut Havaaghanun-ilauyut hulidjutit haffumunga TLMRUmun, hivuliugit pitquhikkut anguniaqviit, aalallu qayangnaqtut nayugait. Hapkua nayugait ilauyut Havaaghat Pivallianirmun Nayugait (PDA), Nunamingni Naunaiyainikkut Nayugait (LAA), uvalu Aviktungniini Ihivgiuqnikkut Nayugait (RAA).

MD.9.1.1 Tadsa Qanurinniit

Kitikmiut aalallu hulaqiyaaqtut Nunaqaqaaqtut uniudjuuyut atuqhugit ukua TLMRU LAA unalu RAA hapkununga TLMRU hulidjutinun, anguniaqhutik, iqalukhiuqhutik, naniriaqtuqhutik, nauhimayuniklu katitihutik. Tautukhugillu huradjat ihivriutauyut tamaini IS-mi, nayugait, kitullu nayugait pitquhikkut aghuungnaqtut. Unaluttauq, Kitikmiut aallallu aktuqtauniarunaqhijut Nunaqaqaaqhimajut katimajit uqaqtut qanuqtut pivagiakharnik atuqtakhanik, najugainnik, imaaluuniit najugainnik, imaalu uqautigiplugit qaujimaajingnik ilitquhikkut atuqpagainnik, uqauhirmik aturnikhanik, kinguliriiktunut qaujimaajainnik nuutiutikhanik, imaalu kavamaliqinikkut atuqtaujunik.

MD.9.1.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaghat hulaqutait ihivriutauyut pihimablugit humi havaaghat hulidjutait nayugaini humi TLMRU hulidjutit atuqtauyut, pitquhikkut aghuungnaqtut uvaluuniin humi piyaangnirit ikayuutit nayugainun nayugainunluuniin humi TLMRU atuqtauyut. Ilavaluit hulaqutait uvalu naunaiyautait tahapkua ilavaluit hulaqutait tuniayut:

Aadlangurniq qanurittaakhaanik, qaffiuyunik, tuniqhaininnganikluuniit ikayuutunik ilaayut ihariagiulluuniit uumunnga TLMRU:

- Ilakunga ayurhauingit huradjanut, iqaluknut, nauhimayunut, tariumi piqutingit, imaqmullu ayurhaqtikainiaqtaa qangaraaluknitat hulilukaarutingit ikayuqtauyut hapkunangga piqutunik, unalu angunahuarniq, naniriaqturniq, iqalukhiurniq, nauhimayunik angunahuarniq, pitquhimullu aturninnga imaq aadlanikluuniit akhuurutauyut ikayuutit. Aalakiit uumayutigut uvalu inugiangnikkut maniliungnikkut qanuginiit hulaqutauniaqtut anguniaqniqmun.
- Iluani PDA-mi, tammainiaqtut nunamit nauhimayunik, tammailutik nauttianik nunagiainniklu. Iluani LAA unalu RAA, pidjutauniarungnaqhiyut hulaqutinun nunami hugadja, tariurmiutat, uvalu tagiumi hugadja ilaayut uvaluuniin piyakhat hapkununga Kitikmiut uvaluuniin aalat hulaqutauniaqtut Nunaqaqaaqtut katimayit' TLMRU hulidjutait, nigiuqtauyut anginiqhakkut pidjutauyut mihingnautikkut ulapiqutainun umianin uvalu aghaluutituqtunun aulayut uvalu havaaghatigut hulidjutit.
- tamainun, atuqtilugu tamangnik Hananikkut uvalu Auladjutit uvalu Munagidjutit havauhiit, uvalu malikhugit atuliqniit ihuaqhaidjutit, ihuaqhiyuumigutit, uvalu munagidjutikkut aktilaangit, ilakuit hulaqutait Havaktakhap aalanguqtiniitigut qanuginiit, qaffiuniit, uvaluuniin tuniuhainikkut ikayuutunik ilaayut uvaluuniin piyakhat hapkununga Kitikmiut uvaluuniin aalat hulaqutauniaqtut Nunaqaqaaqtut katimayit' TLMRU itqungniaqtauyut ihuangitumik idjuhiit uvalu mikiyut qitqani anginiqhait iluani PDA, LAA, unalu RAA, piyut naittumik (ukunatitut, Nappaqtiriniq piyuq) akuniraalukmut (ukunatitut, hivituyuq tamainnut Aulapkaininngit Munarininngalu), ihumagiyaayuq aadlangurniaqtuq (ukunatitut, tadjakaffuk havakvingit naittumikluuniit inuup pitquhinga aadlanguqtuq) aadlangulimaittuq (ukunatitut, havaamut ilagiyangit unaluuniit inuup tuqtujutaayuq).

Aalaguqnigut naunaitumi nunani ilitquhiqmi atuqniqatiaqnigani talvani TLMRU-guyuq atuqtaunigani:

- Ilavaluit aktuqnigut aalaguqngini naunaitumi nunani ilitquhiqmi atuqniqatiaqniaqmat amigainiqhat hanayaunigani havaat hulijutit pijutiqaqtut hanayaunigani apqut tulaktaqvikhaqlu aalaguqniaqmat nunagiyaat agunahuaqviilu nunat tamakni turaaqhimayuni (nunat ihuilijutaayuq) turaaqhimagituniklu (ikpigiyaqaqnginik) hulijutini.
- Talvungaqpiaq nunamut ihuirtaayuq uumani havaangani nakuungittuq utiffaalimaittuqlu, kihimi piffaaqtauyut nunat (ukunatitut, tadjakaffuk havakviit, iliuraivingit) talvannga nappaqtiqtakpat LAA-mi.
- Talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havaktautilunik, umiat akhaluutitlu aulayut ihuaqhaidjutikharnik havaaqhangit napaqtirutikharnik naunairutiqarniaqtun ihuangitumik, hivitunigaalukmik, aulahimaaqtunik ayungnautiqarniaqtun anguniarvikharnik hanigaini talvani LAA talvuuna mihingnautiqatunik ayungnautiqatunik amigairyumiqtitiyaangatlu inungnik hulilukaaktunik. Ayungnautiqarniaqtun anguniarvikharnik nayugainik talvani PDAmi pigiaqaqtun talvuuna nayugaingit alanguqtirniaqtun tuktunun, allaniklu uumayunik, tingmianik, iqalungnik, nauttianiklu aulavingitlu allanguqtun tuktunun talvuuna Hanayunik Auladjutikharnik Ihuaqhaidjutikharnik havaktautilunik.

- Talvuuna, anginiqhait hapkua hulaqutait niriuktauyut mikiyumik qitqani anginiqhait pidjutigiblugit iluaniit LAA uvalu hivituyumik, aulahimaaqtumik hulaqutit.

Aalaguqnig ituriagani ihuaqutit inigiyauyuluniit humiliqaa TLMRU atuqtauniganik:

- Hanayautilugit Aulaniginiklu Munarinigagulu havauhiini, havaaq hanayakhat pijutauniaqtut amigaiqpaaliriagani aturiagani Qitiqmuni. Atuliqniit apqutit, tulakviit, uvalu nutaat tingmitikkut ingilradjutit igluqpait nigiuktauyut amigaiquumilugit piyaaqniq pitquhikkut ikayuutit, nayugait, pidjutauyut tamangnun ihuaqtumik uvalu ihuangitumik hulaqutainun Kitikmiunun uvalu aalat hulaqutauniaqtut Nunaqaqaaqtut inuit.
- Nakuunik hulaqutit ilaayut amigaiquumiyut piyaangnirit nayugainun tapkua kinguani ayungnaqtut piyaami uvaluuniin piyariaqaqtut ilaliuthimayunik ikayuutit piyaangani. Unaluttauq, havaakhat havaakhat amigaiguumidjutikhanik ikiglituyuniklu uukturvikhanik ilaudjutikhanik ilitquhikkut maniliurutikhanik amigaiguumingmata maniliurutikhat ikigliyuumiutiyullu himmautigiiktartutik havaakhat, pidjutauyut tamagingnut ihuaqtumik ihuitumiklu pidjautavaktut.
- Ihuangitumik aalanguqtinirit piyaangnirit ikayuutit, nayugainun, nayugainunluuniin havaktautilugit uvalu Auladjutit uvalu Munaridjutit havaktauyut pidjutauyut havaaghat holidjutainun pittailidjutit, pittailidjutighat pittailidjutillu piyaangnirit PDAmi qayangnautikkut ihumaaluutit uvaluuniin mihingnautikkut ulapiqutauyut, hapkua niriuktauyut naitumik hivituniit.
- Havaaq pidjutiqaqniaqtuq nakuuyumik aalanguqtinirmi piyaaqniqmik pitquhikkut nayugainik amigaiquumilugit anguniaqviit, kitut pidjutiqaqniaqtut amigaiquumilugit katilvikhat nayugait hamani LAA.
- Kinguani atulirniitigut ihuaqhainikkut aktilaangit uvalu munagidjutikkut upalungaiyautit, ihuangit aalanguqtinirit piyaangnirit pitquhikkut ikayuutit, nayugait, uvaluuniin nayugait nigiuktauyut mikiyut qitqani anginiqhait, naitumik-kikliqaqtut uvalu kikliqaqtut hapkununga PDA unalu LAA (qitqani havaktautilugit pidjutauyut pittailinikkut piyaangnirit pidjutauyut Havaaghat holidjutainun
- Talvuuna Auladjutikharnik Ihuaqhaidjutikharnik havakhimaaqtulunik, ilakungit ayungnautiqarniaqtun ikikliyumiarniaqtun talvani PDAmi LAamilu. Havaaqhangit ayungnautiqarniaqtun talvuuna Auladjutikharnik Ihuaqhaidjutikharnik hivutunigaalukmik aulaniaqtun, taima pidjutikharnik amigairumirutikharnik pidjutikharnik talvunga Havaaqhangit hanigaini anguniaqtiuyunik ihumagiyaayut aulahimaarniaqtun talvani Havaaqharni

Aadlangurniq pitquhimut pitquhingit, maligat, piyunnautingillu qanuriliurutingit naunaipkaqtaa qanuqtut TLMRU piyuq:

- Tamarmik nakuungittut nakuuyullu ilakungit qanuriliurutingit pitquhimut nuutiqtirniq itqurnarutaayuq pipkaidjutiniaqtuq Havauhikhamit. Nauhimayunik ahivaiyut nappaqtirilutiklu havaakhamik nappaqtirutikhanik nappaqtiqtautitlugit pidjutiqaqniaqtut tammalutik nauhimayunik nayugainniklu; mihingnautikkut ulapiqutauyut umidjanit aghaluutituqtuninlu, qagaqtautin aalallu havaaghat holidjutait. Una talvungaqpiaq piyaqtauniaqtuq aadlangurlugilluuniit nayugangit atuqtauniaqtuq ayuirhariami pitquhimut nuutiqtirniq (ukunatitut, anguniarviit, ilihavingit).

- Aadlangurninnga pitquhimut nuutiqtirniq pivikhaqautingit pittaaqtuqlu pipkaidjutigumi aadlangurninnga qanuqtut ihumagiyanganik nunannga aaniaqtailininnga qanurittaakhaaniklu, angikliyuumirumiluuniit aullaarniqmut, akingit, ungahiktullu ihariagiyaayuq ilaugiami pitquhimut nuutiqtirniq pivikhaqautikhaq.
- Tamna apqut pipkailaq Inuit tikilaqni inait piqaqnitlu hivuani ayuqnaqtut uvaluniit hivuranaqtut tikigiangani, talvuuna ilagialaqni pilaqnit ilitquhiliqutit nuutnit.
- Inuit ihumaliuqtut niriuktauyut atuqlugit nakuunikkut hulaqutit pidjutigiyaat Havaaghap pidjutigibluu Kitikmeot Inuit Katimayit ilaunikkut Havaaghamun anginiqhaq tigumiaqtiuyuq uvalu ihumaliuqti haffumunga Havaaghap idjuhikhaanun uvalu Napaqtirnikkut hulidjutinun.
- Anguniarniq aulahimaarniaqtuq munagiyaulluni talvuuna kavamangit atugakhangit naunaiyagiihimayut talvuuna uqagiihimayainik havakhimayut uvani Nunavunmi Nunataarutaanut Angirutaani, aulatitivakhimayut Nunavut Tunngaviklutni Kitikmeot Inuit Katidjutiqatigiinin aulayutlu HTongit.
- Nakuungittut ilakungit ayurhauingit itqurnarutayuq angivallaangittuq angikliyuumiqtuqlu RAA-mut piyuq aadlatqiiktut ayurhauingit titraqhimayut hamna qaangani. Ilavaluit hulaqutait naittumik-kikliqatut hivituyumun qanuginiitigut hulaqutainun havauhiinun; Pittaarninnga ilaugiami uumani pitquhitigut uuktuutingit itqurnarutayuq naittumik akuniraalukmut piluni.

MD.9.1.3 Angikliyuumiqtuq Qanuriliurutingit

Katitiquhimayut hulaqutit haffumunga TLMRU niriuktauyut nakuungilutik uvalu mikiyut qitqani anginiqhait aalanguqtirnit haffumunga TLRMU niriuktauyut atuqtaulutik pidjutauyut hulaqutinun uvalu mihingnautikkut ulapiqutauyut iluani RAAMI. Nakuungittut katitiquhimayut aktungnarniit TLMRU pidjutihimmaangniaqtut. Ikaaknikhangit aulangitun, kihiani ihuaqtunik atuqtakharnik, qaffiutlaanganik, tuniqhaiyaangatlu hanaqidjutikharnik ilaayut talvani piqaqtukharnikluuniit talvani TLMRUMi, taima huradjat nigjuktayut aturniaqtun anginirmik anginirmik ayungnautiqatunik talvuuna naunairutingnik iqaiyalinikkut havaaqhangit hulilukaaktuniklu. Taimaitpat ihuangnikkut ihumagiyaayut uvalu RFI havaaghat havaktaukpata, amigaiqpaliayut hulaqutit niriuktauyut hivituyumik-kikliit niriuktauyut atuqtaulutik Hananikkut uvalu Auladjutit uvalu Ihuaqhainikkut havauhiit Havaaghap, apqut atuqtauhimaaqniaqtuq. Tamaita hulaqutit niriuktauyut utiffaalimaitut. Nakuuyut hulaqutit aalanguqtirnimun piyaangnirit ikayuutinun uvaluuniin nayugainun nayugainunluuniin humi TLMRU atuqtauyut uvalu aalanguqtirniq pitquhikkut atuqtauyut, maligat, uvalu ataniudjutikkut auladjutit tapkua kangiqhipkaiyut qanuq TLMRU atuqtauyut nigjuktayut pidjutigiyaat ayungnaitqiamik piyaaqniq ikayuutinun uvaluuniin nayugainun hapkua TLMRU hulidjutit, uvalu pidjutauyut amigaiquuminirmun havaatigut uvalu maniliungnikkut pidjutauyut amigaiquuminirmun maniktigut ikayuutit tapkua ikayuutauniaqtut hunanun, uqhuquuat, tamayallu ihariagiyaayut ilauyaamingni uvani TLMRU. Atuqtipkailirnikkut hulaqutini aulapkainikkut qanuriliurutini, amigaiquumiqtirniit hulaqutit uvani TLMRU itqurniaqtauhimajun angijuungittun.

MD.9.1.4 Anginiqhaq

Atulirnikhanut ihuaqhautikhanut, munaqhidjutikhanut, imaalu ihuaqhautikhanut aktilakhangit, tamna Havaakhaq ilakungit aktuutauniit TLMRU itqurnarutauyut angivallaangittut imaalu amigaigyuumiyut aktuutauniit TLMRU itqurnarutauyut angivallaangittut.

MD.9.1.5 Ihuaqhautini, Munarijutinik Naunaiyaqniganiklu Ihuaqhivaalirutinik Pigiarutit

Ihuaqhaidjutiluut, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua nigiktauyut pittailidjutikhat uvaluuniin ikiliyuumiqlugit ihuangitumik hulaqutit qanuginiitigut, qaffiuniit, uvaluuniin tuniuqhaidjutit pitquhikkut ikayuutit pidjutauyut Havaamin ilauyut:

- WKR ilauvaktut imaalu ilauhimarniaqtut hivullirmik Inuit timiqutainik pilaarutainnik munarijakhainiklu Havaakhami, tamna Kitikmeot Inuit Katimajiit.
- WKR akhuuqtut aulahimaaqtumik ilauqatigiingnirmun Kavamatkunun Nunavunmi uvalu/uvaluuniin Inuit Katimajiit, uvalu aalat hulaqutauniaqtut ilauyut mikhaagun ihumagiyaayut hulaqutit.
- WKR tuhaqtinniaqtait nunallaat havaakhat hulipkaidjutainnik ublukhainniklu, ilauyullu tuniuqhaidjutikhat Havaakhamut nunaayat qanurinnikhainullu ilangit, uqautigilugillu pitquhikkut anguniarvikhat.
- Tamna Havaaqhaq aturniaqtun kingunganirmi hanaqiyauhimayunik nayugainik havaaqhangit hulilukaaktukharnik, havaaqhangit napaqtirutikharnik havakvikharniklu, talvuuna anginirmik atuguminaqtunik (imaatun itun, Jericho Station).
- WKR akhuuqtut havaqatigilugit Kitikmeoni inuit, nunallaat uvalu aalat tigumidjutiqaqtut havaklugu Havaaghaq pihimayumik aadjikiiklugit aviktungniitigut ihagiagiyaait uvalu piumayaait. Nunallaat ilituripkaqtauniaqtut auladjutaani Havaaghap. WKR tunihiniaqtut qilamik Havaaghanun nutaanguqtiqhimayunik, kiudjutinik uqautauyunun, uvalu kangiqhidjutinik qaiyunun havaaghanun uvalu ilihaidjutikhanun piyakhanun. Inuinnaqtun Inuktitullu uqaqtiliqtuiyut/numiktigakhallu tuniyauhunguyut ilaupkaidjutikhanut ilaupkaidjutikhanut tamainut nunamingni ilauyunut.
- Ilauqatigiingniq havaktauniaqtuq nunamik atuqtunun ihumaliugutigilugit nayugait uvalu atuqniitigut kangiqhidjutit nayugainun imaa nipiquqtunaitumik hulidjutinik (imaa tungavikhanik algaknikkut, ikuutarnikkut) ihumagiyauniaqtut.
- Apqutinik Munagidjutikkut Upalungaiyautit uvalu Tulaktaqvikhat Munagidjutikkut Upalungaiyautit: Ilauyuq haffumunga Apqutinun Munagidjutikkut Upalungaiyautit uvalu Tulaktaqvikhat Munagidjutikkut Upalungaiyautit, piyaaqnikkut ihuaqhaidjutit ilauniaqtut piyaangini ihuaqtumik piyaaqniq nunamun uvalu tariuqmun nayugait munagiyaalutik tamaini havauhiitigut haffuma Havaaghap nunamingni uvalu Inuit inugiangnigut. Hapkua upalungaiyautit ilauniaqtut iluaniitut apqutinun, tulakvingmun, milvikmun, ilauyullu igluqpait. Naunaiyattiaqhimayut piyaangnirit maligahat piyauhimayut pittailidjutigut pinahuangitumik pittailidjutit, ikiliyuumiqlugit ihuiguuutit, ikiliyuumiqlugit maligakuungit anguniaqpalaat, ikayuqlugillu qayangnaitumik pittaiarnikkut atungnirit Havaaghap igluqpait.

- Qagaqtautit ihuaqhaqtauniaqtut qayaknatqiyani hivituniani (i.e., himmautigiiklutik himmauhiqlutik, pingitkaluaqtitlugit pitquhikkut nunamik aturnikhanut hulipkaidjutikhanik).
- Ilihimayuyut nayugait katitiquhimayut nauttianik ihumagiyauyut Inuit Katimayiinun uvalu aalat hulaqtauniaqtut pittailiyauniaqtut humi piyaaqqat.
- Hikuilruqtirilimaittut tulakvikhat aulapkaititlugit Nappaktirititlugit imaaluuniit Aulapkaidjutikhanut Munaridjutikhanullu havaktautitlugit Havaakhaq. Tulaktaqvikhaq piniaqtuq umiainnarnik talvani hikuiqhimaliqqat, pivaktuq nunguliqqat June-min October-mun, taimaatunlu, niriuktaungittuq aallanguqtiqlugin Dolphin ukualu Union tuktuut amihuarjuit (DUH) tuktuut aulaviit.
- Uumayunik Kayakutikhanik uvunalu Munakgiyauyukhanik Pangnattaayunik pilutik havakhiktaulutik imalu pilimmakhaktaulutiklu. Piqarniaqtuq naunaiyattiaqhimayunik munaridjutinik uvalu ihuaqhainikkut aktilaangit atuliqtauyukhat hivituniani Hananikkut uvalu Auladjutit uvalu Munagidjutit Havaaghap.

MD.9.2 Niqikhaqarnikkut Niqikhaqarnikkut Aulapkaidjutikkullu

Una ilangani naunaijaqtaa qanuqtun Qurluqtuaryungmi Apqutikhaa Tulaktaqvikhaqlu Havaktaujukhaq (Havaktaujukhaq) hulaqutiniarungnarhijuq niqailliurnaittumik niqikhaqarnikkullu aulapkaidjutinik inungnun Kitikmeoni nunallaani. Niqailliurnaittumik taimaittuq taimaatut tamaita inuit, ubluq tamaat, timimikkut, inungmiunikkut maniliurnikkullu pivikhanik naamajunik, qajangnaittunik niqiriktuniklu niqinik niqikhamingnik pijumajamingnik aulariktumik inuuhiringnaqtumiklu inuuhirmingni (FAO 2022). Ihumagiyauyut niqit ataniudjutait angikliyuumiqtat kangiqhimadjutit niqailliurnirmun ilaayut pilaarutait inuit aaniangnaitumik uvalu pitquhikkut ihuaqtumik niqit havaktauyut avatiliqinikkut ihuaqtut uvalu atuguminaqtut atugahat, uvalu inmi pilaagutait naunaiyaqlugit inmi niqitik uvalu nautiinikkut auladjutit (Nyeleni 2007). Inuit niqikhanik atanniqituidjutingit pidjutiqaqtut anginiqarnianik nunamut avatingnullu imaalu Inuit ilitquhiit, ukpirijait, imaalu inuuhiringnaqtumik niqikhaliurnikkut (Panikkar and Lemmond 2020; Nunavut Food Security Coalition 2014).

MD.9.2.1 Tadja Qanurinnit

Niqailliurnaittumik niqikhaqarnikkut imaalu niqikhaqarnikkut atanniqituidjutikkut qaujiharniq ihumagijaujut aallangurniarunaqhiyut ilitquhikkut niqinut atuqtakhangit imaalu niuvvaviit niqikhat atuqtaujut nappaqtiqtautitlugit imaalu aulapkaidjutikhangit munaqhidjutikhainiklu. Aallangurniarungnaqhiyut tamangnut niqinut atuqtakhainut ihumagiyauyut hitamat niqikhaqarniq, ilauyullu hailidjutikhat, pittaaqtangit, aturnikhait, nungulaittumiklu niqainnarnik niuvvavingnillu niqinik.

Kangiqhipkaqlugit Niqailliurnaittumik Niqailliurnaittumik Niqailliurnaittumik Niqailliurnaittumik Malikkuutainnik qanurinmanggaagit, amigaittut naunaitkutikhat ihumagiyauyut, taapkuatlu nampait, ilihattiaqhimayunut taiguat, Inuit, Nunaqaqqaarhimayut, Nunallaamilu Qauyimayainnik ihumagiyauyut ukpiriyainniklu katitiquhimayut ilauqatigiingnikkut, ayuiqhaplutik qaritauyakkutlu ihivriungnikkut qanurinmanggaat, nalvaaqhimayainniklu nunallaami ihivriungnikkut.

MD.9.2.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaghaq hulaqutauniaqtuq niqailiurnirmun niqighaqattiarnirmunlu tamangnun ihuaqtumik ihuangitumiklu pihimayut Havaaghaq iluaniitut hulidjutillu ilauyut apqutiluqtut, amigaiquyumilugit aghaluutit piyaangniillu, tulakvikhat pivalliadjutighait, ihuaqhiyuumiqlugillu inuit talvaniitut, qanuriniit naittumik imaa:

Allanguqtiqhimayuq pitquhiliqinikkut niqingit hanaqidjutikhangit:

- Tamna Havaaqhaq ihumagiyauyuq piqarniaqtun tamangnik ihuaqtumik ihuangitumiklu ayungnautiqarniaqtun pitquhiliqinikkut niqivalungnik hanaqidjutikharnik. Nakuuyut ilakuit hulaqutait nigiktauyut atuqtaulutik qanuginiit ihuaqhiyuumiqnikkut piyaaqniq anguniaqnikkut ikayuutit kitut ikiliyuumigutiniaqtut piyaaqnikkut ayuqhautinik.
- Tamna Havaaqhaq ihumagiyauyuq piqarniaqtun ihuangitumik ayungnautiqarniaqtun pitquhiliqinikkut niqivalungnik talvuuna amigairyumirutikharnik mihingnautiqaqtnik ayungnautiqaqtnik puyunuklu apqunmi; aalanguqtimirit, uvalu tamaqpalianiit, nunami uvalu tariumi nayugait pidjutauyut Havaaghaq hananikkut hulidjutit; ayungnautiqarniaqtun huradjanik aulaviingit, ilauyutlu tuktut amigaitilaangit ilautitihimaaqpakhimayut tuktut aulaviingit anginirmiklu Kingaukmi tuktut ivaavingit nayugaingit.
- Piinagialik uvalu ihuangnikkut niqainait nigiktauyut tautungnaqtut havaktautilugit uvalu aulalihaaliqtulugit uvalu ihuaqhaidjutit, humi hulidjutit anginiqhauyut.
- Maliaqtujauhimaqut maligaqaqtut ingilradjutikhat, ihuaqhariiqaqhimajut qagaqtautit, imaalu pittailitikhait akhaluutit havaktinit piliuqtauhimajut ikiglinahuarutikhanik ajuqhautaujunik anguniaqtaujunut huradjanut (e.g., tuktut, tariurmiutat huradjat), taimatut uqaqhimajut, ilangit tadjakaffuk ahinungauniarunaqhijut.
- Piinariaqininnga qangaraaluknitat niqingit aturninngalu niqainnarnik ihumagiyauyut nakuungittuq angunahuaqtunut Kitikmeoni havaktunut, pipkaidjutiuyut ikitqiamik pivikhaqarninnga ilaugiami qangaraaluknitat angunahuarniq.
- Ikikliyumirutikharnik ilauyukharnik talvani pitquhiliqinikkut niqivalungnik hanaqidjutikharnik angikliyumiqtitiniaqtun inungnun igluqaqtuniklu atuinagianganiq niuvaivingmi niuviqtauhimayunik niqinik, allanguqtiqhugitlu atugianganik niqinik (imaatun itunik, ikikliyumiqtitiniaqtun aulavikhangit qanuritmangaangitlu nunami niqivaluit amigairyumiqtitilutiklu aulavikhangit qanuritmangaangitlu niuvaivingmi niqivaluit nigiyauvakhimayut). Ahiagullu, pilluarumaplugit niqainait, imaalu niqainait ihumagiyauyut inuuhiringnaqtut, nutaangutqiyat, nunamittutuqat tapkunanga niuvvavingnit niuvviktauhimayut niqit, nutaq apqutikhaq piliuqtauhimayuq Havaakhamit LAA pidjutauniarunaqhiyuq nunamik atuqtunut, ilauyut Ininikhaat inulrammiillu, anguniarvikhanik nunami, taimaittumik, Amigaigyuumilugit niqainnarnik niriyaqhanik aallanut tuniuhailutiklu aallanut nunaqaqtunut.

- Nakuungitumik ilakuit hulaqutait nigiuktauyut mikiyut anginiqhait (piyaaqniitigut anguniaqviit nayugaini), qitqani anginiqhait (haffumunga ihuangnikkut, piinagialiknikkut, uvalu taimaali atuqniit hugadjaat piyakhat pitquhikkut niqitigut auladjutit, imaatun tuktut), taimaali Havaktakhaq hulaqutauniaqtut niqainangnun niqinun uvalu hulaqutiginiaqtaat qanuginiit uvaluuniin ihumagiyaayut qanuginiit niqainait niqit (imaa halumailgukkut uvaluuniin ihumagiyaayut halumaigut), pidjutauyuq pittailiniqmik.

Allanguqtihimayut niuvailiqiyunik niqivalungnik hanaqidjutikharnik:

- Tamna Havaaqhaq ihumagiyaayut ihuaqtumik ayungnautiqarniaqtun niuvailiqiyunik niqivalungnik hanaqidjutikharnik.
- Nakuuyut ilakuit hulaqutait niriuktauyut atuqtaulutik pidjutigiyaat ihuaqhiyuumiqtut ihuangnirit niuvaavingni-niuviqhimayut niqit haffumuuna hananikkut ingilradjutikkut igluqpait Kitikmeoni uvalu ihuaqhiyuumiqtut piyaangnirit uvalu atungnirit niuvaavingni-niuviqhimayut niqit haffumuuna Havaaghanun-ilauyut havaaghat, maniliurutit, uvalu maniliurutit.
- Piqangittuq ihumagiyaayut ilakunga ayurhautipkainiq Havauhikhamut urhuryuaqtarvinganit atuqtuq umiaryuakkut agyaqtaqtut tuniqhaininngalu paniupayunik hunavaluknik iliqipikni hunavaluit Kitikmeoni nunallaanginnut.

MD.9.2.3 Angikliyuumiqtuq Qanuriliurutingit

Talvuuna uuktuutikharnik ihuaqhaidjutikharnik, munagidjutikharnik, ihuaqhaidjutikharnik uuktuutikhangit, katitiqhimaatun ayungnautiqarniaqtun aulaniaqtun, itqurnarutauniaqtunlu ayungnautiqarniaqtun ikitun anginirmik talvani RAAMI, ihumagiplugit katitiqhimaatun ayungnautiqarniaqtun nunami niqivalungnik ilauyut tuktunik (anginirmik ayungnautiqarniaqtun aulaviingit aulaviingitlu), tariumi huradjaat (anginirmik tuquvakhimayut aanniqtuqaqqanlu ayungnautiqarniaqtun umiangit tuluqtautilunik), uvalu tariumi imaq (ihumagiyaayut mikiyumik qitqani anginiqhaq hulaqutaayut taimaali hulaqutit kikliqaqtut haffumunga PDAmun). Havaaqhangit ayungnautiqarniaqtun hivutunigaalukmik aulaniaqtun aituiniaqtunlu katitirutikharnik ayungnautiqatun talvanga RFNIK havaaqhangit talvuuna aulahimaatun mihingnautiqatun akuktauvakhimayut unalu unguvaqtirnikkut/allanguqtitinikkutlu nayugaingit nunami niqivalungnik. Kihiani, pigiaqaqtun nunami niqivalungnik pigiaqaqtuniklu nunami niqivalungnik aulaniaqtun pigiaqaqtun talvuuna RAAMI.

Atuqtipkainikkut ingattaqtailinikkut, pimmarigharninik, aulapkainikkullu qanuriliurutikhanik, angiklijuummiqtirnikkut hulaqutinik niuvvaanikkut niqini pidjutini niriuktaujun nakuujumik.

MD.9.2.4 Anginiqhaq

Tahapkununa aullaktikgutikhanik kayaknaitumik, ihuaqhiyumiktukhanik, imalu munakgiyauyukhanik malikgalingniklu, mikharut nakungikgutaavaktunik mikharut Havagiyauyukhanik uvunalu atautimukyuvaktunik nakungikgutaavaktunik mikharut nikiikhailiurnaitumik imalu nikiikhailiurnaitumik atadjutigiyauvaktunik nallautakgutaavaktunik havakhiktaulimaitunik pidjutilimainmanik piyukhanik imalu piyukhanik ilingakpaliayunik imalu/naliak takuyaayunik nakungikgutaavaktunik niikitianik nirgitinik naliak nakungikgutaavaktunik niikitianik nikkikhautinik talvanitunik nunalingni nallautakgutaavaktunik kanukgilidjutilimaitunik tadjia naliak naahugiyauvaktunik hulilukakgutaavaktuniklu, atugakhat, imaaluuniit ihuaqhautikhangit maliqatqujauhimaqut.

MD.9.2.5 Ingattaqtailinahuarniq, Munariniq, unalu Ihuarhainiq Qanuriliurutit

Ihuaqhaidjutiluat, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikiliyuumiqlugit ihuangeritit uvalu amigaiqpaliayut hulaqutait Havaaghap pitquhikkut uvalu niuvaanikkut niqitigut auladjutit pidjutauyut Havaamin ilauyut:

- WKR-kut Apqutikkut Aulapkainikkut Hivunikhaq ikajuqniaqtuq kikliqaqtipkainikkut Havaktaujukhani-pidjutiaqtunik hulaqutinik huradjanun taimaatun piliurnikkut naunaitpiaqtunik niriuktaujunik havagvigjuani ingilradjutinik. Una pangnattauyukhanik ilaudjutiaqtunik ilidjuhikgivaqgainik piyukhanik apkuunmut, tulaktaqvikanik, milviknut, uvunalu atadjutaavaktunik ikalukautikhainik uvunalu malikgalingnik havakhiktauyukhanik pihimayunik ikikliyumiiktukhanik akhaluutunik uumayuniklu pitauvaktunik uvunalu ikayutaayukhanik kayaknaitumik, naunaittunik huranik ingilgayanginik ingilgayanginik nunainilu pitquhik atuktaavaktunik angunnahuaktaavaktunik.
- WKR piliurniaqtut atuliqlugillu Tulaktaqvikhat Munaridjutikhainut Upalungaiyautit ilauyullu pitquyahimayut taffumani Tariumi Ingilradjutikhat Qayangnaitkutikhanut Maligaq qayangnaittumik auladjutikhainut nanminiaqtut umiat aulayut haniani tulaktarviup.
- WKR agyarniaqtait tamayat tamayallu hilataanin aviktungniinin Havaaghap nayugaanun atuqlugit umiaquyat, umiakktut, tingmitit, uvalu/uvaluuniin aghaluutit katulaaktitauyut kitunun Havaaghamun uvalu ihuaqhailutik ilaulutik atadjutikkut uququyuaqtaffaarutikkut aghuurutit, piyaaqqat, nunamingni aviktuqhimayumilu kavamat. WKR-kut ikiglinahuarniaqtait ihuirutauvaktut umiakktut agyaqtauyunut, tingmitikkut agyaqtaqtut, nunakkullu agyaqtaqtut, piyuminaqqan.
- WKR amigaigyuuminiaqtait uukturvikhat nunamingni Inuit havaakhainut ikayurlugillu avikturniinni ukuallu Inuit nanminiriyait ilaudjutikhainik Havaakhainut atulirnikhanut Havaktuliqinirmut Qanuriliurutikhat, Ilihaidjutikhanut Qanuriliurutikhat, unalu Niuvirnikkut Qanuriliurutikhat. Unaluttauq, WKR havaqatiginiyaqtait Kitikmiut, aallat Nunaqaqqaaqhimayut katimayit, aallallu aktuqtauniarunaqhiyut nunallaat aulladjutaani Havaakhap.

MD.9.3 Nunani Aanniaqtailinikkut Inuuhiringnaqtumiklu

Una ilangani naunaijaqtaa qanuqtun una Qurluqtuaryungmi Apqutikhaa Tulaktaqvikhaqlu Havaktaujukhaq (Havaktaujukhaq) hulaqutiniarungnarhijuq nunallaami aanniaqtailinikkut inuuhirinnikkullu inungnun Kitikmeoni nunallaani Yalunaimilu. Uvani titiraqhimayuni, aaniaqtailiniq uvalu inuuhiqattiaqniq ilauyut iqaiyaqnikkut, ihumakkut, uvalu inuuhiqattiaqnikkut uvalu inuuhiqattiaqniq.

MD.9.3.1 Tadjia Qanurinniit

Naittuq ittut (ukunatitut, tunngavinga) qanurittaakhaanik nunallaani aaniaqtailiniqmut nakurudjutimullu unalu aaniaqtailiniqmut aulapkaitjutikhanik havaaniklu, timimitigut aaniaqtailiniqmut qanurittaakhaanik qanuriliurutingillu, ihumamitigut aaniarutilgit qanurittaakhaanik qanuriliurutingillu, inuup aaniaqtailiniqmut pitquhingit, nunallaani ilamiknilu nakuuyumik pigiami, nunallaani aaniaqtailiniq, unalu timimitigut pipkaidjutingit aaniaqtailiniqmut katitiqtauyut aturhulik hivulliqaanga nampangit (inungmut hivayautikkullu apirhuqtauyut) tuglialu nampangit tunngavingit (taigualiurniqmut ikayuutikhat).

MD.9.3.2 Havaaqhangit Ayungnautiqarniaqtun

Nunallaat aaniaqtailinikkut uvalu inuuhiqattiangnikkut ihumagiyaayut ilauyut qanitukkut ilauyut aalanun Inungnun Avatingini ukpigiyayut ilauyut pitquhikkut nunat uvalu ikayuutikkut atuqtauyut, niqailiuqnikkut uvalu niqailiuqnikkut akhuugutait, havaaghat uvalu maniliuqnikkut, uvalu igluqpinikkut uvalu kivgaqtuutitik. Ihivgiugutit nunallaat aaniaqtailinikkut uvalu inuuhiqattiaqnikkut ilauyut hapkua hulaqutit:

Aadlangurniq piinariaqininnaga aaniaqtailiniqmut aulapkaitjutikhanik havaaniklu:

- Tamna Havaaqhaq piqarniaqtun ihuaqtumik ihuangituniklu ayungnautiqarniaqtun inuuhirinnikkut iglukharnik ikayuutikharniklu. Ihuaqtut ilakuit hulaqutit atuqtauniaqtut maniliuruit, taaksiit, uvalu maniliqtuidjutit tapkua pipkaiyut kavamanun atugahanik maniknik ikayuutighat aanniaqtailinirmun inuuhiqattiarnirmunlu ikayuutighat pinahuarutinunlu, ilauyut aanniaqtailinirmun igluqpait kivgaqtuutillu.
- Kitikmeonmi ikittunik kivgaqtuidjutikhaqaqtut havaakhaqaqpallaaqpaktut. Aanniarviliarahuat tingmitikkut aullaqtukhat Yellowknife-mut imaaluuniit hivuraanut Kanadami pijariaqaqtut nunaqaqtut pijariaqaqtut ajuittiaqhimajunik aanniaqtunik kivgaqtuidjutikhanik imaalu munaqtaudjutikhainnik. Tamna Havauhikhaq tuniniaqtuq angikliyuumiqtumik ihariagininnaga aaniaqtailiniqmut aulapkaitjutikhanik havaaniklu Yalunaimi ukunannga hilataanit avikturhimayumit havaktut; kihiani, tamna Havaaqhangit havakviangit ihumagiyaungitun qinigianganik munarhiliarutikhanik Kitikmeotmi Avikturviani nunalaangitni. Nakuungittut ilakungit ayurhautingit piniqtaut qilataanit avikturhimayumit Havauhikhaq havaktut angikliyuumirniaqtaa ihariaginiq munarhitkunni ulaasiliqitkullu LAA piyut aaniqtuqarumi aaniarutilluuniit, talvuuna ikikliyuumiutiyuq piinariaqininnaga piinariaqininnagalu ilanginnut inungnut.

- Niriuktaungit tapkua hilataani aviktungniini havaktit nuutiqlutik nunallaanun LAA havaktautilugit uvalu Auladjutit uvalu Ihuaqhaidjutit havaktautilugit Havaaghap. Taimaali, nigiuktauyut tapkua hilataani aviktungniini Havaaghat aulahimaaqlutik atuqlugit aaniaqtailinikkut igluqpait uvalu kivgaqtuutit nayugaqaqtut nunamingni munagiyaangini aaniaqyuaqtut qanuginiit uvalu ikayuutaulimaitut piumayunun aaniaqtailinikkut igluqpait uvalu kivgaqtuutit nunallaani LAAmi.
- Iliuraininnga ikikliyuumiutinganik, munariniq unalu ihuarhainiqmut qanuriliurutingit, nakuungittut ilakunga ayurhautingit ihumagiyauyut mikkauyuq qanuraaluktut angikliyuumiqtuq ihariagininninga pittaarninnganut aaniaqtailiniqmut aulapkaitjutikhanik havaangillu ittuq qanittuaniluuniit tunngavinganut qanurittaakhaanik unalu naunaitkutangit havaamut ayurhaqtitautilimaittuq ukunuuna himmautinga qilamiuqtuqaliqqat ihumaliurniq. Ilakuit hulaqutait niriuktauyut atuqtaulutik uvani LAAmi, hivituyumik-kikliqaqtut, amigaitut, ihuangitumik hulidjutit, uvalu utiffaalmaitut pidjutigiblogu hivitunia Havaaghap, kihimi, Hanayaukpat iniqtaukpat, niriuktauyut ikikliyuumiqlutik havaktut Auladjutini kitut hivumut ikiliyuumigutiniaqtut aalanguqtirnirmun aaniaqtailinikkut igluqpait uvalu kivgaqtuutit.

Aalanguqnig it amigainig it hiamayalaaqtut aanniarutit:

- Nakuungittut ilakungit ayurhautingit nampanganut hiamitiqtaaqut aanniarutingit pittaaqtuq angikliyuumirumi ingilraninnga inungnit, uumanilluaq hilataanit avikturhimayumit havaktut, ukunuuna Yalunaimi ukunuuna inungnut ilauqatigiikniq haniqpani hiniktarvingani.
- WKR piliurniaqtut atugakhamik ihuaqhautikhanik hiamittaaktut aanniarutit pittailitikhanik imaalu hiamitiqtailitikhanik maliqayakhat akhuuqhaidjutikhanik inuuhiringnaqtumik idjuhikhanik, naunairlugit hiamitiqtaaqut, imaalu ikiglinahuarlugit aanniarutit hiamitiqtailitikhat. Aanniarnikkut aanniqtuqaqqan ikayugiaqaqtunig pigiaqaqtun talvani Havaaghangit nayugaani talvuuna Napaqtigilugumik Auladjutikhanik Ihuaqhaidjutikhaniklu. Uuktuutigiplugit ihuaqhautiqhat, munaqhiyut nakuuhivallidjutiqhanutlu, ilanggit aktungnarniit nampainnut hiamitiqtaaqut aanniarutit nakuunggittut ikitpallaaqhutiklu qitqani anggiyuamik. Pidjutigiblogu hiamitiqtuq hiamitiqtuq aanniarutit kikliqaqtat attautinun havaktunun havakvikmi, anginiqhaa niriuktauyut mikiyuq. Anginiqhait mikiyut hiamitiqtut aanniarutit hiamitiqata aalanun attautinun igluqaqtununlu LAAmi. Pilimaittuq tamaat nunallaq aannialaqilimaittunghijuuq. Hiamittaaktut aanniarutit hiamitiqtaaqut qakuguliqaak, ihuaqhaqhimaittumik ublukhainnik (aallanguqattangittunik hulipkaidjutikhanik).

Aalanguqniq ihumakkut aaniaqtailiniq, ihumakkut aaniaqtailiniq, uvalu pidjutigiblogit havauhiit:

- Tamna Havaakhaq ikayuutauhunguyuuq ihuaqtumik pidjutauyunut ihumamikkut ihumakkullu inuuhiringnaqtumik talvuuna amigaigyuumilugit havaakhat maniliurutikhallu hivumuuqpallidjutikhanik tuniuhaidjutikhaniklu. Amigaigyuumiyut havaaghanun-ilauyut havaaghat maniliurutailu mikhiyuumirutiginiaqtaat inmi ilailu maniliqinikkut ayuqhautit tapkua ihuaqhiyuumirutighat ihumakkut aanniaqtailinirmun qanuriniit inuuhirmunlu pidjutauyut inuuhirmun imaatan iglutigit niqailiurnirmunlu.

- Himmautigiiktaqhutik havaatigut atugahat uvalu maniqami hiniktarviit ilauyut aulaqhimaniq ilananin ilamingninlu pidjutauyut mihingnautinun unaguhungnirmik uvalu aihimanginirmun. Una pidjutauniaqtuq, angikliyuumigutiluni ayuqhautinun pidjutinun (imaa aangayaangnaqtunik atungniq) uvalu maniliugutit havaktut pidjutauniaqtut amigaiquyumilugit aktilaangit aangayaangnaqtunik atungnikkut.
- Aullaariami ahinut nunamingnit nakuujumik pidjutiqarniaqtuq ihumamikkut ihumakkullu aanniartailidjutikhanut ilanginnut nunaqaqtunut LAA havaaniktitaunut uumani Havaakhami.
- Ihuangitumik ayungnautiqarniaqtun ihumarlungnikkut inuuhirinikkutlu talvuuna havaktitiunik talvani Havaaqharni ayungnautiqarniaqtun ihumarlungnikkut inuuhirinikkutlu atuqtakharnik talvani LAAmi.
- Nakuungittut ilakungit ayurhautingit ihumagiyauyut angivallaangittut taimaa aadlangurninngit ihumamitigut unalu ihumamitigut aaniarutilgit unalu munarigiami qanuriliurutingit ayurhaqtipkainiaqtaa tamarmik inuit havaktut Havauhikhami ilamiknullu, taimaa angikliyuumiqtuq iglumiuaqtigiiktunut. Ilakuit hulaqutit atuqtauniaqtut amigaitut ihuangitumik hulidjutit. Allanguqtigihimayut ihumarlukhimayunik inuuhirinikkutlu aulahimayut talvuuna havakvingmi qanuritmangaangit himmiqtauffaarniaqtun kingunganirmi havaguigunghaigumi talvani Havaaqharni; Kihimi, aangayaangnaqtunik atungnikkut-ilauyut hulaqutait aulahimaangniaqtut ipigalaingningmun pidjutainun.

Aadlangurniq ilamiknut unalu nunallaani akhuurninnga atauttimuurniq:

- Ihuagtut ihuittullu pidjatauvtut ilagiiktunut nunaqatigiiktunullu auladjutikhainut havaqatigiigtutikhainullu nahuriyauyut pidjatauhtunguyut Havaakhamut. Maniliurutait Havaakhanut-pidjutiqaqtunik havaakhanut ikajuutauniarunaqhijut kiinaujakhanut ajuqhautinut ilagiiktunut, himmautigiiktarlutik havaakhanut naunaitkutikhat ajuqhautauniarunaqhijut ilagiiktunut havaqatigiiktunut. Havaaghanun-pihimayut maniliurutit ikayuutauniaqtut ilinganirmun ilamingnun nunallaanunlu, pidjatauuyullu amigaiyuuminirmun aangayaangnaqtunik atungnikkut.
- Ilangit nunallaallu ilihimaniaqtut qanuriliurutingit aadlangurninnganit havaktut ihumamitigut aaniarutilgit qanurittaakhaanik pigiamiluuniit qanuriliurutingit ilangit havaktut aadlangurniarunaqhikmat pitquhinginnik.
- Ihuagtut ilakuit hulaqutit naunaiyaqtauhimangitut hivuani. Nakuungittut ilakungit ayurhautingit ihumagiyauyuq angivallaangittuq taimaa ayurhautingit piyuq iglumiuaqtigiiktunut. Hivitunikhaa hivituniqarniaqtuq hivitittumit hivituyumut, pidjutigiplugu hivitunianik havaktit havakhimmaarniaqtut havaakhami. Hulaqutait niriuktauyut atuqtaulutik amigaitut ihuangitut, nalaumayut havaktut himauhiqataqnigut uvalu ukiutigut hulidjutit.

Aadlangurniq nunagiyamikni unalu inuup aanniqtailinnga:

- Tamna Havaakhaq ihuirutauniarunaqhiyuq nunanut inungnullu qayangnaitkutikhanik pidjutigiplugit havagviup qanurinningit imaalu Havaakhamut-pidjutiqaqtunik havaakhanut maniliurutikhanullu.
- Himmautigiiktaqhutik havaatigut atugahat uvalu maniqami hiniktarviit pidjutauyut ihuangitumik ihumagiyauyut uvalu hulaqutit inuup qayangnautainun ihumaaluutit imaa inukluguhungniq, inukluguhungniq, uvalu uumilguhainiq. Havaaghanun-ilauyut maniliurutit ikayuutauniaqtut amigaiquuminirmun aangayaangnaqtunik atungnikkut, kitut hulaqutiginiaqtaat nunallaat qayangnautait.
- Pijaarniq Qurluqtuaryungmi Apqutaani uvanilu Qurluqtuaryungmi Tulaktaqvikhaq Yellowknife-min kikliqarniaqtuq ukiumi apqutainni, munarijaujuq amirijaulunilu WKR-kunnin tamangni Qurluqtuaryungmi Tulaktaqvik uvanilu Jericho Station-mi, kikliqaqtipkainikkut agjaqtaunirnik aangajaaqnaqtunik taanganiklu LAA aturnikkut Havaktaujukhami aulapkaidjutikhanik. Taimaatullu, Qurluqtuaryungmi Apquti piqalimaittuq atadjutiqalimaittuq qujaginnanun nunallaanun Kitikmeoni Avikturhimaniani, taimaalu niriuktaujuqlu kikliqaqtipkailuni agjaqtaunirnik aangajaaqnaqtunik taanganiklu Kitikmeoni nunallaanun.
- Atulirnikhanut uuktuqtauyumayunut ihuaqhautikhat, munaqhidjutikhat, imaalu ihuaqhautikhanut qanuriliurutikhat, ilakungit aktuutauniit nunani inuuplu qayangnaitkutikhat nahuriyauyut ihuirutahunguyut angivallaangittumiklu, atuqtaulutik amihunik ihuittumik hulipkaidjutikhanik imaalu utiffaalimaittut hivituniani Havaakhaq.

Aalaguqniganik aaniagitaagani aktuqniqmit halumailrunik aanirutaulaaqtuniklu:

- Ilakuut hulaqutait inuuhirmun aktungnirit halumailgut nipiquqtuyullu niriuktauuyut hivituqniaqtut Hananikkut uvalu Auladjutit uvalu Ihuaqhainikkut havauhiit. Hilap qanuginiatigut atugahat tautungnaqtut havaktautilugit uvani Qurluqtuaryungmi hiniktaqviit, iluaniitut sulphur dioxide (SO₂), nitrogen dioxide (NO₂), halumailgut (PM₁₀) uvalu mikiyut halumailgut (PM_{2.5}) iluaniitut 'Nakuuyut' qanuginiit Hilap Qanuginiitigut Naunaitkutini (AQI) tamaat. Aktungnirit SO₂ unalu PM₁₀ pidjutiqaqtut mikiyumik qayangnautinik, atugahatigut Ataani uuma Nunaquyumi Aaniaqtailinikkut Katimayiit anirhaaktaqnikkut qanuginiitigut atugahat. Aktuqniq NO₂-mut PM_{2.5}-mullu mikiyumik ihumaluknaqniganik pijutiqaqmata 0-mik ihumaluknaqniganik aktuqniqaqniqmi. Aktuqniq haffumunga NO₂ unalu PM_{2.5} aktilaangitigut ilauyut mikiyumik-aktilaangit anirnirlungnikkut hulaqutainun tamavyainun havaktautilugit (imaa mikiyumik kukulaqiblutik qalangmun, iingnun, qingaqnun, iggiarnun) inungnun anirnirluktut imaatun anirnirlungniq uvaluuniin puvaklungnikkut ayuqhautit. Aanniangittun inuit atulimaittungnarhijun hapkuninnga nakuungittunik hulaqutinik. Talvani Jericho Station-mi hiniktarviinni hiniktarviinni ungahiktunilu nunani imaatun ujaraghiurnikkut qinirhianikkut haniqpani haniani apqutimi pihukviinni innilu talvani Inuit anguniarvigivaktait niqainnarnik, aannialaqinnarniq qajangnatqijaujuq, pidjutiqalimaittungnarhijuqlu angijunik aanniaqtailinikkut qajangnarutinik inungnun.

- Hilap qanuginia atugahat tautungnaqtut atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit uvani Qurluqtuaryungmi hiniktaqviit, iluaniitut hapkua NO₂, SO₂, PM₁₀ unalu PM_{2.5} ilauniaqtut 'Nakuuyut' qanuriniit hapkua AQI tamaat. Aktuqniq SO₂, PM₁₀ unalu PM_{2.5} piqaqtut mikiyumik qayangnautinik, aktilaangit ataani Nunaqyuami Aaniaqtailinikkut Katimayiit anirhaaktaqnikkut qanuginiitigut atugahat. Aktuqniq haffumunga NO₂ pidjutiqaqtut mikiyumik qayangnautinik, aadjikiiviyaktut havaktautilugu, uvalu ilauyut aadjikiiktumik qanuginiinik mikiyumik aniqhaaktaqnikkut hulaqutinik attautinun hivungani aniqhaaktaqnikkut ayuqhautiqaqtunun. Kihimi, hapkua hulaqutauniaqtut niriuktauyut atuqtaulutik naitqiamik, naamavyaktut attauhiqmik pingahunin attautini ukiuni, pidjutigiblugit ikiliyuumiqtut hiamitiqtut atuqtilugu Auladjutit uvalu Ihuaqhainikkut havauhiit. Aanniangittun inuit atulimaittungnarhijun hapkuninnga nakuungittunik hulaqutinik. Talvani Jericho Station-mi hiniktarviinni hiniktarviinni ungahiktunilu nunani imaatun ujaraghiurnikkut qinirhianikkut haniqpani haniani apqutimi pihukviinni innilu talvani Inuit anguniarvigivaktait niqainnarnik, aannialaqinnarniq qajangnatqijaujuq, pidjutiqaqalimaittungnarhijuqlu angijunik aanniaqtailinikkut qajangnarutinik inungnun.
- Nipiquqtuhinikkut tautuktitiyut mikiyumik qayangnautinik ihuiguhukniqmik uvalu hinigiamingnik ulapiquytauyut havanginikkut havaktut nayugaqaqtut hiniktaqviini uvani Qurluqtuaryungmi uvanilu Jericho Stationmi, inuit uyagakhiuqtut haniani apqutit pihukviini, uvalu Inuit uvalu Nunaqaqaaqtut inuit havaktut pitquhikkut niqainangnik anguniaqnikkut hulidjutinik.

MD.9.3.3 Angikliyuumiqtut Qanuriliurutingit

Angikliyuumiqtut ayurhautipkaiyuq aaniaqtailiniqmut, Havauhikhap hilaqut halumailuq nipiquqtuyulluuniit hiamitiqtut qaliriiktukhaq aadjikutaani atauttiknullu hiamitiqtunit aadlanit hulilukaarutinit. Hiamitirnit aadjikiingitpata aktilaangitigut uvalu tadjakaffuk, attautimulimaitut piliuqlutik amigaiqyuumlugit hulaqutit. Naunaiyattiaqhimayut ayungnaqtutigut kangiqhidjutit hivungani uyagakhiuqviit, ihuaqtut ikayuutikhat naunaiyaqhimayut aaniaqtailinikkut-pihimayut ihivriurutit, piinalimaitut. Piqagitpat ukuniga hivunihijutinik, pilimagitut nalautaariagani aginiga qanurituuniginikluniit avatauyumi aktuqnginik pijutiqaqtunik ukuniga naunaitunik pijutaayunik havaanik.

Tamainun, amigaiqpaliyut aalanguqtirniq inuuhirmun aktungnirmun hilap halumailut uvalu nipiquqtuyumik niriuktauyut nakuunginaqtut kihimi mikiyuq anginiqhaq. Nunanga qanuraaluktut ayurhauingit ittuq RAA (piyuq uumannga RAA uumunnga anirhaaktaptiknik qanurittaakhaanik nipiquqtuyumiklu ayurhauingit). Mihingnautiqangit hulaqutainun ilauyut ikaangniitigut. Hivitunikhaa hivituyumik, hivitunikhaa Havaakhap, aullaranginaqtumik pidjutaavaktut hiamitirnit aallanit havaakhanit aullahimmaarniaqtut amihuni ukiuni. Katitiqhimayut hulaqutit utiffaalmaitut.

MD.9.3.4 Anginiqhaq

Atulirnikhanut ihuaqhautikhat, ihuaqhiyuumirutikhat, munaridjutikhanullu uuktuutikhat, ilakungit pidjuta uvaktut Havaakhamut angiglivalliyallu pidjuta uvaktut nunani aanniartailidjutikhanut inuuhiringnaqtumiklu itqurnarutauyut angivallaangittut. Tamna Havauhikhaq ihumagiyauyuq piliuriami avatquttugit piinarialik pittaarninnga aaniaqtailiniqmut aulapkaitjutikhanik havaaniklu, angiyumikluuniit ikikliyuumiqtuq qanurittaakhaanik havaat, tuniyauyuq pihimmaaqtumik pihimmaaqtumiklu, ihuaqhilimaittuq nutaamut ihumagiyauyumulluuniit pinahuarutingit, maligangit, ikikliyuumiutiluniluuniit, munariniq, ihuarhaininngalu qanuriliurutingit. Tamna Havaakhaq piliurutaungittuq aktilaanganik uvaluuniin tautuktamingnik aalanguqtirnimik tadjamin qanuginiit uvalu aulaniit iqaiyaqnikkut, ihumakkut, uvalu inuuhiqattiaqnikkut uvalu inuuhiqattiaqniq nunallaat aktilaangitugit tapkua pittaililimaitut uvaluuniin ikiliyuumiqlugit ihuaqtumik aktilaangit ihuaqhainikkut pinahuagutinun, maliguagahanun, upalungaiyautinun, uvaluuniin aalatigut ihuaqhaidjutit, munagidjutit, uvalu ihuaqhiyuumiqnikkut aktilaangit. Havaaghaq niriuktaungituq anginirharmik inuuhirmun hulaqutainun inungnun aktungniranun halumailgunik nipiquqtuyuniklu.

MD.9.3.5 Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit

Ihuaqhaidjutiluut, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikiliyuumiqlutik nakuunginirit hulaqutait Havaaghaq nunallaap inuuhinun inuuhiqattiarnirmunlu pidjuta uyut Havaaghamun ilauyut:

- Tingmidjutinut Atugakhaq havaktiuyut aullaqtut talvunga/talvanganu Havaakhaq nayugaanit hilarlukhimakpata nunamingni. Tamna Tingmiyukharnik Atugakhaq ilauqarniaqtuq upalungairutikharfik hiniktaqvikharnik, niriidjutikharfik, atugianganik nunalaani aanniaqtunik ikayuutikharfik, allaniklu pidjutikharfik havaktunik tingmiyukharnik kinguvaktitpata
- Ilihairutikharfik havaaqharfik ilitugipkaiyaangat havaktinun allatqiinik aanniaqtailiqinikkut ikayuutikharfik pigiaqaqtun talvani nayugaani
- HSSE upalungairutikhaq ilauqarniaqtuq qayangnairutikharfik ayuiqhautikharfik atuqtakharfik havaktinun, qayangnairutikharfik kiudjutikharfik malikhautikharfik
- Niuvirnirmut Qanuriliurutikhat piliuqtauniaqtuq iliuqtaulunilu ikayuriami avikturhimayuni unalu Inuit havakvingit ilaugiamikni, unalu tuniyuq hivulliqpaamik pivikhaqautikhaq avikturhimayunut unalu Inuit nanminiriyangit, talvani akihaqtuiyut. Tamna Niuvirnirmut Qanuriliurutikhat hivullitiniqatit aturningit nunamingni nappaqtirutikhat ingilrutit ikiglinahuarutikhanik agjaqtaujukhanik tamajanik ahianit avikturhinnit
- Ajuiqharfik Qanuriliurutikhat naunaiqhiniyaqtut naunairiqhimajunik ajuittakhainnik pitqujahumajut havaakhanut uumani Havaakhami imaalu havaqatigilugit nunamingni avikturhinnilu ajuiqharvikhat imaalu iliharvikhat amigaigjuumidjutikhanik nunamingni Inuit havaakhainnik, imaalu atulirnikhanut havakhutik ajuiqharvikhanik imaalu havaakhamut ajuiqhanirmik ilihaqtakhanik

- Qanuriniit, aadjikiingnikkut, uvalu aalakiiknikkut maliguagahat tapkua tugaaqhimayut havaktitinnikkut Inungnik, aalat Nunaqaqaaqtut inuit, uvalu angnat amigaiquumilugit Havaatigut havaktut hapkununga kivgaqtuqtauluangitut inugiangnigit
- Piyaanqiyayugaaani hivayautekkut hivayautekkut tuhaqtitinnikkut ikayuutit hivayaqlugit ilatik uvaluuniin Iningnikhat tuhaqtitinnikkut kitut ihuaqhiyuumigutiniaqtut ilagiingnun atadjutit
- Aangayaangnaqtutigit uvalu Taangatigut Maliguagahat tapkua atuqtauniaqtut tamainun havaktunun uvalu katulaaktut havakvikmi, havakvingmi tangmarviini, aulaaqtilunik nunalaatigun
- Aangayaarnaqtunik taanganiklu ihivriudjutikharnik malikhautikharnik naunaiyagiikhimayut tigumiaqtauyukhatlu puukattangit atuqtauhimaaqtunik tingmitingni
- Pitquhiliqinnikkut ilituqhaidjutikharnik mihingnautiqaaqtuniklu ayuiqhautikharnik tamainun havaktunik kaantulaaliqiyuniklu
- Havaktut Idjuhikhait tapkua ilaayut inukluguhungniq, alianaiguhukniq, uvalu uumilguhainiq havakvikmi maliguagahat uvalu ihuaqtut ilihaidjutit
- Uumilguhuktailiniq uvalu ningaaniq havakvikmi maliguagahat, havauhiit uvalu ilihaidjutit
- Nayugaani munaqhiyut uvalu piyaanikkut munagidjutit
Nunallaat Ilaugatiiginnikkut Upalungaiyautit pilugit uvalu uqautigilugit nunallaat ihumagiyait, ihumaaluutit, uvalu ihuiguuutit.
- Pivikhaqautikhaq havakvikmi Nunaqaqqaarhimayut havaktut ilaugiamikni ukununga nunallaani Ininiriit tunigiami atayuq aihimavikmi nunallaani pitquhimullu uqaqatiigtumik ikayuqtut
- Inungnut-maniliqinirmut Munariniqmut Pinahuarut (SEMP). Ukua SEMP ilauniaqtut ukiumi munaridjutikkut uniudjutit. Taiguagakhat tuniyauniaqtut NIRB-kunnut, ihariagiyaupata.
- Unaluttauq, WKR havaqatiginiqtaait Kitikmiut, aallat Nunaqaqqaarhimayut katimayit, aallallu aktuqtauniarunaqhiyut nunallaat auladjutaani Havaakhap.

MD.9.4 Havaakhat Maniliurutikhallu

Havaakhat manikhaqhiurutulu tikuaqtauyut atuqniqatianiiganik ilagani (VC) ilituqhagakhaq Havaamut. Havaaghaq hulaqtauniaqtuq havaaghanun maniliurnirmunlu ihuaqtumik ihuangitumiklu aalanguqtinnikkut maniliurnikkut pivalladjutinun piyaghanunlu, aalanguqtinniq havaaghanun, aalanguqtinniq iliharnirmun ilihaidjutinunlu, aalanguqtinniq katulaanginnikkut nanminiqanginnikkut piyaghat, aalangurlugulu akiit inuunirmun.

MD.9.4.1 Taja Qanurinniit

Naitumik uqauhiq taja qanuriniginik pijutaayunik havaktut manikhaqhiurutulu naunairutaayuq Nunavumi aalatqiinik manikhaqhiurutiaqtut, tamaknik igilraat niuvaaviilu manikhaqhiurutini atuqtunik. Pitquhikkut maniliugutit pidjutiaqtut ihagiananginnikkut nunanik atuqniitigit uvalu atadjutiaqtut pitquhikkut akhuuqnaqtut hulidjutit, ilaayut pitquhikkut anguniaqniq uvalu iqalukhiuqniq, uvalu havauhiit Inuit titirauyaqhimayait uvalu miqhuqhimayut. Niuvaanikkut, uvaluuniin akiliuhiatigut-pihimayut maniliurutit, ikayuqtauyut havagvikyuanin imaatan uyagakhiuqtut, inungnun auladjutit uvalu igluqpinikkut.

Nunavunmi havaaghatigut ikitqiat ilauyut havaaghallu amigaitilaangit aadjiliurutigiblugu kanatami amigaitilaangit, havaaghailliuqtut amigaitqiyayut. Ilihainiq humi ittaakhaanik Nunavunmi ittuq ataani kaanatap nampanganit, Kitingmeonmilu, amihut nunaqaqtut piqangittut Angajukhiit Iliharvingmi Naunaitkutraliriniq. Akiit inuuyaami Nunavunmi akituyut ilauyut ilanginun Kanatami, ukualuat akiit niqit.

MD.9.4.2 Havaaqhangit Ayungnautiqarniaqtun

Havaaghaq hulaqutauniaqtuq havaaghanun maniliurnirmunlu tamangnun ihuaqtumik ihuangitumiklu pihimayut Havaaghap iluaniit uvalu hulidjutit ilauyut apqutit havaktauyut, amigaiquyumilugit aghaluutit uvalu piyaangnikkut, tulakvikhat pivalliani, uvalu ihuaqhiyuumiqlugit inuit talvaniit, qanuginiit naittumik imaa:

Aadlangurninnga maniliqinirmut pivalliani pivikhaqautikhallu:

- Tamna Havaakhaq ikayuutauniaqtuq ihuaqtumik pidjutauyunut maniliurutikhanut pivalliadjutikhanut pidjutikhanullu. Havaaghat hulidjuhiit akiliqtaghallu tamayaghanut, ingilrutinut ikayuutinullu amigaiqpaalliutauniaqtut manighiurutit hulilukaarutainut, ikayuutit naallugit nunaptingnit manighiutauyut (GDP), ikayuutillu nunallaanut, aviktuqhimayunut kavamatuqatkunnnullu manighautait. Tamna Havaaqhaq ikayuutiginaqtuq anginirmik maniliurutikharnik hivunikhangit Kitikmeotmi Nunavunmunlu.
- Havaaq hanayauniga aulanigagut munarinigagulu pijutauniaqtut ikayuutaunyuk Nunavumi GDP-mi ukiuqtaqtumilu kavamani manikhaaginik.

Aallangurniq havaakhamut:

- Tamna Havaakhaq ikayuutauhunguyuq ihuaqtumik ihuituniklu pidjutaunyuk havaakhanut. Piumaniq havaktukhanik, tamayanik, tamayanik, uvalu kivgaqtuutininik piliungniaqtut havaaghanik piyaghanik uvalu havaatigut maniliugutinik. Kihimi, una piumaniq piliuqtaaqtuqlu akitaqutautinikkut havaktinun. Havaakhat atuqtakhat pipkagauyut havaamit kikliqarutaulaaqtut pivikhaqarninginik upipkariagani ilitquhiit hulidjutaini, havaakhat manikhaat ikayuutauniaqtut ilauyaagani igilraat hulidjutaini.
- Havauhikhaq nappaqtirniq, aulapkaininngit munarininngalu, piliurniaqtuq havaakhanik pivikhaqautikhaq havaamullu manikhaakhangit havaktunut nunaqaqtut Kitikmeoni, Nunavut tamainnilu Kaanatami.
- Havaakhanut-pidjutiqaqtut havaakhat ikiglitininarunaqhijut ilangit inungnut' ikarnikhanut imaalu pittaqtamingnut ilaudjutikhamingnik pitquhikkut hulipkaidjutikhanik anguniarnirmik, naniriaqtunirmik, hanaugarnirmik miqhurnirmiklu, imaalu iqalukhiurnirmik, havaktit haniqpaniiplutik ukiivingni himmauhirnaqhutik himmauhikhamingnik talvaniingittumi Kitikmeoni nunanginni. Taimaali havaatigut maniliugutit ilauyut haffumunga Havaamun tunihiniaqtut maniktigut ikayuutinik angitqiamik ilauqatigiiknikkut pitquhikkut hulidjutini, uvalu ilauyut piyakhat haffumunga ilihimanikkut nuutiqniq.
- Havaakhanut-pidjutiqaqtut havaakhat nappaqtitaqtitlugit amigaigjuumininarunaqhijut havaktikhanik Kitikmeoni imaalu tamainni Nunavunmi.

- Nakuungittut ilakunga ayurhauingit akuniraalukmik piniaqtuq, taimaa havaat piniaqtuq tamarmikni nappaqtirniq aulapkaininngalu ihuarhaininngalu, mikkauniaqtuq, angikliyuumiqtuq RAA-mut, pihimmaaqtuq himmautittaaqtuqlu taimaa havaktukhat ihumagiyaayut hungiutigiami uumunnga aadlangurninnganut.

Aadlangurniq ilihainiqmut ayuirhainiqmullu:

- Tamna Havaakhaq ikayuutauhunguyut ihuaqtunut ihuitunullu pidjutaayunut ilihaidjutikhanut ayuiqhaidjutikhanullu. Havaaghaq niriuktauyut havaklugit piyaghat iliharnirmun ilihaidjutinunlu, kitut amigaiquuminiaqtut atiliuqtut iliharnirmun ilihaidjutinunlu pinahuarutinun. Kihimi, Havaaghanun-ilauyut havaaghat pidjutiginiaqtait iliaqtut ilihariaqtungilutik havagiamingni.
- Atulirnikhanut ihuaqhautikhat, ihuaqhautikhat, munaqhaidjutikhanullu uuktuutikhat, ilakuit pidjatauvtut Havaakhamut aallangurnianut iliharnirmik ayuiqhaidjutikhaniklu nahuriyaayut ihuaqtumik.
- Nakuungittut pidjatauvtut iliharnirmik iniqhijut amigaitilanginnik nahurijaujut mikijumik. Nakuungittut ilakungit ayurhauingit akuniraalukmik piniaqtuq, piniaqtuq nappaqtirumik aulapkaininngalu munarininngalu, LAA-mi, pihimmaarniaqtuq himmautinginnarlunilu.

Aadlangurniq kaantraktigut unalu havakviup pivikhaqautikhangit:

- Tamna Havaakhaq ikayuutauhunguyut ihuaqtumik pidjutaayunut kantrakhanut havagviuyunullu pidjutikhanut. Havaaqhangit akiliktuihimaqtunik hunavalungnik, ingilrutikharnik ikayuutikharniklu aulatitiniaqtun niuvigiangannik pidjutikharnik nanminiaqtunik.

Aadlangurninnga nunallaani urhuryuaqtaffaarninnga akhuurninnga:

- Tamna Havaakhaq ikayuutauhunguyut ihuaqtumik pidjutaayunut nunamingni aquiqtuuffaarutikhanut mahulingaitkutikhanut. Ihuangitumik ayungnautiqarniaqtun talvuuna amigairyumirutikharnik atuqtakharnik nunallaani urhuqyuaqtaqvikharnik katitirutikharnik talvuuna tingmitikkut agyaqtauyukharnik talvanga Havaaqharnin. Nakuuyut pidjatauvtut nunallaanut uqhughaqtaffaarutinut mahulingainit pittaaqtut agyaqtaugumik nutaanik aulapkaitjutikhanik amigaiquumidjutikhanik qakugunguraikpat qakugungurangat uqhughaqtaffaarnirmunlu.
- WKR kaantulaaktittiniaqtut umiakktut agyautikhanik ingilrutinik tamayaniklu Havaktauyakharnut nayugakhaanut, ihuirutaulimaittut pittaaqtamingnut aktikkulaanullu tadjja nanminiaqtut umiakktut agyaqtaqtut auladjutikhainut ikayurahuahugit nunallaat WKR-kullu havaqatiginiaqtait nunamingni avikturinni kavamangit ikiglinahuarutikhanik ihuiratauvtut umiakktut agyaqtaqtunut.
- Urhuqyuaqtaffaarniq aturluni tingmitikkut agyaqtaqtunik iniqtiqtauniaqtuq aturluni akiliqtauyut tingmitit Yalunaimit talvunga Havauhikhap nayugaanut, unalu hunavaluit (ukunatitut, iginaqtut) piyaulimaittut aadjikutaanit niuvvaaviuyunit tingmitikkut agyaqtauyut Kitikmeoni.

- Tamna Havaaqhaq akhurhainiaqtuq nunalaani urhuqyuaqtaqvikharnik ayungnairutikharnik Kitikmeotmi taima ilitugipkailutik nuutaamik nunami imarmiituniklu auladjutikhangit ikayugianganiq nunalaani umiaqtuffaaqtukharnik tuniyaangat ilauyukharnik pidjutikharnik talvunga Kitikmeoni talvuuna umiakkut agyaqtuutikharnik talvuuna hikuigaangami.
- Inikhaqaqqat agyautikhanik tamayanik Qurluqtuaryungmi Tulakvikhat Kitikmeoni nunallaanut, tulakvikhaq atuqtauniaqtuq aallamik umiaqtarvikharnik, aallatqiiktunik tikilvikharnik Kitikmeoni nunallaanginut imatullu ihuaqhiyuumirlugit avikturniinni atadjutikhainik.

MD.9.4.3 Angikliyuumiqtuq Qanuriliurutingit

Atulirnikhanut ihuaqhautikhat, ihuaqhiyuumirutikhat munaridjutikhanullu uuktuutikhat, amigaigyuumiyut pidjutauyut maniliurutikhanut pivalladjutikhanut havagviuyullu atuqtakhat, kantraqaqtut havagviuyullu atuqtakhat nunallaanilu uqhughaqtaffaarutikhanut ihuatqiyauniaqtut. Akiliutiit tamayanut, hanalrutinut ikayuutinullu atayut ihuaqtmuq naunaittuq nakuuyumiklu naunaittuq havauhikhat unalu hulilukaarniq, avataani akiliutiit uumannga Havauhikhaq, pipkaidjutiniaqtuq angikliyuumiqtuq maniliqinirmut hulilukaarniq, aittuutit GDP-mut, aittuutit haamlanganut, avikturhimayumut kaanatap kavamanganullu manikhaakhangit piliurniaqtuq niuvirnirmut pivikhaqautikhaq avikturhimayumi nanminiaqtunut.

Atulirniitigut ihuaqhaidjutit, ihuaqhiyuumirutit, munaridjutillu aktilaangit, amigaiqpaliayut hulaqutait havaaghanun iliharnirmunlu ilihaidjutinunlu niriuktauyut tamangnun ihuaqtut ihuangitullu. Havaaghaq, ihuangnikkut ihumagiyauyut, uvalu ihuangnikkut ihumagiyauyut pidjutauyut havaaghat uvalu iqaiyangnikkut hulidjutit nigiktauyut amigaigyuumilugit havaaghat piyaghat, havaatigut maniliurutit, ilihaidjutit uvalu ilihaidjutikhat piyakhat uvani RAAMI.

Nakuungittut angikliyuumiqtuq ayurhautingit ihumagiyauyut piniaqtuq akitaqutautiniqmut havaktunut angikliyuumiqlugulu atiliurniq ilihainiqmut ayuirhainiqmullu pinahuarutingit piniaqtuq taimaa piumaniq avatqutpat pittaarninnga, ukunatitut inugiakpallaarniq, ayurhaqtut ikayuutingit, pilimairumi pinahuarutininik, mikitqiamikluuniit qanurittaakhaanik havaat. Akitaqutautinikkut hulaqutit ihuaqhaqtauniaqtut qakugunguqqat qaffinik pidjutinik. Naunaitut, Nunavunmi inulramiit amigaigyuumiyullu inugiangnirit aulahimaaqtumik piyariaqangniaqtut angiyumik nutaanik havaaghanik amigaitut attautit havalipaliakpata, taimaalluaq aviktuqhimayumi aulahimaaqtut amigaitut havaaghailliuqtut ilauyut kanatami aktilaangitigut. Katitiqhimayut hulaqutit piumanikkut havaanik, uvalu akitaqutautit havaktunun, pidjutiqaqtut qitqani anginiqhaqmum, applicable atulaaqtut humiliqaa RAA-mi, hivunikhani hivitunigani, atuinaqniaquq atuqhimaginaqluni utilaaqtuqlu havaktukhat ihuaqhikpata aalaguqniganit (ilaa akituriaqniginik manikhaakhat, amigaiqpaaliqlugit ayuiqhajutit, amigaiqpaaliqlugit nuuniginik, nuutpalianigit havaktut humiliqaa havakviuyuni). Kihimi, kitut angiyumik angikliyuumiqtuq akuniraalukmik ilihainiqmut ihariagininnaga kiuniaqtaalu ilihainirmut tuniyut (ukunatitut NAC) aadlamut aktikkulaanga, ilihaidjutimik tuniqhainiq, unalu/unaluuniit aadlat maligat. Nigiuktauyut tapkua aviktungniitigut havaaghanik pivalliyut, ilauyut WKR, havaqatiginiaqtait Kavamatkut Nunavunmi Iliniaqtuligiyit uvalu aalat tunihiyut naunaiyagianganik hivungani ihagiagiyauyut uvalu ikayuutit hapkununga.

MD.9.4.4 Anginiqhaq

Atulirnikhanut ihuaqhautikhat, ihuaqhautikhat, munaqhidjutikhallu aktilangit, ilakungit ihuirutauvaktut Havaakhamut havaakhanut maniliurutikhanullu qanurinniit LAA unalu RAA itqurnarutauyut akhuurutaungittut piliunginmata naunaiyainiqmik ihuangitumik aalanguqtirniq tadjamin qanuginiit uvalu aulaniit tapkua munagiyaulimaitut uvaluuniin ihuaqhaqlugit, uvalu, Havaaq pidjutiqalimaituq ikiliyuumiqlugu ukiuq tamaat GDP angiklivaliani aviktuqhimayumi aktilaangatigut.

Nakuungittut angikliyuumiqtuq ayurhautingit havaamut maniliurninnganullu qanurittaakhaanik LAA uumanilu RAA itqurnarutauyut akhuurutaungittut taimaa, taimaa Havauhikhaq, ilaliutiyuq qangaraaluknit, tadjaa, ihuaqtuq ihumagiyauyuq, ihuaqtumiklu ihumagiyauyuq pipkaidjutyuq pivalliani, ihumagiyauyuq pipkaidjutiniaqtuq uuktuutigiyayuq nakuungittumik aadlangurniq ittunit qanurittaakhaanik qanuriliurninngalu, hapkuat qanuriliurutingit ihumagiyauyut nakuuyumik munariyauyuq iharhaininnganut pinahuarutinut, maliruagahat, upalungaiautillu, imaalu atulirniitigut ilaliutihimayut ihuaqhaidjutit.

MD.9.4.5 Ingattaqtailiniq, Munariniq, unalu Iharhainiq Qanuriliurutingit

Ikikliyuumiutiniq, munariniq, iharhainiqmullu qanuriliurutingit ihumagiyauyut ikikliyuumiriami nakuungittut ayurhautingit iharhigiamilu nakuuyumik qanuriliurutingit.

- Inungnut-Ikajuutikhangit Munaqtiunikhainnut Piliriakhaq (SEMP) atauhiuniaqtuq parnautikhangit maliktakhat atulirnikhanut ingattaqtailinahuarutikhanut munaqhidjutikhanullu uuktuutikhat, aktilaarlugit iharhainit ingattaqtailinahuarutikhanut munaqhidjutikhanullu uuktuutikhat, aktilaarlugit qanuqtut nunallaat atuqpagait aktuqtauniit (tamangnik ihuaqtut nakuungittullu), ikajuutikhat maniliurutikhanut inuuhinut-ikajuutikhangit pivalladjutikhat Inuit nunanginni, pillahilugillu hungiutihimajut munaqhidjutikhait nutaat/hatqiqpaliajut inungnut-ikajuutikhangit ihuidjutaajut.
- Havaktuliqinirmut Qanuriliurutikhat piliuqtauniaqtuq iliuraqtaulunilu iharhigiami pihimagiamilu nunamikni Inuinnaat havaktut, ihumagilluarlugu piumalluaqtait Inuinnaat havaktitlirlutik. Havaktuliqinirmut Qanuriliurutikhat naunaiqniaqtait ayuitaminik ilauliriami ihariagiyanginnik, havaktut ikayuutingit, havaktut uqaqatigiikniq, havaamut himmautigiiktaqtumik naunaitkutat, havaktut naunaipkaidjutingit pinahuarutingit ikayuqhimmarninngalu Havauhikhamut havaktut havaktilluni. Una ilauyuq:
- Arnaunikut/angutaunikut, aajjikiiktipkainikkut aallakkiikniqarniniklu atugakhat turaanganiaqtuq havaktikhaqhiurnikkut Inungnik, aallaniklu Nunaqaqqaaqhimajunik inungnik, arnaniklu amigaiqjuummiqtirnikkut Havaktaujukhami havaakhanik taapkunani ilaupkaqtitaulluangittuni inugiangnirni.
- Havaktinut Idjuhikhait Pittiarahuarinmun ilauyut ihuiguhukhimaitumik, alianaiguhukhimaitumik, uumilguhaihimaitumiklu havagvingmi maliruagahat ihuaqtullu ilihaidjutit.

- Ayuirhainiqmut Maligaq piliuqtauniaqtuq iliuraqtaulunilu ilitarigiami ihuaqtuq ayuitaminik ihariagiyangit havagiami Havauhikhami, tunigiami havaligtinnagu ayuirhainiq Inuinnaqnut inulramiinullu (havaqatigiikhutik nunamikni sikuurvingit unalu Inuit timiqutigiyangit), iliurariamilu havakhutik ayuirhainiq unalu ayuirhainiqmut pinahuarutingit.
- Niuvmirmut Qanuriliurutikhaq, ihumagilluaqtait Inuit kaantraakhanut pivikhaqautikhat, piliuqtauniaqtuq iliuraqtaulunilu ikayuriami avikturhimayuni unalu Inuit havakvingit ilaugiamikni.

MD.9.5 Aulapkaidjutikhanik Kivgaqtuidjutikhaniklu

Kitikmeoni nunallaamiutat ilitarihimajaa Nunavutip alappaarnaittumi hilami, unгахиктуми, аkituvallaarninginni, naittunilu nappaqtirnimin pidjutivaktun nappaqtirutikhanik aulapkaidjutikhanik ajurnarhivaktun nappaqtiriami munarigiamilu. Amigaitut aviktuqhimayup igluqpait utuqanguqpaliayut, igluiliuqtut amigaitut, nunallaallu piqangitut ukiutigut apqutinik uvaluuniin uiguliriinik atadjutinik. Urhuryuaqtarvinga agyaqtaqtut qakunguraangat, аkituvallaangittuq, ihariagiyaungittuqlu, pipkaidjutyuq hakugiktumik piumayut ihuarhigiami ingilraniq qakunguraikpat urhuryuaqtaffaarniq. Tamna Havaaqhaq ayungnautiqarniaqtun napaqtirutikharnik ikayuutikharniklu tamangnik ihuaqtumik ihuangitumikluuniit.

MD.9.5.1 Tadja Qanurinniit

Nunavut pidjutivaktut anggiyuamik nappaktirinirmun ayuqhautimik talvamit Kanatami. Qillaminuaq hila, unгахиктуq nuna, naituq igluqpinikkut ukiuni, kikliqaqtut ikayuutit, uvalu hilap aalanguqtingniganun igluqpiniq uvalu ihuaqhainiq igluqpangnik aghut ayungnaqtuq. Amigaitut ublumi igluqpait utuqanguqpaliayut uvaluuniin avatqutugit atuqtauyut. Tamna ayungnautigivakhimayaingit nunalilihaaliqtilunik allaniklu naunairutingnik aituihimaapaktun ihualuangitumik inuuhinut-piyangaiyautikkut qanuritmangaangit Nunavunmi Kitikmeotmilu nunalaangitni. Talvallaqli, ikitpallaangniit igluqhat, igluqhaqalluanggittut, inaigutikkutlu pidjutivaktut amigaittuni Kitikmeoni. Ilangit amihuuninngit ayurhaqtitauniaqtuq piqalluanguinmat nunallaani aulapkaitjutikhanik havaaniklu amigaitpallaaqtumik. Nunallaat Nunavunmi inmikuuqtut unгахиктунun uvalu atadjutiqaangitut attautinun uvaluuniin ilanginun Kanatami ukiutigut apqutikkut uvaluuniin uiguliriiktunun atadjutinun. Nunavut piqalluanguinmat imakkut aulapkaitjutikhanik, atauhiinnarmik itiyumi tulaktaqvikhaqahuni lqalungni, imaatut ittuq amihut umiat uhiiaqpaktut umiaryanut mikiyunulluuniit qayanut, amigaittullu nayugait huli piqalluanguinmat ihuaqtunik humungauvikhanik nunauyanik. Nunallaani agyaqtaqtut Kitikmeoni nunallaanginnut tadja iniqtiqtauyut umiakkut atauhiqmik malruiqtuqhuguluuniit atauhiqmi ukiumi unalu tingmitikkut agyaqtaqtut, taimaa aadlanguqtaqtut, tuuliiqpakhutik, taimaaqtitauyulluuniit.

MD.9.5.2 Havaaqhangit Ayungnautiqarniaqtun

Tamna Havaaqhaq ayungnautiqarniaqtun napaqtirutikharnik ikayuutikharniklu tamangnik ihuaqtumik ihuangitumiklu talvuuna allanguqtirnikkut nunalaani iglukpakharnik piyaangatlu nunalaani ikayuutikharnik alruyaqtuutikharnikluuniit, allanguqtirnikkut hiniktaqvikhangit iglukhangitlu pigiaqaqtun, allanguqtirlutiklu ingilradjutikharnik nappaqtihimayunik, allanguqtirlunilu nunalaani umiaqtuffaaqtukharnik naitumik titiraqhimayuq ataani.

Aalaguqnigut nunagiyauyumi hanayakhanik atulaaqniginiklu inuit ikayuutainik aulajutaayunikluniit:

- Hulaqutit nunallaanun igluqpinikkut uvalu piyaangnirit inungnun kivgaqtuutunik uvaluuniin auladjutinun nigiuktauyut tamangnun ihuaqtut uvalu ihuangitut.
- Tamna Havaaqhaq ilautitinaqtuq nuutaamik nunami tariurmiituniklu napaqtirutikharnik taima ikayuutiginaqtun Umiaryuangit Amiriyyit qiniqhiayuniklu (SAR) hulilukaaktunik, ihuaryumiqtitiyaangat aulavikharnik, aulatitiyaangatlu kavamangit maniliurutikharnik taima pidjutiqarniaqtun nunalaani iglukpakharnik nunalaani ikayuutikharnik.
- Havaaqhangit hulilukaarutikhangit aulatitiyaangatlu havaktukharnik angikliyumiqtitinaqtun atuqtakharnik nunalaani iglukpakharnik, amigaqhuutiqaqqan ikayuutikharnik, alruyaqtuutikharniklu talvuuna nuutiqhimaqtunik havaktunik talvuuna Kitikmeotmi Yalunaimilu. Nakuungittut ilakungit ayurhauingit itqurnarutauyuq mikkauvallaaqtuq, akuniraaluk piniaqtuq piyuqulu ihuangittumik utiffaalimaittumiklu qanuriliurutingit.

Aalaguqnigut hiniktaqvikhut igluukhalu qahakniginik:

- Hulaqutit hiniktarvingnun igluqhaqarninunlu niriuktauyut tamangnun ihuaqtut ihuangitullu.
- Tadjakaffuk aulaaqtitauhimaqtughallu nayugahait amigaitqiat havaktit, mikhiyuumirutiyyut ayuqhautinun nunamingni iglunun; Kihimi tadjakaffuk piumayut hulaqutiginaqtaat hiniktarviit uvalu akiliqtuiyyut hiniktarviit.
- Tamna Havaaqhaq ihuaryumiqtitinaqtuq iglukharnik pigiaqaqtunik ihuaqhaidjutikharnik nunami tariurmiituniklu napaqtirutikharnik, taima ayungnairutikharnik agyagianganik iglukharnik hunavalungnik Kitikmeoni nunalaanun.
- Nakuungittut ilakungit ayurhauingit hiniktarvinginnut iglukhanginniklu itqurnarutauyuq akuniraalukmik, mikkauvallaaqtuq, piniaqtuq tamarmikni (ihuarhaqhimayut himmautingit) piqattangittuqulu (hilarlukniq). Hapkua ihuanginirit hulaqutait ihumagiyauyut utiffaalimaittut uvalu naunaitpiaqhutik ukiumi tatqighiutini humi hiniktaqvikhut piumayauyut Yalunaimi amigaiqpaliatilugit.

Allanguqtiqhimayuq ingilradjutikharnik nappaqtiqhimayunik:

- Hulaqutit Havaaghap ingilradjutikkut igluqpait niriuktauyut tamangnun ihuaqtut ihuangitullu. Nutaag ingilradjutikhanut nappaqtirutikhat piliuqtauhimajut Havaktaujukhamit (apqutit, tulakvikhat, imaalu tingmitiqarviit) ihuaqhijuuminiaqtait katilviudjutikhait Kitikmeoni Avikturnianni talvanillu Yellowknife.
- Tamna Havaaqhaq ihumagiyauyuq ihuangitumik ayungnautiqarniaqtun ingilradjutikharnik nappaqtirutingnik talvuuna amigairyumirutikharnik atuqtakharnik talvani TCWRmi ukiumi apqutaani tingmitikkutlu ingilradjutikharnik nappaqtirutikharnik.
- Nakuungittut ilakungit ayurhautingit mikkauvallaaqtuq, akuniraalukmik piniaqtuq, piniaqtuq ihuangittumik qanuriliurutingit utiffaalimaittuqlu.

Aallannguqtirutit nunallaaqnit uqhughaqtarviit:

- Hulaqutit Havaaghamun nunallaanun umiaqtaffaarutinun niriuktauyut tamangnun ihuaqtut ihuangitullu. Tamna Havaaqhaq angikliyumiqtitiniaqtuq nunami- tariurmilu-aulahimayunik nappaqtirutikharnik talvani RAAMI ihuaryumiqtitiniaqturlu nunalaani umiaqturvikharnik talvuuna agyaqtuutikharnik hunavalungniklu talvanga Qurluqtuaryungmi Tuluqtaqvikharnik Kitikmeoni nunallaanun. Tamna agyarniq hunavaluknik hunavalukniklu Umiat Tulakvianit Kitikmeoni nunallaanginnut iniqtiqtaqtuq inikkut piluni talvuunaluuniit piliurninnga nutaamik havakvikmik agyariami agyariamiluuniit hunavaluknik tamayaniklu.
- Nutaag ingilradjutikhanut aulapkaidjutikhat ikayuutauniaqtuq qakugunguraikpat ihuaqtumiklu umiakkuurutikhanut tamayanik Kitikmeoni nunallaanun.
- Piqangittuq ihumagiyauyuq ilakunga ayurhautingit Havauhikhamut nunallaani urhuryuaqtaffaarninnga aturninnganit umiaryuakkut agyaqtaqtut unaluuniit tingmitikkut agyaqtaqtut agyaqtaqtut tamayat Nappaqtirutikhamut unalu Aulapkaininngit Munarininngalu uumannga Havauhikhaq.

MD.9.5.3 Angikliyuumiqtuq Qanuriliurutingit

Katitiqhimayut ayungnautiqarniaqtun nappaqtirutikharnik ikayuutikharniklu ilauniaqtun tamangnik pidjutikharnik akhurutikharniklu: nuutaanik nunami tariurmiituniklu nappaqtirutikharnik talvanga Havaaqharni allaniklu tautuminaqtunik pivalladjutikharnik ikayuutiginiaqtun Umiaryuangit Amiriyiit SARkutlu atuqtauyukharnik, ihuaryumiqtitiniaqtun aulavikharnik, ayungnairutikharnik iglukharnik nappaqtirutikharnik atuguminaqtunik nunalaani umiaqtuffaarutikharnik, taima aulatitihimaaqtilunik maniliurutikharnik taima ihuaryumiqtitiniaqtun nunalaani ikayuutikharnik hivunirmi. Atautikut, aulanigut atulaaqtulu nuuniginik havaktut, ukualuat Yellowknife-kut, pijutaulaaqtut hivituyumik, ikiniqhanik qitqaniitunik, utirutaulimagituniklu akhuurutaayunik nunagiyaayuni hanayakhanik, igluukhanik, aularutiniklu atuqtunik (ukualu tikmiakut aularutit TCWR-lu), ikayuutiniklu ayuruirutinik, ukua akturningit nahuriyaayut atuqtaulimagitut talvaniilutik hanianiluniit atuqtuni atuqtuni kiklikhaini.

MD.9.5.4 Anginiqhaq

Katitiquhimayut ayungnautiqarniaqtun iglukpakharnik ikayuutikharniklu talvani RAAMI itqurnarutauyut angivalaangitun taima avatqungitun pigiaqaqtunik katitirutikharnik iglukharnik ikayuutikharniklu naunairutiqangitunlu angiyumik ikikliyumirutikharnik ihuaqtunik ikayuutikharnik tuniyauvakhimayunik, talvuuna aulahimaaqtunik aulahimaaqtukharniklu, taima ikikliyumilimaitun aulayunik ihumagiyauyunikuuniit havaaqhangit, atugakhat, imaaluuniit ihuaqhautikhangit maliqatqujauhimajut.

MD.9.5.5 Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit

Ihuaqhaidjutiluut, munaridjutit, ihuaqhiyuumirutillu aktilaangit tapkua niriuktauyut ikikliyuumiriami nakuungittut ilakunga angikliyuumiqtuqlu ayurhautingit Havaaghaq havaaghatigut maniliurnirmunlu pidjutauyuq haffumanga talvanga havaaqharni ukuat:

- Tamna Tingmiyukharnik Atugakhaq malikhautikharnik hiniktaqvikharnik, niridjutikharnik, aanniaqtunik ikayuutikharnik pidjutikharnik allaniklu pidjutikharnik havaktinun ayungnautiqaqtnik talvuuna tingmiyukharnik kinguvaktinun.
- Una HSSE upalungaiyaut ilauniaqtuq qayangnautikkut ilihaidjutinik piyakhanik havaktunun, uvalu qayangnautikkut uvalu kiudjutikkut havauhiit.
- HMSP ilauniaqtut pittailinikkut uvalu munagidjutikkut aktilaangit aanirnikkut, aaniaqinikkut, uvalu aaniaqtailinikkut/munagidjutikkut, uvalu naunaiyaqhimayut nayugaani munaqhinikkut/aaniqtuqaqat munagidjutit, uvalu qilamiuqnikkut kiudjutit ilauyut anipkaqnikkut.
- Qayangnautikkut Munaridjutit uvalu Qilamiungnikkut Kiudjutikkut Upalungaiyautit naunaiyarniaqtait tuhaqtidjutit maligahat nunamingni qiniqhiayit uvalu CCG/CCGA, ilauyut ikayuutikkut piyakhat ikayuutitik atuqtaukpata.
- Tulaktaqvikhaq Munagidjutikharnik Upalungairutikhaq munaginiaqtait qayangnairutikharnik auladjutikharnik nanminiaqtunik umianik aulayut haniani port.in malikhautilugit atuqtakharnik talvani Tariumi Ingilradjutikharnik Qayangnairutikharnik Maligaaq.
- Niuvailiqinikkut Hanaqidjutikharnik ikayuutiginiaqtun Inuit avikturvingmilu nanminiaqtunik ilauyukharnik, piumaluaqtainik nunalaani ingilrutikharnik, ihuaryumiqtitiyaangatlu nunalaani maniliurutikharnik pidjutikharnik
- Inuuhinut-Piyangaiyautikkut Munagidjutikharnik Havaaqhangit (SEMP) munaginiaqtait inuuhirinnikkut maniliurutikharnik atuqtakharnik, munagiyaangatlu ihuaqhaidjutikharnik ihuaqtumik, titiraqlugit nunallaat atuqtait, uvalu ikayuqlugit hungiutinikkut munagidjutit.

WKRkut aulahimaarniaqtun kiuyaangat apiqutingnik ihumaluutigiyainiklu talvanga Kitikmiutnin, allaniklu Nunaqaqqaqhimayunik katimayyingit, allaniklu ayungnautiqarniaqtun nunalaangit talvuuna aulahimaaqtunik ilauyukharnik hanaqidjutikharnik. WKR piliurniaqtuqlu Maliktakhanik Ilaupkainikkut Nunallaani Ihumagijaujunik Inuinnainniklu, Nunaqaqqaqhimajunik, Nunallaanilu Qaujihimanirnik nakuujumik ilaupkainikkut uuminnga nakuujunik ilitturipkaidjutinik qaujihimanirniklu havaktaujukhani aulapkaidjutainni.

MD.9.6 Pitquhiungitut Nunat, Tariumi, uvalu Ikayuutikkut Atuqniit

Kitikmeoni Aviktuqhimania ilalik tamatiknik Inuit Nanminiriyai Nuna (IOL) tamnalu Kuin (Inungnut) Nuna. Agiqatiriigutaukmat uvuuna Nunavumi Nunataarutit Agiqatiriigutaini, Inuit Nanminiriyait Nunat iluaniitunik ihumaquutunik tikuaqtauhiimayut Inuinaqnit hivumuutiyaagani manikhaqhiurutit pivalianigit nakurutauyaagani nunataarutit inuit hanafaariagani hivumuuriaganilu Inuit nanminik ihumaliuqninginik nunani ihuaqutiniklu munarijutinik Kitikmeoni Nunami (Inuit Inuujuhiinik 2006-mi).

Pitquhiungitut Nunat, Tariumi, uvalu Ikayuutikkut Atuqtauuyut naunaiyaqtauuyut imaa VC ihivgiuqtauuyukhat haffumunga Havaaghamun. Havaaghaq pidjutiginiaqtait Inuit Nanminiit Nunait (IOL) ukualu Kuin nunait. Tamna Havaaghaq ihumagiyauyuq ilaulukaagianik allatqiinguyut pitquhiungitunik nunanik, imarmi, hanaqidjutikharnik atuqtunik talvuuna allanguqtiginikkut pidjutikharnik atugianganiiklu nunanik hanaqidjutikharnik uyaraqhiuqtunik, allanguqtiginikkut pidjutikharnik atugianganiiklu nunanik hanaqidjutikharnik nanminiqaqtunik anguniarnikkut, pulaaqtuliqiyunik hulilukaaktukharniklu, allanguqtiginikkutlu pidjutikharnik imarmun atuqtaunginaqtun tariumi aulavikharnik.

MD.9.6.1 Tadjia Qanurinniit

IOL piqaqtuq mikhaani 6.6 million ha uataani Kitikmeoni, 5.6 million ha piqarhuni qaangani pilaarutunik imaakiaq 1.0 million ha (15 pusantiga [%]) piqaqtuq nunap iluanin pilaarutunik. Kuin nunait aktilaangit naamavyaktuq 47 million ha uataani Kitikmeoni. Qitiqmiuni Nunami qiniqtauhiimayut taimani ukuniga gold-mik, havivaluit, piniquitkhat, platinum-guyulu hunaqaginigini hunaliqaa. Tamna Goose Uyaraqhiurvik (B2Gold Corp.) avaliiutq aulayuq uyarakhiurvik Kitikmeoni. Piqaqtun qaffiuyunik hivutunirmik uyaraqhiuqtunik nalvaaqhiuqtunik havaaqharnik Kitikmeotmi.

Piqaqtuq qaffinik aquihimayunik, anguniaqtitiyit, uvalu munaqhiyut nanminiqaqtut aulayut Kitikmeoni. Hapkua nanminiqaqtut tunihiyut iqalukhiuqtitiblutik, anguniaqtitiblutik, uvalu hulilukaaqhutik atuqhimayamingnik aquiyunun aviktungniinun. Pitquhiungitut tariukkut atuqtauuyut Kitikmeoni Aviktungniani ilauyut qainat hulilukaaqtut, ilauyut nanminiqaqtut qayat, kavamatkut qayat, hikumik ahiruqtirutit, uvalu mikiyut (inmi atuqtait) qayat. Maniliurahuaqtut umiat ingilrayut amihumik tikitakhamut umiakkuurniq, atauhiqmi ukiumi umiakut agyariami tamayanik Ukiuqtaqtumi nunallaanut, aullaaqtulluuniit (ukunatitut, umiaryuakkut umiaryuakkut) talvunga talvangalu Ukiuqtaqtumi nayugainut.

MD.9.6.2 Havaaqhangit Ayungnautiqarniaqtun

Tamna Havaaqhaq ayungnautiqarniaqtun pitquhiungitunik nunanik, tariurmiitunik, hanaqidjutikharnik atuqtauuyukharnik tamangnik ihuaqtumik ihuangitumiklu naunaiyagiikhiimayut Havaaqhangit hanaqidjutikhangit hulilukaarutikhangitlu ilauyut apqutingnik havaktauyukharnik, amigairyumirutikharnik aulavikharnik pigiaqaqtuniklu, tuluqtaqvikharnik pivalladjutikharnik, unalu ihuaryumirutikharnik inungnik talvaniitunik, naunairutikhangit naitumik titiraqhiimayut:

Aallannguqtitit nunat aturnikhanut tikkuaqtauhimayut:

- Kuin nunaqutingit unalu Inuit Nanminia Nuna (IOL) avikhimanit ikaqtauhunguyut apqutikkut tulaktaqvikhakkullu, kihimik aallangulimaitut nunamik aturnikhanut naunairiiqhimayut. Kitikmeot Inuit Katudjigatigiit tautuktaat apqut nalruyut akiani Inuit Nanminia Nuna ikayuutauyuq Inuinnarnun pidjutigiyaaq piqaqtitlugu anginihaq piyaaqniq nayugainun ataani Inuit Nanminia Nuna pidjutainun.
- Tamainun, malikhugit atulirnirit ihuaqhaidjutit, munaridjutit, ihuaqhiyuumirutillu aktilaangit, ilakuit hulaqutait aalanguqtirnimmun piyaangnirit uvalu atungnirit nunat uvalu ikayuutit uyarakhuiqtunun havaktautilugit uvalu Auladjutit uvalu Ihuaqhaidjutit nigiktauyut nakuuniaqtut taimaali Havaaghaq tunihiniaqtuq piyaaqniqmik kinguani piyaulimaituq nayugaa uyagakhiuqnikkut uvalu uyagakhiuqtut. Nakuuyut ilakuit hulaqutit naunaiyaqtauhimangitut hivuani.

Aalaguqnig ituriagani atuqnigilu nunat ihuaqutulu uyarakhuiqnigmi:

- Tamna Havaaghaq ihumagiyauyuq ihuaqtumik ayungnautiqarniaqtun piyaangat atugianganiklu nunanik hanaqidjutikharnik uyaraqhiuqtunik taima Havaaghaq tuniniaqtuq pidjutikharnik hivunirmi atuqtaulimaitun nayugaani uyaraqhiuqtunik uyaraqhiuqtuniklu. Tamna Havaaghaq angikliyumiqtitiniaqtuq pidjutikharnik nayugainun talvani LAA uvanilu RAA nanminiaqtunik anguniarvikharnik, pulaaqtuliyunik hulilukaaktukharniklu. Nakuuyut ilakuit hulaqutit naunaiyaqtauhimangitut hivuani.
- Nakuungittut hulaqutit niriuktaujuun mikijumik aktilaanganik taimaatun ilangit atuqtiit pijumaniarungnarhijun pittailinikkut PDA-mik talvani nappaqtirnirmi angijuniuunniit aulapkaidjutini havagutini tulaktarvingmi haniraaniluunniit apqutimi kikliqarlunilu ukununga PDA-mun LAA-mullu. Ilavaluit hulaqutait hivikittumut (tadjakaffuk piyaarnikkut pittailidjutit uvalu mihingnautikkut ulapiqutauyut ilauyut Hananikkut hulidjutinun) hivituyumik-kikliqaqtut (mihingnautikkut ulapiqutauyut ilauyut Auladjutinun uvalu Ihuaqhaidjutinun) hivituniani, uvalu atuqtauhimaaqtut/aulahimaaqtumik atuqtauhimaaqtut. Hulaqutait qayangnaqtut pidjutigiblugit ukiutigit qanuginiit nanminiaqtut anguniaqtut, ilauyut anguniaqtut uvalu iqalukhiuqtut. Ilakuit hulaqutit utiffaalmaitut, taimaali Havaaghaq atuqtauhimaaqniaqtuq.

Aalaguqnig ituriagani atuqnigilu nunat ihuaqutulu manikhaqhiurutini agunahuaqniqmi, pulaaqtuliqinikut tuninguiqtirijutiniklu:

- Havaaghaq hulaqutiginiaqtaa piyaaqniq uvalu atuqnia nuna uvalu ikayuutit hapkununga nanminiaqtut anguniaqnikkut, aquinikkut uvalu hulilukaaqnikkut. Havaaghaq tunihiniaqtuq piyaaqniqmik kinguani upaguminaitut nayugait hapkununga hulidjutinun kihimi pidjutiqaqniaqtuq mihingnautikkut ulapiqutinik uvalu ihuiguuutunik nunamun uvalu ikayuutinun atuqtunun uvalu nanminiaqtut anguyauyut hugadjaat, kitut hulaqutiginiaqtaat anguniaqnikkut nakuuyumik anguniaqtut anguniaqtiyunun.
- Uuktuutingit ikikliyuumiutingit, munariniq unalu ihuarhainiq qanuriliurutingit, nakuungittut ilakungit ayurhauitingit ihumagiyauyut mikitqiamik piyuq, kikliqaqtuq PDA unalu LAA, naittumik akuniraalukmut pitillugu unalu pihimmaaqtuq/pihimmaaqtuq pihimmaaqtuq. Ilakuit hulaqutit utiffaalmaitut, taimaali Havaaghaq atuqtauhimaaqniaqtuq.

Aalaguqnig it aturiagani atuqnigilu immavaluit taqyumi aulaariagani:

- Tamna Havaaqhaq angikliyumiqtitiniaqtuq tariurmi-aulahimayunik igluqpangnik atuqtauyukhat uataani Kitikmeoni Avikturniani ihumagiyauyurlu ihuaqtumik ayungnautiqarniaqtun tariumi aulavikharnik talvuuna ihuayumirutikharnik aulavikharnik talvuuna ihuayumirutikharnik aulavikharnik ikayuutikharnik, nunauyarnik, aulavikharniklu, taima naunairutiarniaqtun ihuaqhaidjutikharnik qayangnairutikharnik.
- Havaakhamut-pidjutiaqtunik umiakkuurutikhanut hulipkaidjutikhat aktuutauniarunaqhiyut tadjaa aullavigivaktainut angiyunut umianut mikiyunullu qayanut ilangilu nunallaani atuqtut pittailiniarunaqhiyut Qurluqtuaryungmi hanayautitlugit imaaluuniit umiaryuakkut aullavikhanik pilutik aallamik apqutikhamingnik (e.g., ungahitqiyanik hinaanit).
- Uuktuutigiplugit ihuaqhautikhat, munaqhidjutikhangit ihuaqhautikhanginiklu uuktuutikhat, nakuungittut ilakungit aktuutauniit aullavikhanut talvani RAA nahuriyaayut mikitqiyaulutik, hivikittumut imaalu utiffaaqtaaqut tadjaa umiaqtuqtut ilihimalirumik aullavikhanik tariumi umiat.

MD.9.6.3 Angikliyuumiqtuq Qanuriliurutingit

Havaakhaq nahuriyaunginmat aallanguanianik nuna tikkuqaqtauhimayuq, ilakungit havaakhat ihuirtaungittut itqurnarutaungittut taimaitumiklu hamna pidjutaungittuq hivumuuqtitangittuq ihumagiyauyukhaq amigaiquumiyut titiraqhimayut. Tamna Havaaqhaq allatlu tautuminaqtun pivallidjutikharnik nigiktauyut angikliyumiqtitiniaqtun nunanik imarmiituniklu aulahimayunik igluqpangnik talvani Avikturningmi Ihivriudjutikharnik Nayugaani, aulatitiyaangat ihuaqtumik katitirutikharnik ayungnautiaqtunik uyaraqhiuqtunik hanaqidjutikharnik pivallidjutikharnik taima ihuayumiqtitiyaangat pidjutikharnik uyaraqhiuqtunik hanigaini tamangni Inuit Nanminia Nuna Kuin nunagiyaingittu. Taimaali mihingnautikkut ulapiqtauyut hamanga Havaamin attautimukniaqtut ulapiqutainun aalanin hulidjutinin, hapkua amigaiqpaliayut hulaqutait pitquhiungitunun anguniaqniqmun, aquiynun, uvalu hululukaaqnikkut itqungniaqtauyut mikiyut anginiqhait, hivituniit, aulahimaaqtut, uvalu utiffaalimaitut, kihimi pittailidjutaungit atuqtauyut hulidjutit aulahimaaqlutik kiklitigut aktilaangit. Aadjikiivyaqtuq, nutaat tulavikhat ilauyut igluqpait ihuaqhiyuumirutiniaqtut tariumi auladjutainun umianun, aquiynun, uvalu mikiyut qayat, amigaiquumilugit tariumi aulayut pidjutiqaangiaqtut mikiyumik, hivituyumik, uvalu utiffaalimaitut ihuiguuutit aalanun atuqtunun; Kihimi, hapkua aalanguqtinqiit nigiktaungitut nutqaqtulugit tamainun tariumi atungnirit aviktungniini.

MD.9.6.4 Anginiqhaq

Atulirnikhanut ingattaqtailitikharnik munaqhidjutikhaniklu uuktuutikhat, ilakungit aktuutauniit Havaakhamut katitiqhimayut aktuutauniit ilitquhikkut nunani, tariurmi, atuqtakhaniklu aturniinik itqurnarutauyut angivallaangittut. Katitiqhimayut hulaqutit ulapiqinikkut uvalu ulapiqutainun atuqtaungitut nunat, tariumi, uvalu ikayuutikkut atuqtauyut nigiktaungitut aktilaangit tapkua pittailidjutiaqtut pitquhiungitunun nunanun, tariumun, uvalu ikayuutinun atungnikkut hulidjutit taimaali atuqtauyut aulahimaalimaitut iluani RAA tadjamin aktilaangitigut.

MD.9.6.5 Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit

Hapkua ihuaqhaidjutighat, munaridjutit, ihuaqhiyuumirutighallu aktilaangit atuliqtauniaqtut kikliqariangini hulaqutainun atuqtaungitut nunat, tariumi, ikayuutillu atuqtauyut:

- WKR pivallianiaqtun aulatitiniaqtunlu Apqutingnik Munagidjutikharnik Upalungairutikharnik, ilauyutlu malikhautikharnik apqutikharnik, tulakvikhangit, milviit, aulayutlu igluqpangit.
- WKR munariniaqtait apqutit angirutikkut aalakiinun atuqtunun katimayiinun. Uyaraqhiuqtunik atuqtunik pigiaqaqtun apqunmun akiliktuihimaaqtukharnik, umiat tulakvikhangit apqutingitlu atuqtauyukharnik akikhangit naunaiyagiikhimayukhat talvuuna angirutitigun tapkuninga WKRingit uyaraqhiuqtunik/qiniqhiayuniklu havakviingit. Munaqhiyut uvalu aalat inungnun kavamat atuqtut piyaangniaqtut apqunmun angigutikkut havaktauyukhat qitqani WKR uvalu ihuaqtut kavamatkut havagviit uvaluuniin timiqutait. Nunallaani atuqtiit piqarniaqtun akiittumik apqutimik aullaarnikkut ingilradjutikkullu pidjutiqaqtunik, pidjutiqarluni angirutimik maliklutik qajangnaittumik aulapkainikkut havagutunik. Atuqtut qiniqhiayut apqutinun anguniagiamingnik piyariaqaqtut hivuani angirutinik hapkunanga Kitikmeot Inuit Katimayit ukualu Inuit Uumayuliqiyit Katimayit (HTA).
- WKR piliurniaqtut atuliqlugillu Tulaktaqvikhat Munaridjutikhainut Upalungaiyautit maliqalugit pitquyahimayut taffumani Tariukkut Ingilradjutikhat Qayangnaitkutikhanut Maligaq qayangnaittumik auladjutikhainut nanminiaqtut umiat aulayut haniani tulaktarviup
- WKR akhuuqtut angmaumayumik tuhaumajutikhainik havagvigyuanut nuatqatimingnut imaalu pittaarumik atulirnikhanut havaqatigiiktunut pinahuarutikhat uqautigilugit naunaitkutikhat.
- WKR tuhaqtinniaqtait nunallaat havaakhat hulipkaidjutainnik ublukhainniklu, ilauyullu iluaniitut Havaakhap nunauyangit qanurinnikhainullu ilangit

Hapkuat maliqatqujahimajut naunaiqtauhungujut aullaranginnaqtumik ilaupkaidjutikhanik Inuit nunanginni.

MD.9.7 Pitquhikkut Ikayuutit

Ilitquhikkut ikayuutit atadjutiqaqtut pitquhiinun uvalu ingilgaaqnitatigut Kitikmiut. Ilitquhikkut ikayuutit uvalu nayugait akhut atadjutiqaqtut ukpigiyayunun nunanun, pitquhikkut atuqtauyut, uvalu pidjutiqaqtut TLMRU hulidjutainun, tamaini qulini ukiuni, ukiuni, uvaluuniin ingilgaanin ukiuni. Ihivgiugutit ilitquhikkut ikayuutit pittiaqhugit atuqniit ilitquhikkut ikayuutit uvalu nayugait uvalu tugaaqhimayut tamaqtailinikkut hapkua iqaiyaqnikkut itqaumadjutit pitquhiqmun uvalu ingilgaaqnitatigut.

MD.9.7.1 Tadjia Qanurinniit

Tamna Kitikmeot Avikturnia atuqtauhimayuq inungnit qangaraalukmit, hivuani tadjia nunallaat atuqtauliqtinnatik. Inuit Qauyimayatuqangit ilitagidjutigiyaait Omingmaktok (nunallaaq haffuma Bay Chimo), Kingaok (nunallaaq Kingaut), Perry Rivermi (Kugyoak) hamanilu Ikaluktutiak (Ekaluktutiak) Kitikmiut katilviluangit nayugait Qurluqtuaryungmi nayugaa hivituyumik hiniktaqviuyuq nuna qaffinun Inuit ilagiinun. Amigaitut ingilgaaqnitat ihivgiugutit iniqtauyut aviktungniini, tahapkualuat ilauyut High Lake

unalu Izok Pihukvikkut havaaghat, kitut attautimun titiraqhimayut naamavyaktut 150-200 ilihimayauyut ingilgaaqnitat nayugait haniani tadjamin PDA. Tahapkuat inait ilalgit tikitpaktitni tapkuatlu atuqhimani hiniktaqvut, angunahuaqvut, inuksuit, iluviqaqvut, lithic hiamayutlu. Ilangit PDA-mi pidjutiqaqningmata ingilraangnitatigut naunaiyainikkut, naunaiyautit ayuqhautit ihivgiuqtauniaqtut PDA iniqtaukpat naunaiyagiangani humi ilaliutihimayut ihivgiugutit piyakhat. Hivuniptingni ingilgaaqnitat maniqami pinahuagutit pulaaffaaqniaqtait kinguani titiraqtauyut nayugait uvalu ihivgiuqlugit ihivgiuqhimangitut nayugait, ihuaqhaqlugit (imaa pittailiniq, nunauya, algakniq, uvalu nunallaat ilaupkaqlugit) havaktauhimayut uqaqatigiblugit Kavamatkut Nunavunmi uvalu Inuit. Hadjamimun, haunituqavingit hanaqidjutikhangit ihivriutaqhimangitun ilitugipkaktauniaqtunlu maligaliqiyunik talvuuna naunairutingnik katitiqhimayunik ihivriudjutikharnik.

MD.9.7.2 Havaaqhangit Ayungnautiqarniaqtun

Aalaguqnigut ilitquhiqmi ihuaqutit (ilaa ahiunigut ihuilijutauyuluniit inigiyaayunik iluaniitunik) atuqtaulaaqutut ukunuuna aktuqtauniginut pijutiqaqtunik qaaginik hulijutit (tikilvikhat, nautianik ahivaqninginik), manikhaqninginut, algakninginut, akhaluutit aulaniginik atuqninginiklu havakviit hanayautilugit hulijutit. Aalaguqnigut inuujuhiqmi ihuaqutit atulaaqutulu agiqtauhimagitunit aktuqninginut katitiqninginikluniit igilraaqnitamik/uyaranguqhimayuniklu hanayautilugit pijutauyuniluniit hatqiqninginut nutaanik atulaaqutunik atuqtakhanik. Ulapiqiyaukpata, ilitquhikkut ikayuutit himmauhiqtaulimaitut, havaktauffaalimaitut uvaluuniin ihuaqhaqlugit.

Maliktaghaliuqtit (Pitquhiliqiyit Ingilraangnitaiqiyitlu, GN) munaqhiyut munarilugit kiklighait tamaqtailinirmun ingilraangnitatigut ikayuutit Nunavunmi. Pihimablugit piyakhat tuniyaayut maligaliqinin ihivriurutinun, ingattaqtailinirmun, pittailinirmun uvalu katimadjutinun iniqtaukpata, Havagviat Pitquhiliqiyit Ingilraangnitaiqiyillu ilitaqhiyut piqangitut hulaqutinik ilitquhikkut ikayuutinik.

MD.9.7.3 Angikliyuumiqtuq Qanuriliurutingit

Kinguani atuliqniitigut ihuaqhainikkut aktilaangit piyakhat hapkunanga Pitquhiliqinin, GNkut piqangitut hulaqutainun ilitquhikkut ikayuutit nigiktauyut. Talvuuna, piqangittuq ihariagiyaayuq ihumagiami pinaruknaqhiuq angikliyuumiqtuq ayurhautingit.

MD.9.7.4 Anginiqhaq

Kinguagut atulirnikhanut ihuaqhautikhangit pitqujahimajut Havagvianit Pitquhiliqijikkut, GN-kut piqangittut ilakunik Havaakhamut pidjutaunuk imaaluuniit amigaigjuumijunik pidjutaunuk ilitquhikkut atuqtakhanik naahurijaujut.

MD.9.7.5 Ingattaqtailiniq, Munariniq, unalu Ihuarhainiq Qanuriliurutingit

Tamna hivunikhangit ihuaqhaidjutikharnik ikikliyumiqtitiyaangat tamaqtailinikkut ilitquhingnik hanaqidjutikharnik, hunavalungnik nayugainiklu nayugainiklu nayugainiklu naunairutiqaqtunik talvuuna Havaaqqhangit hulilukaaktunik. Hapkua aktilaarutit atuliqtauniaqtut pittailidjutikhat ihuangitumik hulaqutainun ilitquhikkut ikayuutinun:

- Nayugait PDAmi tapkua naunaiyautikkut ayuqhautit ingilgaaqnitatigut naunaiyainikkut pidjutiqaqngniaqtut ihivgiugutinun naunaiyagianganani nayugait.
- Naunaiyattiaqhimayut titiqat nutaat titiraqtauyut nayugait, pittaililugit nayugait humi piyariaqaqat, naunaiyaqhimayut nayugait uvalu nunaayat, qangani katitiqhimayut ingilraangnitat, nunallaat ilaupkaqlugit, havaktauyut munagiyaayut uvaluuniin munagiyaayut ingilgaaqnitat algaktauyut nayugait uvaluuniin ilangit nayugait havaktauniaqtut uvalu ikayuutauniaqtut ilihimanikkut pihimayut hapkununga aviktuqhimayut ingilgaaqnitat uvalu haunituqatigut naunaitkutit.
- Kangiqhidjutit uvalu ihumaaluutit tuniyaayut atuqtilugu ilauqatigiikniq tapkua ihuaqtut ilitquhikkut ikayuutit, ilauyut nayugait katitiqviit nayugait uvalu iluviit uvalu akhuugutit qimiaqnik, ihumagiyauniaqtut naunaiyaitilugit uvalu ihumaliugutigilugit idjuhiit uvalu anginiit ingilgaaqnitat maniqami pinahuagutit.
- Taima kingulirmi ilihimayaungitun ilitquhingnik hanaqidjutikharnik nayugaingit akhurnaqtun ilitagiyaugumik talvuuna napaqtirutikharnik auladjutikharnik ihuaqhaidjutikharnik hulilukaaktunik, nalvaaqhiyaangat malikhautikharnik aulatitinaqtun, ihuaqtumiklu ihuaqhaidjutikharnik uuktuutikhangit iliugaqtauniaqtun uqaqqatigilugit Nunavut Kavamangit ilauqatigiyaangatlu Kitikmiut.

MD.9.8 Inungnut Avatingnut Aktuutaayunik Uqaqtait

Ihivgiugutit pidjutauniaqtut haffumunga Qurluqtuaryungmi Apqutikhaa uvalu Tulaktaqvikhaq Havaaq haffumunga TLMRU, niqailiuqnikkut uvalu ataniuniqmun, nunallaat aaniaqtailinikkut uvalu inuuhiaqtiqnikkut, havaaghat uvalu maniliugutit, igluqpinikkut uvalu kivgaqtuutit, atuqtaungitut nunat, tagiumi uvalu ikayuutikkut atuqniit, uvalu ilitquhikkut ikayuutit ilakuit hulaqutait uvalu amigaiqpaliayut hulaqutit itqungniaqtauyut angivalaangitut.

MD.10 Ilaliutihimayut Ihivgiugutit uvalu Iniqtigutit

Aadlat naunaiyainiq tuniyauyuq uumani makpiraangani IS-mi ilaliutihimayut quviagigiami hapkuat ihumaaluutigiyayut uumangga IS-kut Maliktakhangit (NIRB 2026):

- Ukpiginikkut Uqautiginiq (Titiraqhimayut 7.4 haffumani IS Atugahat; takulugu Titiraqhimayut 31 Ukpiginikkut Naunaiyautit)
- Katitqhimayut Hulaqutit Ihivgiugutit (Titiraqhimayut 7.4.3 haffumani IS Atugahat; takulugu Titiraqhimayut 32 Katitqhimayut Hulaqutit Ihivgiugutit)
- Kikliitigut Hulaqutit (Titiraqhimayut 7.4.4 haffumani IS Atugahat; takulugu Titiraqhimayut 33 Kikliitigut Hulaqutit Ihivgiugutit)
- Aaniqnikkut uvalu Ihuangitumik Ihivgiugutit (Titiraqhimayut 8.4 haffumani IS Atugahat; takulugu Titiraqhimayut 34 Aaniqnikkut uvalu Ihuitumik Ihivgiugutit)
- Hulaqutit Avatingnun haffumunga Havaamun (Titiraqhimayut 7.4.2 haffumani IS Maligahani; Takulugu Titiraqhimayut 35 Hulaqutit Avatingnun Havaaghamun)

Titiraqhimayut ihuaqtuni titiraqhimayuni, hapkua ilaliutihimayut ihivriurutit qanitukkut atadjutiqaqtut hapkununga VCkunun ihivriurutinun uvalu piyauhmayut ilaliutilugit uvaluuniin naittumik tahapkua ihivriurutit.

MD.10.1 Ukpriyakkut Naunaiyainiq

Tamna Inuuhiirmun Ukpignarnikkut Qauyihaidjutikhaq ihumagiyait piniarungnaqhiyut katitqhimayut katitqhimayut ayungnautiqarniaqtun idjuhianun inungnunlu hanaqidjutikhangit naunairutingnik talvanga Havaaqharni, pigiaqaqtunik ukuninga hanaqidjutikharnik munagiyaangat napaqtirutikhangit auladjutikhangitlu ikayuutikharniklu uumayunik avatiliqinikkutlu allatqiinguyut pitquhingitlu, inuuhiirinikkutlu inuuhiirinikkutlu Nunavunmiunun. Inuit, Nunaqaqqaqhimayut, Nunallaallu ukpriyait ihumagiyaillu ihumagiyaayut uataanit nalunaqtunik naunaiyainiq piliuriami tunngavikhanganik havauhikhamut piliurninnga IS-mullu. WKR kangiqhimayait uumatingani Inuit, Nunaqaqqaqhimayut, Nunallaamilu Qauyimayait atadjutiqaqtut tamaita inuuyut; una hivunikhaliurutikhaq ihumagiyaaulaqtuq IS-kut tun'ngavigiyaalu talvani Ukpriyakkut Naunaiyainiq tunnganiqaqtuq

Ihuaqhaqtauhimayut pingahunik ilanganik, hivuliq ilanga Ukpiginikkut Naunaiyainiq ihivriutait VCkut ihivriurutait kitut pidjutauyut Hulaqutinun Uqaqtainun uvalu ilitaqhiblutik atadjutiqagtut attautinun VCnun. Tuklia, hapkua Ukpiginikkut VCs ilituripkaqtauuyut pidjutigilugit auladjutinun-pihimayut ihivriurutit havaaghanun uvalu katitiqhimayut hulaqutait nunamun, tariumun, inungnun, pitquhikkut uvalu aaniaqtailinikkut:

- Nuna uvalu Tariup Imanga Avatingit - Una Ukpiginikkut VC tikuaqtauuyut ilitagidjutigiblugu Havaaghaq uvalu amigaiquumiyut hulaqutait nunamun, puqtuniit uvalu imariktut imaq, atadjutait hugadja, uyaqqat, uvalu nunami idjuhiit, nunat, nauhimayut, uvalu imaq auladjutait, uvalu akhuugutit hapkua qanuginiit hapkununga Kitikmiut, aalat Nunaqaqaaqtut katimayiit, uvalu aalat hulaqutauniaqtut nunallaat.
- Tariumi Avatingit - Una Ukpiginikkut VC tikuaqtauhimayut ilitaridjutigiblugu Havaaghaq uvalu katitiqhimayut hulaqutait uumayunun uvalu uumangitut qanuginiit tariumi uvalu inmi inungnun, pitquhikkut, nalunaqtuliqinikkut, uvalu maniliuqnikkut anginiqhait Kitikmiut, aalat Nunaqaqaaqtut katimayiit, uvalu aalat hulaqutauniaqtut nunallaat.
- Inungnun Avatingit -Una Ukpiginikkut VC tikuaqtauuyut ilitaridjutigiblugu Havaaghaq uvalu amigaiqpaliayut aalanguqtirutit inungnun, pitquhikkut uvalu aaniaqtailinikkut qanuginiit tapkua hulaqutiginiaqtait inuuhiqattiarnirmun Kitikmiut, aalat Nunaqaqaaqtut katimayiit uvalu aalat hulaqutauniaqtut nunallaat.

Ihivgiugutit pidjutiqagtut avatiinun Ukpiginikkut VCs ihivgiugiangani katitiqhimayut hulaqutait Havaaghaq uvalu ihuaqumik tautuknaqtut hulidjutit avatingnun uvalu inungnun kangiqhiyaangini qanuq hulaqutait nunamun, tariumun uvalu inungnun, pitquhikkut uvalu aaniaqtailinikkut auladjutit hulaqutauniaqtut nunallaanun tikinahuagutinun uvalu piumayauyut qanuginiit akhuugutigilugit pittaililugit ihuangitut hulaqutit uvalu ihuaqhiyuumiqlugit inungnun ikayuutit.

Atulingnikkut ihuaqhaidjutit, munagidjutit uvalu ihuaqhiyuumiqnikkut aktilaangit, ilakuit havaaghat uvalu katitiqhimayut hulaqutait itqungniaqtaungitut hulaqutigilugit piyaangnirit nunap, tariup imanga uvalu tariuq auladjutait pihimalugit idjuhiit uvalu auladjutait. Uumayuvaluit uumayuvaluilu aalatqiiknigit Inuit ilitquhiit, aaniagitaagani inuuhiqatiaqnikhalu ikayuqtauhimaaqniaqut naamagitut aktuqnigit atugitaagani. Tamna Havaaghaq pivallianiaqtun ihumagilugit nunalaani upigiyainik hivunikhangitlu iniqtigiyangit ihumagiyaayut iniqtirutikhangit.

Ukpiginikkut Naunaiyainiq taiguaqtaungittuq avaliittumik naunaiyainiq kihimi atauttimuutittiyuq havaangit piyait aadlani ilagiyangani IS-mi naittumik ukunuuna timiqutigiyayut-ittut qanurittaakhaanik naunaiyainiq naunairiami atayut akhuurutaayut ilagiyangit.

MD.10.2 Katitihimayut Ayungnautiqagtunik Ihivriudjutikhang Naittumik

Tamna Katitihimayut Ayungnautiqagtunik Ihivriudjutikharnik Naitumik titiraqhimayuq qanuq katitihimayut ayungnautiqagtunik ihivriughtauvakhimayut Havaaqharnun, avikturvingmi naunairutingnik aulativakhimayut tapkuninga ayungnautiqagtunik, naunaituniklu naunairutingnik avatingni tamaini VCngitni. Katitihimaaqtunik ayungnautiqagtunik aulavakhimayut taima Havaaqhangit ayungnautiqagtunik ilauqagumik ayungnautiqagtunik kingulirmi, hadjamimun, tukhiqtauhimayunik, naunaituniklu tautuminaqtunik hulilukaaktunik, unalu nunami hanaqidjutikharnik taimaitunik hilaup allanguqtiginikkut.

Havaaqhangit Ilauhimayut Titiraqhimayut ilitagihimayut 129nik iqaiyaliginikkut hulilukaaktunik (imaatun itun, uyaraqhiuqtunik, qiniqhiayunik, apqutingnik, nunalaangit, tariumi aulavikharnik) taima ilaulukaarniaqtun hulilukaaktunik. Angikliyuumiqtuq qanuriliurutingit ihivriughtauyut malruuknik ilanganik tamarmiknut VC-mut:

- Taimani, taja, naamaktuniklu timimi hulijutunik
- Ihuaqtumik Ihumagiyaayut Pidjutaayut (RFI) hulidjutit (imaa havaaghat tapkua atulimaitunaqhiyut tulakvikhaq uvalu Apquti aulapkaqtaungitpata); RFI hulidjutit ilauyut hivungani angikliyuumiqlugit Havaaghat, pingahut uyarakhiuqtit (Izok, Hackett, High Lake), ilauyullu apqutit, tingmitit auladjutait, uvalu umiakkut umiakuuqtiytut.

Naunaiyautinun, Kitikmeoni angiyuq, unгахиктуқ, mikiyumiklu pivalliahimayuq. Tamna Havaaqhaq nayugakhaa mikitqiyayuq talvanga Kitikmeotmi Avikturviangani. Inuit hulidjutait ikitpalaat uvalu unгахиктумик, ikikliyuumigutiyut amigaiquyuminikkut hulaqutainun ataani tadjamin qanuginiitigut. Angikliyuumiqtuq qanuriliurutingit akhuurutaayuq ilanginnut hivuniqui qanurittaakhaanik.

- Ikayuutikkut pivalladjutit uvani Slave Geological Province amigaiquyuminiaqtut apqutit, tariukkut, uvalu tingmitikkut auladjutait, ukualuat pingahut RFI uyarakhiuqviit aulahimaaqata.
- Piniarungnaqhiyut hivuraani apqutit atadjutait pidjutauniaqtut aulahimaaqtumik tamaat ukiutigut apqutit hamunga Ukiuqtaqtup hinaanun, amigaiquyumilugit piyaangnirit uvalu hivituyumik-kikliqagtut inungnun atuqtauniq.
- Ataani RFI ihumagiyaayumi, ilaliutihimayut uyagakhiuqnikkut ilauyut amigaiquyuminiaqtut angiyumik, taimaali attautimun nunatigut ulapiqutaayut uyarakhiuqtinin mikiyut (<0.02% aviktungniini).

Unгахиктut qanuginiit, unгахиктut Havaaghamin, uvalu ikitpalaat hulidjutit aktilaangit naunaiyautaa amigaiqpalianikkut hulaqutait tadjat atuqtauluangitut, kihimi nuiniaqtut qanuginiitigut hivuniptingni pivallianikkut piyakhat. Avaliituq havaktauhimayuq aviktungniini kiklikhaa (hamanga Kingauk Tuktut Nayugainun Upalungaiyautit) iliugaqtaayuq naunaiyagiangani amigaiquyumiqtut nayugait hulaqutinin tukturnun, naunaiyautayuq taimaali Havaaghaq avalitumik qulvaqtingitait qayangnautit, RFI havaaghat ikayuutauniaqtut amigaiquyumilugit qayangnautit nayugaini.

Havauhikhaq-ihuaqtmum ingattaqtailiniq, munariniq unalu ihuarhainiq qanuriliurutingit nakuuyut munarigiami qanuriliurutingit, kihimi ilaani, hivuniqui avikturhimayuni qanuriliurutingit ikayuutauniaqtuq. Aviktuqniini nunat atuqniitigut upalungaiyautit uvalu ikayuutikkut munagidjutikkut tungavikhat (imaa Qingautmi Tuktut Nayugaitigut Upalungaiyautit, Slave Geological Province naunaiyautit, umiakuuqtitinikkut tungaviit, Nunavunmi Nunatigut Atuqniitigut Upalungaiyautit) tunihiyut qanugiliugutighanik munagiyaangani amigaiqpaliayut hulaqutit qulaani havaanun-kitunun uqariqhimayunun.

Tamainun, amigaiquyumiyut hulaqutait tadjja kikliqaqtut pidjutigiblugit aviktungniit ungahingniitigut uvalu ikitpalaat hulidjutit. Amigaigyuumidjutikhainik pidjutaunguyut hivunirmi qanurinningini Apqutikhaani Apqutikhaani Apqutikhaani Tulaktaqvikhaanilu Havaktauyukhami (GBRP) ikayuutaunguyuuq aallanik uyarakhivringni pivalladjutikhanik, amigaigyuumidjutikhanik ingilradjutikhanik, uvaluuniit nutaanik avikturniinni nappaqtirutikhanik. Talvangu, hulaqutit mikiyut qitqani uvalu angivalaangitut. Nakuuyut amigaiqpaliayut hulaqutit (imaa havaaghat, pitquhiungitut nunat atuqniitigut piyakhat) ilituriyauniaqtut amigaitut inugiangnikkut-maniliungnikkut VCs.

MD.10.3 Nunat Kikliitigut Hulaqutit Ihivgiugutit

Tamna Nunat Kikliitigut Hulaqutit Ihivgiugutit titraqhimayut qanuq Havaktakhaq pidjutiqaqniaqtuq hulaqutinik tapkua avatiinun aviktuqhimayut uvaluuniin aviktuqniit kikliini. Ataani Nunavunmi Avatilirinirmut Katimayit (NIRB) maliktakhait, avatingnut avatingnut aktuutauniit naunaiqtauyut havaakhanut pidjutiqaqtunik aktuqtauniit atuqtauyut ahiani Nunavunmi Nunataarviup Nayugaani (NSA) uvaluuniit aktuqtauniit iluani NSA piyut havaakhanit hulipkaidjutainit hilataani.

Havaakhaq nappaqtirutikhanut nayugaqaqtuq tamaat Kitikmeoni Avikturnianni NSA-mi, tamna Havaakhaq pidjutiqaqngittuq avatingnut nunanut aktuutaunyuk pidjutiqaqtunik hapkununga:

- Iqaiyaqnikkut hulidjutit tapkua ikaaughu NSA kikliini (imaa tariumi umiat aulaviit atayut Quebecmun, Inuvikmun, uvaluuniin Tuktoyaktukmun; atuqniit Tibbitt hamunga Contwoyto Ukiumi Apqut (TCWR), pipkaiyut havaaghanun-ilauyut aghaluutituttut qitqani Nunavunmi uvalu Nunatsiami (NT))
- Tikitpaktut uvalu angiyut hugadjat (imaa attautit hugadjat kitut aulaviit inmi ikaaqtutik nunatigut kikliitigut avataani NSA)
- Inugiangnikkut-maniliungnikkut pidjutit (imaa Havaakhanut-pidjutiqaqtut havaakhat atuqtakhat imaalu pitqujauhimajut tamajakhat, ingilrutit kivgaqtuidjutikhallu pijauniarunaqhijut aallanit avikturniinnit avikturniinnilu)

Haffumuuna Havaaghanun-kitunun ilauqatigiingnirmun, Havaaghanun-kitunun Inuit Ilihimaaitigut uniudjutit uvalu ihivriurutit inungnun piinialgit kangiqhidjutit, Kitikmiut, aalat Nunaqaqaqtut katimayit uvalu aalat hulaqutauniaqtut nunallaat uqautigiyait kangiqhidjutit, ihumaaluutit, uvalu pitquidjutit ilauyut kikliitigut hulaqutit. Uqautaingit naunairutiqaqtun anginirmik ihumagiyaunyuk talvuuna qanuq tamna Havaaqhaq ayungnautiqarniaqtun uumayunik, pitquhiliqinikkut atuqtakharnik, tamaatlu inuuhirikharnik amigaitunik katimayunik ilitugipkaivakhimayut ihumaluutigiyainik talvuuna tuktunik amihuaryuiniklu ayungnautiqarniaqtun hivutunigaalukmik anguniarnikkut pidjutikharnik pitquhiliqinikkutlu aulahimaarnikkut.

Tahapkununa tutkikhakhikhimayunik kanukgilidjutivaktunik VCs pihimayunik pidjutitaktunik avaatingnut avaatingnut aktunutauvaktunik ilauhimayut: tuktunik, kupanuanik, alauyunik avaatingnut nungumanginiklu nirgitinik, tagiup nirgitinik, Ingilgangnitanik Nunatuttukanik, Taryumi, imakmiutaniklu Atugakkanik Atuktauvaktunik (TLMRU), nikiikhaqatiarniq ataniudjtauvaktuniklu, nunalingni inuhikgingnaktumik uvunalu nakukgutauvaktuniklu, havagiyaayukhanik uvunalu maniliuknikmunlu, uvunalu hungnayaayukhanik uvunalu havakpauhidjutiniklu. Ilakuut VC-guyut nalautaaqtauyut atugitaagani kikligiyaini aktuqniqmik havaamikni pijutiqaqtunik aalaguqnginik aulainaqmata nunagiyaayumi naunaiyaqngini nunani iluani NSA-mi.

Uumayuvaluit VCs, piniarungnaqhiyut avatingnut aktungnarniit pivaktut mihingnautikkut ulapiqtauyunit, ingilravingit aallanguqtitutit, amigaigyuumiyullu ayuqhautit tikitpaktunut huradjanut. Ingilgayanginik tuktunik atuktauvaktunik avaatingnut malikgalingnik nakungikgutigivaktunik pilakivaktunik avaatingnut nungumanginiklu nungumanginiklu uvunalu pidjutitkiyumikpaktunik tahapkunani Havagiyaayukhanik atadjutigiplugit pilingnik kauhimayaavaktunik nalukhaktavaktunik tamangni Nunavutmi talvanilu nunainilu NT. Kihiani, ilavaluit nakungikgutigivaktunik tikitpaktunik tikmijanik, umingmaknik, tuktuvaanik, akhanik, tahapkuningalu kalviknik pihimayunik havakhikhimayunik ikkikliyumiypaktunik naliak ikkiklivaliavaktuniklu, pilakivaktunik nakungikgutigivaktunik tahapkununa nayugainik uvunalu kiklivikhaqahutik ungahiktuyunik avaatingnut imalu ilidjuhikgivakgainik ingilgayanginik ingilgayanginik ilidjuhikgivakgainik ilidjuhikgivakgainiklu. Tariumi huradjaat, avatingnun kikliinun hulaqutit atuqtauniaqtut imap ataani nivyaangnikkut uvalu umiat tuluqnikkut qayangnautit ilauyut tariumi umiakkut aulaviit tapkua hivituyut hamunga Inuvialuit Nunainun uvalu avataanun. Hapkua hulaqutait niriuktauyut hivikittumik, ikitpalaahutiklu, uvalu angivalaangitut pidjutigiblugit ikitpalaangnikkut aghaluutit uvalu ihuaqhainikkut aktilaangit.

Inuuhiqmi manikhaqhiurutinilu nunainaani aktuqnigut atulaaqtut aalaguqnginik agunahuaqniqmi uumayunik qahaknginik, avatingnut nunanit havaktut aulaaqnginik, nunagiyaayumi aaniagitaagani qanurinigini, aalaguqnginik havaktut manikhaakhalu tuniuhainiginik, amigaipqalianiginiklu piyumayaunigut hanayakhat ilaa TCWR-guyut, aaniaqtailinikut upaluqnaqtuqaqat ikayuutinik Yalunaimi, nunamilu aularutinut havaqatiriigutit. Taimaali hapkua hulaqutait ilauniaqtut tamangnik ihuangitumik uvalu nakuunikkut qanuginiinik, Havaaghaq ilauyut ihuaqhainikkut aktilaangit uvalu munagidjutikkut upalungaiyautit tugaaqhimayut ikiliyuumiqlugit ihuiguuutit uvalu ikayuutikhat hungiutinikkut munagidjutit atuqtilugu havaap auladjutaani.

Naittumik, taimaalu avatingnun kikliitigut hulaqutait piyaaqtut tikuaqtauhimayunun VCnun haffumuuna nunatigut atadjutit, havaktut auladjutait, uvalu atuqatigiikhutik igluqpangnik, amigaitut kikliitigut hulaqutait itqungniaqtauyut mikiyut anginiqhait uvalu munagiyuminaqtut upalungaiyaqhimayutigut ihuaqhaidjutit, munagidjutit, uvalu aulahimaaqtumik ilauqatigiikniq hapkununga Kitikmiut, aalat Nunaqaqaaqtut katimayiit uvalu aalat hulaqinaqtut nunallaat.

MD.10.4 Aaniqtut uvalu Ihuitumik Auladjutit

Pijaqqurniit ahiruqtiqhimajullu pidjutaugut nappaqtirninganit, aulapkaidjutainnit munaqhidjutikhainniklu Havaktaujukhami hulidjutit ilaungittut parnaktauhimajuni hulidjutikhani aulapkaidjutaaniluunniit Havaktaujukhami kihimi piniarungnarhidjutiqaqtuq piniarungnarhiluni pidjutiqaqtaaqtuqlu nakuungittunik avatimun hulaqutinik. Havaktautilugit havaaghanun-kitunun ilauqatigiingnikkut hulidjutit, Kitikmiut, aalat Nunaqaqaaqtut katimayit, aalat hulaqiniaqtut nunallaat uvalu Kanatamiut uqautigiyait katitqihimayut ihumaaluutit aaniqnikkut uvalu ihuitumik tapkua atuqtauyut tamaini havauhiitigut haffuma Havaaghap. Kangiqhimayauyuq aaniqtuqaqt uvalu ihuitumik atuqtauniaqtut; kihimi, niriuktauyut tapkua WKR pihimalugit tamaita aktilaangit havaktauyut pittailiyaangani hapkua hulaqutit.

Hapkua pidjutauniaqtut aaniqnikkut uvaluuniin ihuitumik ihivgiuqtauyut:

- Nunami uvalu imakmi hivuuganaqtut hunat kuviyut
- Tariumi hivuuganaqtut hunat kuviyut
- Ikualaaqnikkut uvaluuniin qagaqtaunikkut
- Tiguhiniq, tutquumaniq uvalu atuqniit qagaqtautinik (piniqmik qagaqtauniq uvaluuniin qagaqtauyuq)
- Aghaluutit uvaluuniin ingilgayaaqtut tamayat aaniqtut
- Tingmitikkut aaniqtut
- Tariumi qayakkut aaniqniq

Ihivgiugutit attautinun qanugiliugutinun ihumagiyauyut qayangnautit qanugiliugutinun uvalu naunaiyaqhimayut ihuaqhaidjutit uvalu qilamuiqnikkut kiudjutit aktilaangit, uvalu ihumaliugutigiblugit anginiqhait hulaqutit aaniqnikkut uvaluuniin ihuitumik hapkununga VCkunun atuqhugit aadjikiikumik anginiqhakkut qanuginiit atuqtauyut attautinun VCnun ihivgiugutini.

Munagidjutikkut Upalungaiyautit (takulugu Makpiraq 11) havaktauniaqtut uqagahaitigut Inuit, Nunaqaqaaqtut kavamait uvalu katimayit, atuqtut, uvalu maligaliqiyit ikiliyuumigiangani pidjutauyut uvalu hulaqutauniaqtut aaniqnikkut uvalu ihuitumik aulayut, atuqtaukpata.

Ihuaqhautikhangit imaalu amigaqhuutiqaqqan kiudjutikhanik maliqatqujahimajut atuqtaulirniaqtut nappaqtiqtautilugit imaalu aulapkaidjutikhanut munaqhidjutikhanullu havaktaunikhanut Havaakhaq, ilakungit pidjutauniarunaqhijut amigaittunut pijaqquqhimaittumik hulipkaidjutainut naunaiqtaujut angivallaangittut. Pidjutigiblugit hapkua hulaqutit tapkua pidjutiqaqtut inuuhuiqniqmik uvaluuniin angiyumik aaniqniqmik, uvaluuniin qanugilidjut tapkua pidjutiqaqtut aalanguqtiqniqmik qanuq attautit pitquhikkut nunamik atuqtut atungnirit nayugait uvaluuniin ikayuutit, pihimayut hulaqutinun uvaluuniin ihumagiyauyut hulaqutait qanuginiitigut hulaqutainun nayugait uvaluuniin ikayuutit. Attautit pitquhikkut nunamik atuqtut piumagumik atugungnaiqlugu nayugaa pidjutauyut hulaqutainun hulaqutinun hulaqutinun hulaqutainun anginiqhauniaqtuq.

MD.10.5 Aktuanit Avatauyumit Havaami

Nunalaani qanuritmangaangit unalu nunamin amingnaqtun ayungnautiqarniaqtun aihiruqtilunikuuniit Havaaqhangit napaqtiqhimayunik, naunairutiarniaqtun ihualuangitunik, ihualuangitunik aulaniaqtun, unaluuniit ayungnautiqaqatunik hulilukaaktunik, taima naunairutiarniaqtun ayungnautiqarniaqtun avatiptingnun. Kitikmiut, allatlu Nunaqaqqaqhimayunik katimayit, allatlu ayungnautiqarniaqtun nunalaangit iliqatigiipakhimayut naunairutingnik, ilitugipkaivakhimayut ihumagiyainik, tunihimaaqhutiklu atuqtakharnik aulahimayut talvuuna hilarlungnikkut qillaminuaq amingnaqtuniklu. Hilaup Aalannguqtirninga Qayangnaqtunik Qauyihaidjutikhaq (CCRA) (Appendix 12B; takulugu Volume 5, Section 12.3 naittumik) ihumagiyait nunap qiqumania, hilarlukyuarniq tariurlu qanuritmangaat ilauyullu hungiutinikkut qanuriliurutikhat pitquyahimayut ihuaqhautikhainik hapkuat qayangnaqpiaktut hilaup qayangnarniit ihuaqhiyuumirlugillu hakugingningit Havaakhap. Qanuriniga ilituqhaqnigani uvani uiguani ihumagiyaaqtuq nunap qanurinigani aannirutaalaaqtunik nakuugituniklu uyaqat qanuriniginik naniyauyulu naitumik uqauhiyut aaliuyuni:

- Nunap ihuulidjutta unalu nunap qiqumania mahaktirnia hungiutittaaqtuq havaakhmut nappaqtirutikhanut (e.g., apqutit, milviit, turhuat), nunap qiqhuqtitlugu, nappaqtirutingit ihuirutivaktut, imaalu hinaani ihuirutivaktut, kihimi hapkuat qajangnarniit ikiglijuummiqaktut talvuuna nunap qanurinningit qaujihaqtaunikkut, qanurinnikhainut ihuaqhautikhanut nunap uunaqutaa qanurinnianut, imaalu aullaranginnaqtumik munaqhidjutikhainnik munaqhidjutikhainniklu.
- Piqalluanginmat piniaruknaqhiuq kayumiktipkainikkut avikturhimanirmi, kayumiktipkainikkut huungiutittaaqtuq tunngavinik, apqutunik, milviknik, pauwatuutiniklu, ulapiqutauttaaqtuq havagutunik kinguvaqtipkailuniluunniit havaktaujukhani hulinirnik, hulaqutiqarlunilu aallakkiikniqarhuni nunap haningarninganin qanittuanilu.
- Hakuiqtut kikiliit uvalu ihuanguinirrit atuqtauniaqtut uyagakhiuqvingni uvaluuniin atukirnikkut uyarakhiuqvingni, kihimi niriuktaungit hulaqutigilugit havaaghap igluqpait pidjutigiblugu qulaani nunap idjuhia uvalu idjuhia Havaaghap.

Tamna Havaaqhaq havakhimayut hanayauvakhimayurlu ihumagiplugit avatiliqinikkut atuqtakharnik, ilauyutlu hilaup qanuritmangaangit nunam qanuritmangaangitlu. Iliurainnnga ihuarhainiqmut munariniqmullu qanuriliurutingit, avatinga qanurittaakhaanik ihumagiyauyut ahiruqtiriami havauhikhaq aulapkaitjutikhanik pipkaidjutiluniluuniit angiyumik aadlangurniq havauhikhamut naunaitkutanganut. WKR aulahimaaqtumik havaqatiginiaqtait Kitikmiut, aalat Nunaqaqaaqtut katimayit, uvalu aalat hulaqutauniaqtut nunallaat ilaulugit nutaat kangiqhidjuit upalungaiyautinun uvalu hungiutinikkut munagidjutit.

MD.11 Munagidjutikkut Upalungaiyautit

Avatiliqinikkut Munaqhinikkut Auladjutit havaktauhimayut haffumunga Havaaghamun tunihyuq tamainun tungavikhamik munariyaangani ihuangitumik avatingnun uvalu inugiangnikkut maniliungnikkut hulaqutait hivituniani Havaakhap. Makpiraaq 11 naunaiqtaa munariniq, ingattaqtailiniq, munariniq, havakvikmilu qanuriliurutingit ihariagiyaayut ikikliyumiriami, ikikliyumiriami ikikliyumiriamiluuniit Havauhikhap ayurhauitingit nakuuyumik piluni. Makpiraaq tikuaqhiyuq havaanik atuliriagani ihuaqhautit pijutiqaqtut Atuqniqaqtunik Ilagiyainik (VC) ilituqhautinik uqautauyunik Makpiraani 5-mit 9-mut.

Munagidjutikkut upalungaiyautit ilauyut ihuaqtut hulidjutit havaktauhimayut ikiliyumigiangani ihuangitumik hulaqutainun Havaaghamun avatinginun (uumayunun) uvalu inugiangnikkut maniliungnikkut (inuit uvalu nunallaat) avatingini uvalu ilauyut kitut piyakhat munagidjutinun. Munagidjutikkut upalungaiyautit ihumagiyait aalanguqtiniit tapkua piyakhat pidjutigiyaangani havaknikkut uvalu atuqniitigut apqut, tulakviit, uvalu aalat ilauyut igluqpait.

Attautit munagidjutikkut upalungaiyautit uvani Makpiraami 11 ilikuuqtuq munagidjutikkut upalungaiyautit ilauyut haffumunga Havaaghamun tamainun EMS. Inmikkut munariniqmut ihumaliurut ihuaqtuq aadlatqinut ilagiyanganut, ilagiyangit, hulilukaarutingit ilagiyangillu Havauhikhamut. Upalungaiyautit aalakiit aktilaangit naunaiyaqhimayut qanuginiitigut Havaaghamun pivallianiitigut uvalu ihuaqhaqtauniitigut tamaini IS-kut ihivgiuqtautilugit uvalu kinguani maligatigut havauhiit.

Upalungaiyautit havaktauniaqtut ihivgiuqtautilugit havauhiit hapkua Hulaqutikkut Uqaqtait uvalu ihuaqhaqtauniaqtut Havaaghamun idjuhikhaa hivumuukpat uvalu ilaliutihimayut kangiqhidjutit piinariaaqikpata. Nigiuktauyut munagidjutikkut upalungaiyautit uvalu pivallianikkut munagiyakhata, nigiuktauyut hapkua tungavikhaliugutikhat laisiliqinikkut/pitquyaayut havauhiit, ilauyut hapkua:

- Apqutinik Munagidjutikkut Upalungaiyautit
- Nipiquqtuhinikkut uvalu hayuknikkut mikhiyuumiqlugu Upalungaiyautit
- Avatiliqinikkut Hapumminirmut Hivunikhaq
- Atukkirvik unalu Uyarakhiurviit Munariniqmut Ihumaliurut
- Nunap hina nunguvalliadjutaa unalu Nunavalungnik Qanuritmangaangit Munagidjutikharnik Upalungairutikhaq
- Qagaqtautinik Munagidjutikkut Upalungaiyautit
- Qayangnautikkut Munagidjutit uvalu Qilamiumnikkut Kiudjutikkut Upalungaiyautit (RMERP)
- Kuvipkainikkut Qilamiumtuqaqqat Upalungaiyautit
- Imarnik Munagidjutikharnik Upalungairutikhaq
- Iqakunik Munagidjutikkut Upalungaiyautit

Tulaktaqvikhaq Munagidjutikharnik Upalungairutikhaqlhuaqhautikhainik uuktuutikhat ilitagiyauhimayut tamangni VC ihivriudjutikhangit ihuaqhaqtauhimayut avatingniitunik inuuhinut-piyangaiyautikkut ingattaqtailitikanik munaqidjutikhainiklu upalungaiyautikhanik. Hapkua aktilaangit atuliqtauniaqtut haffumuuna Havaaghap idjuhikhaanun, VC-kitunun upalungaiyautinun, uvaluuniin Avatimun Munaridjutikkut Upalungaiyautit (EPP).

Talvani munariniq pitquyauyuq, naunaitkutat tikkuaqtauniaqtut naunaiyariami Nakuuqpiagtumik unalu/unaluuniit ilitarilugit ihumagiyaungittut ayurhautingit naunaipkariami hungiutigiami munariniq naunaipkariamilu ihuarhaininnganut ihuarhaininnganik ihuarhaininnganikluuniit himmautinga ikikliyuumiutigiami qanuriliurutingit. Niriuktauyut munaridjutikkut upalungaiyautit haffumunga Havaaghamun ilauyut:

- Huranik Kayakutikhanik uvunalu Munakgiyauyukhanik Pangnattaunyuk (WMMP)
- Hilap Qanuginia Munagidjutikkut uvalu Munagidjutikkut Upalungaiyautit
- Imarmiutanik Ayungnautiqagtunik Munagidjutikharnik Upalungairutikhaq
- DFO Ihuaqhautikhanut Upalungaiyautit
- Aulahimaaqtumik Pinnirhaiffaarnikkut Upalungaiyautit
- Iilitquhikkut Ikayuutikkut Munagidjutikkut Upalungaiyautit
- Inuit Havaktuliqiyitkut Nanminiitlu Pivalliaivikhainnik Upalunggaiyaidjutta

Inungnut-ikajuutikhangit Munaqtiunikhainnut Piliriakhaq (SEMP)

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Следствие 1. Пусть $(\Delta, \mathcal{L})$ — $\mathcal{L}$ -система, $\mathcal{L} = \{L_1, \dots, L_n\}$, $\mathcal{L} \neq \emptyset$. Тогда Δ — $\mathcal{L}$ -система, $\Delta \neq \emptyset$.

[illegible]

- [illegible]

ኔብላኝ ሥራ ልጋ ሥልጣን ለጥራት ምርት ለማረጋገጥ ተጠቃሚው ሆኖ ለሚገኝ ስራው ላይ ለሚደረግ ምርጫ ማረጋገጫ ማድረግ ይቻላል። ለዚህም ምሳሌ ለሚገኝ ስራው ላይ ለሚደረግ ምርጫ ማረጋገጫ ማድረግ ይቻላል።

- [illegible]

[illegible]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible]

The above sections have been translated using machine translation. Microsoft Bing Translator (<https://www.bing.com/translator>), ImTranslator (<https://imtranslator.net/translation/inuktitut/translation/>), and Microsoft Copilot were used to generate interim translations to support timely submission of the Impact Statement to the Nunavut Impact Review Board.

Artificial Intelligence I was used solely to produce interim translations of the Executive Summary, Non-Technical Summary, and individual Volume Summaries. No Artificial Intelligence was used for technical assessments. A human-translated version has been commissioned and will replace this text upon receipt. All machine translations will undergo review, validation, and full replacement by qualified human translators. The human-verified translations will be submitted to the Nunavut Impact Review Board as soon as they become available.

[illegible][illegible][illegible][illegible][illegible][illegible]

ES-2

$\Lambda \zeta^{\alpha} \Delta^{b\gamma} J^c \Delta^{d\epsilon} C^f \triangleright^g \dot{L} p_a q_{bc}$

[illegible][illegible][illegible]

- $\nabla \varphi \in L^2(\Omega; \mathbb{R}^d)$ $\Rightarrow$ $\Delta \varphi \in L^2(\Omega; \mathbb{R})$ $\Rightarrow$ $\varphi \in H^2(\Omega; \mathbb{R})$
- $\nabla \varphi \in L^2(\Omega; \mathbb{R}^d)$ $\Rightarrow$ $\Delta \varphi \in L^2(\Omega; \mathbb{R})$ $\Rightarrow$ $\varphi \in H^2(\Omega; \mathbb{R})$
- $\nabla \varphi \in L^2(\Omega; \mathbb{R}^d)$ $\Rightarrow$ $\Delta \varphi \in L^2(\Omega; \mathbb{R})$ $\Rightarrow$ $\varphi \in H^2(\Omega; \mathbb{R})$

[illegible][illegible][illegible][illegible][illegible]

$$\Delta^L \supset \Delta^C \supset \Delta^L \supset \Delta^C$$
$$\mathcal{D}^a \supset \mathcal{D}^b \triangleleft \mathcal{D}^c \supset \mathcal{D}^d \triangleleft \mathcal{D}^e$$


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[illegible]

Diagram illustrating the lane configuration for a 10.0 m wide B-train or road train lane. The diagram shows two lanes, each 3.3 m wide, separated by a 3.4 m gap (10.0 m total width minus 3.3 m x 2). The lanes are labeled "B-TRAIN OR ROAD TRAIN". The diagram also shows the cross-section of the road, including the existing ground, subbase gravel, and surfacing gravel. The lane width is 3.3 m, and the gap between lanes is 3.4 m. The total width is 10.0 m. The diagram includes a "CONTROL LINE" and a "3% 3%" slope indicator. A legend identifies the layers: SURFACING GRAVEL, SUBBASE GRAVEL, and EMBANKMENT (IF REQUIRED). A note indicates "GEOTEXTILE (IF REQUIRED)".

TYPICAL ROAD FILL SECTION

[illegible][illegible][illegible]

- 18 ልቅጥ - ልቅጥ 5 ሾርቶር፣ ልቅጥ ልቅጥ ልቅጥ
- ልቅጥ 40 ልቅጥ - ልቅጥ 1.5 ሾርቶር 5 ሾርቶር፣ ልቅጥ ልቅጥ ልቅጥ
- ልቅጥ 74 ሾርቶር ልቅጥ - ሾርቶር ልቅጥ፣ 1.5 m ልቅጥ ልቅጥ
- ልቅጥ ልቅጥ ልቅጥ - ልቅጥ ልቅጥ ልቅጥ ልቅጥ ልቅጥ ልቅጥ ልቅጥ

[illegible]

[illegible]

[illegible]

$\rho \otimes \sigma^b \gamma \wedge e^c - \Delta \eta^c \eta \sigma^a b$

[illegible]

- [illegible]

- ES-14

[illegible][illegible][illegible][illegible][illegible]

ES-16

- [illegible]

[illegible][illegible]

- [illegible]

[illegible]

[illegible][illegible]

- [illegible]

[illegible]

- [illegible]

[illegible]

၎င်းတို့သည် အောက်ဖော်ပြပါအတိုင်း ဖြစ်ပေါ်ခဲ့သည်။

[illegible]

[illegible]

[illegible]

[illegible][illegible][illegible][illegible]

- [illegible]

- ES-28

- $$C_{\rho} \Delta^{\epsilon} \Delta L^{\epsilon} \Delta^L L \rho \sigma^{\epsilon} \supset C_{\rho} \sigma^{\epsilon}$$

[illegible][illegible]

[illegible]

[illegible]

- [illegible]

[illegible][illegible]

[illegible]

- [illegible]

- [illegible]

[illegible][illegible][illegible]

- [illegible]

- [illegible]

[illegible][illegible]

- [illegible]

- [illegible]

[illegible][illegible][illegible][illegible]

- [illegible]

- [illegible]

[illegible][illegible][illegible][illegible]

[illegible][illegible]

$$\wedge^{\mathfrak{p}} \mathfrak{J} \triangleleft^{\mathfrak{p}} \mathfrak{P} \mathfrak{P}^{\mathfrak{c}} \triangleleft^{\mathfrak{L}} \mathfrak{L} \triangleleft^{\mathfrak{D}} \mathfrak{L}^{\mathfrak{c}} \cap \triangleleft^{\mathfrak{p}} \mathfrak{P}^{\mathfrak{a}} \mathfrak{P}^{\mathfrak{b}} \mathfrak{J}^{\mathfrak{c}}$$
[illegible][illegible][illegible][illegible]



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CORP**

[illegible]

[illegible][illegible]

◁^aℒ^qḃ^qḃ^qΔ^b:

Project office:

Calgary, AB T2P 2V6

[illegible][illegible][illegible]

[illegible]

MD.1.2 ለጥራቱ ለፍጥነቱ ለሰላም ለሰላም ለሰላም

[illegible][illegible]

MD.1.3 $L \cap^b C \triangleright \neg n \triangleleft^a b^a \prec^b \supset^c$

[illegible]

[illegible]

ለፖሊስ ምርጫ ቦርድ	ኃርፍ ልክ	ለጥራት ጋራ
የሚጠራው ሆኖ የፖሊስ ምርጫ ቦርድ ሊሆን ይችላል	መጽሐፍ ምርጫ ቦርድ ለጥራት	አንድ ሆኖ የፖሊስ ምርጫ ቦርድ ሊሆን ይችላል
የፖሊስ ምርጫ ቦርድ ሊሆን ይችላል	የሚጠራው ሆኖ የፖሊስ ምርጫ ቦርድ ሊሆን ይችላል	አንድ ሆኖ የፖሊስ ምርጫ ቦርድ ሊሆን ይችላል

[illegible]

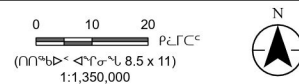
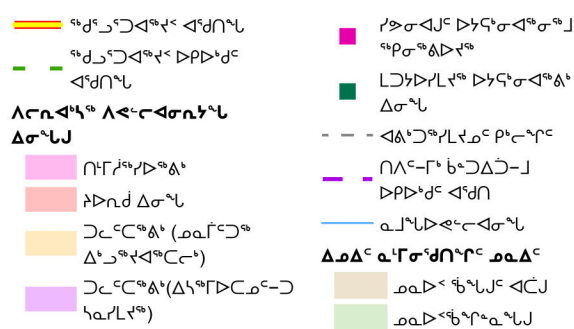
- [illegible]

[illegible]



በስፍራዊት

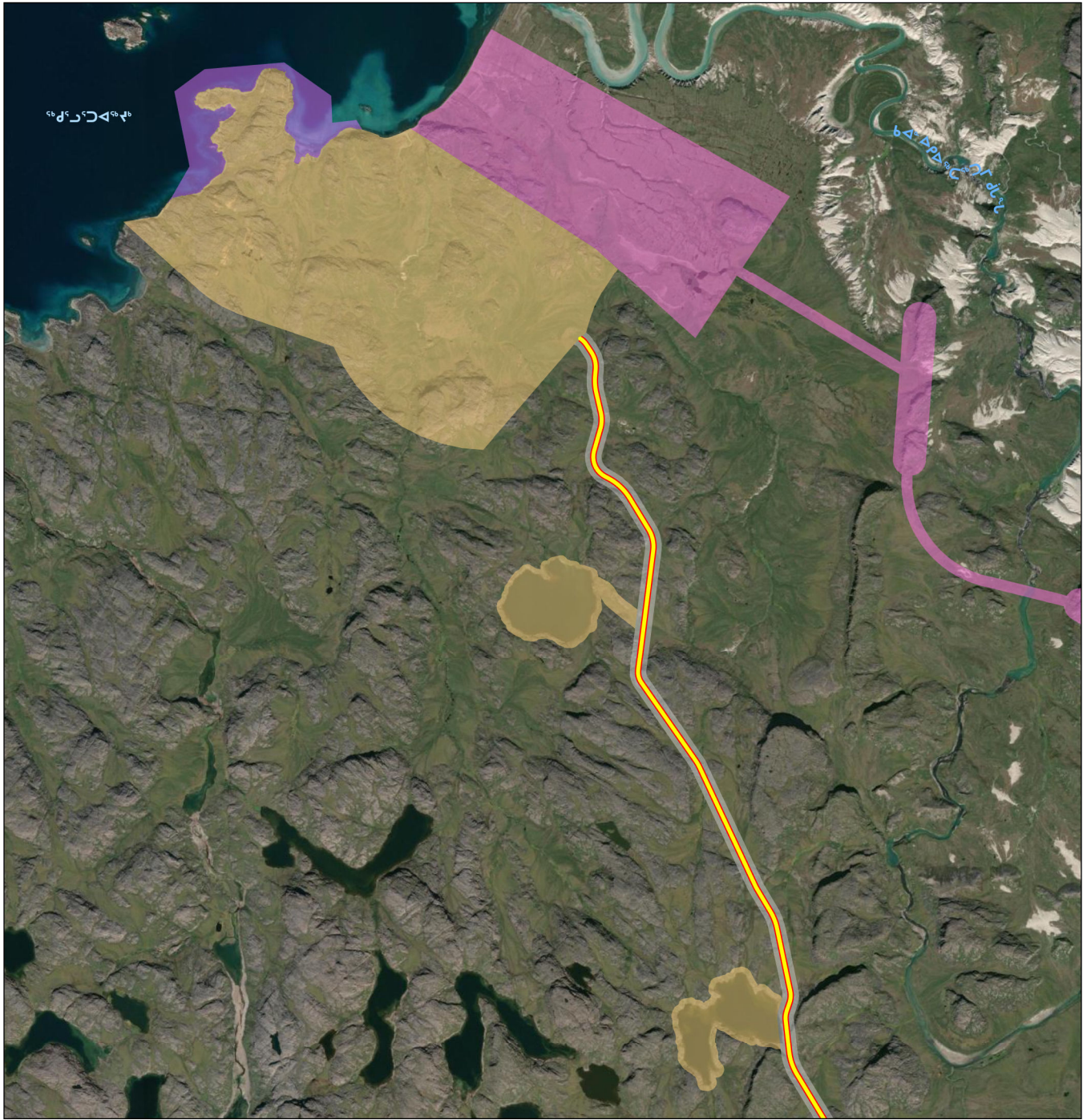
1. ጋንጋታገባብነት: WGS 1984 UTM P^s-ኤጊ 12N
2. በስፍራዊት የኮይኦኖርድ መለል ለምልክት ዓመታዊ፡
ዶ.ናብረ-ቴዲያ፣ ዶ.ፆር፣ ESRI, Stantec Consulting Ltd.
3. ለአውስፕሪኬት ምርጽ ማህተም አገልግሎት፡ Earthstar
Geographies



$\Delta^c \rightarrow \bar{q} q$ SL on 2025-11-19
TR by DS on 2025-11-19

123514868_165
 123514868_165
 123514868_165

MD.1.1 L'3- 3-ጋብረኛ
ለረብረብ ምዕራባዊ



በበናዊነት
1. ጋራገጣጣ: WGS 1984 UTM ፕሮጀክሽን 12N
2. በበናዊነት ፕሮጀክሽን ለመግለጽ ለተጠቀሙት ስልጣን ሰጪ ማህተም: ESRI, Stantec Consulting Ltd.
3. ለተጠቀሙት ስልጣን ሰጪ ማህተም: Earthstar Geographics

- የታሪክ ምልክት ለመለየት**
- ለጥንታዊ ልማት ምልክት**
- ብጥጥር (ፍጥነት)
 - ጋራ ምልክት (መገንጠያ)
 - ጋራ ምልክት (ለጥንታዊ ልማት)
 - ሕዝብ

0 500 1,000 ሜትር
(በጥንታዊ ልማት 8.5 x 11)
1:55,000



ለጥንታዊ ልማት ምልክት ለመለየት ስልጣን ሰጪ ማህተም ስለተጠቀመ በ 2025-11-19
በጥንታዊ ልማት ምልክት ለመለየት ስልጣን ሰጪ ማህተም ስለተጠቀመ በ 2025-11-19

ለጥንታዊ ልማት ምልክት ለመለየት ስልጣን ሰጪ ማህተም ስለተጠቀመ በ 2025-11-19
በጥንታዊ ልማት ምልክት ለመለየት ስልጣን ሰጪ ማህተም ስለተጠቀመ በ 2025-11-19

MD.1.1 **ፊት-3-ሕዝብ**
ለጥንታዊ ልማት ምልክት ለመለየት

ለጥናታዊ ልማት	ዊስተርፒን ጋዎርዊንጋታዊ ልማት (UTM) ዊስተርፒንጋታዊ (m)			ዊስተርፒን ካርዲናል	ጋዎርዊንጋታዊ
	ዊስተርፒን	ዊስተርፒን	ጋዎርዊንጋታዊ		
ጋዎርዊንጋታዊ PDA (ጋዎርዊንጋታዊ ጋዎርዊንጋታዊ ልማት)	12 W	508826	7518901	67° 47' 5.74" N	110° 47' 26.95" W
Jericho Station PDA (ጋዎርዊንጋታዊ ጋዎርዊንጋታዊ ልማት)	12 W	478589	7322534	66° 01' 6.36" N	111° 28' 28.27" W
ጋዎርዊንጋታዊ PDA (ጋዎርዊንጋታዊ ጋዎርዊንጋታዊ ልማት)	12 W	505413	7521242	67° 48' 21.62" N	110° 52' 17.69" W
ጋዎርዊንጋታዊ PDA (ዊስተርፒን ጋዎርዊንጋታዊ ልማት)	12 W	505916	7520765	67° 48' 6.2" N	110° 51' 34.87" W
ጋዎርዊንጋታዊ PDA	12 W	508954	7520376	67° 47' 53.36" N	110° 47' 15.56" W
ጋዎርዊንጋታዊ ጋዎርዊንጋታዊ PDA Winter Road PDA	12W	479545	7319810	65° 59' 54.36" N	111° 27' 02.33" W

[illegible]

- [illegible]

[illegible]

[illegible][illegible]

MD.2.3 የግብርና ለውጥ

የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡

- ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ 1,800 ሺህ ስኬት ያላቸው የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡
- የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡
- የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡
- የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡
- የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡ ለዚህም ምክንያት ሆኖ የግብርናው ደረጃ ለማረጋገጥ ለሥራ ለጥራት ማረጋገጫ ማዘጋጀት ማድረግ ይገባል፡፡

[illegible][illegible][illegible][illegible][illegible]

- $\nabla \nabla J^{\text{a}, \text{b}} \supseteq \mathcal{C}^{\text{c}, \text{d}} \Delta \sigma \rho_{\text{a}, \text{b}} \mathcal{C}^{\text{e}, \text{f}} \sigma \rho_{\text{c}, \text{d}}$
- $\nabla \nabla J^{\text{a}, \text{b}} \supseteq \mathcal{C}^{\text{c}, \text{d}} \Delta \nabla^{\text{e}, \text{f}} \rho_{\text{a}, \text{b}}$
- $\nabla \nabla J^{\text{a}, \text{b}} \Delta^{\text{c}, \text{d}} \rho_{\text{a}, \text{b}} \supseteq \mathcal{C}^{\text{e}, \text{f}} \Delta \sigma \rho_{\text{c}, \text{d}}$

[illegible]

[illegible][illegible]

[illegible]

MD.2.6.1 $\Delta \text{C} \cdot \Delta \text{H} \cdot \Delta \text{S} \cdot \Delta \text{G}$

[illegible][illegible]

- ከላይኛው ርዕስ ስር ስለተገኘው ስራ ለጥራት ማረጋገጫ ምርመራ ማድረግ አስፈላጊ ሲሆን፣ ለዚህም ምርመራ ማድረግ የሚያስፈልጉትን ሰነዶች ማቅረብ አለበት፡፡

[illegible]

Section MD.2: ᠕ᠴᠢᠨᠳᠤᠭᠣᠰᠡ ᠠᠵᠤᠷᠦᠨ ᠪᠦ᠋ᠩᠳᠦᠨᠲᠦᠸᠦᠨ
April 2026

[illegible]

Section MD.2: ᐱᓕᓂᐅᑦᐸᐃᓗᓕᓴᓖᓪᓄᐃᓕᐅᓪᓄᐅᓖᓴᓖᓗ
April 2026



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Section MD.2: ᐱᓕᓂᐅᑦᐸᐅᓪᓗ ᐃᓗᓕᓴᓖᓕ ᓴᓄᐃᓕᐅᓶᓕᐅᓖᓴᓖᓕ
April 2026



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Section MD.2: ᠕ᠴᠢᠨᠳᠤᠭᠦᠰᠡ ᠠᠵᠣᠷᠥᠶᠢᠴᠢ ᠪᠦ᠋ᠮᠠᠳᠣᠲᠦᠱᠦᠳᠦᠸᠦᠶᠢᠴᠢ
April 2026



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April 2026



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Section MD.2: ᠕ᠴᠢᠨᠳᠤᠭᠣᠰᠡ ᠠᠵᠤᠷᠦᠨ ᠪᠦ᠋ᠩᠳᠦᠨᠲᠦᠸᠦᠨᠶᠢᠨ
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MD-25

[illegible][illegible][illegible][illegible]

Section MD.2: ᠕ᠴᠢᠨᠳᠤᠭᠦᠰᠡᠶᠡᠬᠡ ᠠᠵᠤᠷᠢᠪᠣᠩᠭ᠎ᠠ
April 2026

[illegible]

- [illegible]

[illegible][illegible]

[illegible][illegible]

MD-36

[illegible]

MD.3.2.4 ΔCΓ▷^bλσ^cJ^C ◀D^{cb}C▷ℳ^bD^C

[illegible]

- [illegible]

- MD.3.3** $\Delta \sigma^a \sigma^b \Delta \zeta \triangleright \sigma^c \sigma^{\zeta b}$

[illegible][illegible][illegible]

- [illegible]

- [illegible]

[illegible]

MD.5.1.1 $\Delta \rho L \sigma^{\text{qb}}$ $\Lambda^{\text{qb}} \rho^{\text{qb}}$

MD.5.1.2 $\Lambda \subseteq \Omega \triangleleft^a J \cup \Gamma \triangleleft^b \supset^c \rho \sigma \triangleright^c \tau^c$

[illegible]

MD.5.2 $\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$ $\frac{2}{3} \times \frac{1}{4} = \frac{1}{6}$ $\frac{3}{4} \times \frac{1}{5} = \frac{3}{20}$

[illegible][illegible]

PDA-ፖ ንመክላዊነታታቶና ልብንደርታ Jericho Station PDA ዞሮሲ ብሒ ሃምታንባብሩል <ል ብካልቡሪ PDA ዞሮሲ ንይዝካብርድጋጋቢድ. መለካዎንደር ብሒ ብጋረብርድንጉረደር ልብንደርታንንጋልር በሓብር >ልተር ብሒ ልህጋርር ልካልር ብሒ ልካልር ልመጽኦርሆር. ልብንደርታንንጋል VC-ቡንካውት..

MD.5.3.1 $\Delta \rho L \sigma^{\text{qb}}$ $\Lambda^{\text{qb}} \rho^{\text{q}}$

[illegible]

MD.5.3.2 $\Lambda \subseteq \Omega \triangleleft^a J \cup \Gamma \triangleleft^b \mathcal{D}^{\mathfrak{C}_b} \mathcal{I} \sigma \triangleright \mathcal{I}^{\mathfrak{C}}$

[illegible]

$\Delta P^b \lambda^{cb} \supset^c \sigma \wedge^{cb} d^{cb} \supset^c \lambda^c \quad \underline{\sigma^a \sigma^a}^c:$

- [illegible]

[illegible]MD.5.3.3 $60^{\circ} < \angle C < 90^{\circ}$ $\triangle ABC$

MD.5.3.4 $\triangleright \uparrow^c \downarrow^c \sigma^a \rho^c$

[illegible]

[illegible]

[illegible][illegible][illegible]

MD.6.1.1 $\Delta \rho L \sigma^{\text{qb}}$ $\Lambda^{\text{qb}} \rho^{\text{qb}}$

[illegible]

MD.6.1.2 $\Lambda \zeta \eta \Delta^a \Upsilon \Delta^b \Xi^c \rho \eta \triangleright \Upsilon^c$

[illegible]

- [illegible]

MD.6.2.2 $\Delta \zeta \ll \Delta J^C \ll \Delta^b \ll \Delta^{\gamma} \ll \Delta^C$

$\Delta \rho^{\gamma} \lambda^{\epsilon} \sigma^{\alpha\beta}$ $\rho_{\text{q.c.}}^C$ $\Delta \rho^{\gamma} \lambda^{\epsilon} \sigma^{\alpha\beta}$

- [illegible]

$$\Delta^{\mu\nu} \Delta^{\alpha\beta} \leq \Delta^{\mu\alpha} \Delta^{\nu\beta} \quad \Delta^{\mu\nu} \Delta^{\alpha\beta} \Delta^{\gamma\delta} \leq \Delta^{\mu\alpha} \Delta^{\nu\beta} \Delta^{\gamma\delta}$$

- [illegible]

[illegible][illegible][illegible]

MD-64

- [illegible]

MD.6.5.1.3 **ከፍተኛ ልዩነት**

[illegible]MD.6.5.2 $\Delta^c \leq \Delta^b \leq \Delta^a$

MD.6.5.2.1 ᐱᓪᓗ ᑭᓂᐸᓴᓕᓴᓂᓚᓄᓖᔨᔩ

[illegible]

[illegible][illegible]

- [illegible]

MD.6.5.2.3 $60^{\circ} < \angle A < 90^{\circ}$ $\angle B < 90^{\circ}$ [illegible]

MD.6.5.3 $\triangle^b \subseteq \triangle^c$

MD.6.5.3.1 **ᐱᓕᐅᑦᐃᑭᐣ**

[illegible]

[illegible]

MD.6.5.3.2 אָנאָמאַלע פֿאַרשפּאַרונגן

[illegible]

$\Delta \sigma^{\text{f}}_{\text{f}} \approx \Delta \sigma^{\text{f}}_{\text{f}}$

- [illegible]

$\Delta \rho^{\gamma} \propto \frac{1}{\sqrt{N}} \propto \frac{1}{\sqrt{L}}$

- [illegible]

- [illegible]

- [illegible]

[illegible]

MD.6.5.4 $\text{b}^{\circ} \Delta \text{J}^{\circ} \text{r} \Delta^{\circ}$

MD.6.5.4.1 ʌɾɹɹʌɹɹ

[illegible]

[illegible]

MD.6.5.4.2 $\Delta \leq \Delta^c \leq \Delta^b \leq \Delta^c$

[illegible]

$\Delta\rho^{\text{a}}\rho^{\text{c}}\sigma_{\text{NL}}\triangleright r^{\text{cb}} \Delta\sigma_{\text{r}}\Gamma_{\text{d}}^{\text{c}}$

- [illegible]

[illegible]

- ልወላዊ ምክር ቤቱ የጋራ ጥራት ማረጋገጫ ማድረግና የጋራ ጥራት ማረጋገጫ ማድረግ ይቻላል። ለዚህም ማረጋገጫ ማድረግ የሚችል ማረጋገጫ ማድረግ ይቻላል።
- ለጋራ ጥራት ማረጋገጫ ማድረግ የሚችል ማረጋገጫ ማድረግ ይቻላል። ለዚህም ማረጋገጫ ማድረግ የሚችል ማረጋገጫ ማድረግ ይቻላል።
- ጋራ ጥራት ማረጋገጫ ማድረግ የሚችል ማረጋገጫ ማድረግ ይቻላል። ለዚህም ማረጋገጫ ማድረግ የሚችል ማረጋገጫ ማድረግ ይቻላል።

[illegible]

[illegible]

[illegible][illegible][illegible][illegible]

MD.7.2.2 $\Lambda \Gamma \Delta \Gamma^c \Delta^b \Delta^c \Delta^d \Delta^e$

$\Delta^{\text{b}} \Delta^{\text{c}} \Delta^{\text{d}} \Delta^{\text{e}}$

- [illegible]

$\triangleleft \Gamma^{\gamma} \Gamma^{\gamma} \sigma \triangleright \Gamma^{\gamma} \Delta^{\gamma} \neg \Delta^{\gamma} \neg \Delta^{\gamma} \Delta^{\gamma} \Gamma^{\gamma} \cap \triangleleft \Gamma^{\gamma} \sigma^{\gamma} \Gamma^{\gamma} \sigma, \Delta^{\gamma} \neg \neg \neg \neg \triangleleft \Gamma^{\gamma} \sigma^{\gamma} \Gamma^{\gamma} \sigma \neg \Delta^{\gamma} \Delta^{\gamma} \triangleright \Gamma^{\gamma} \sigma^{\gamma} \Gamma^{\gamma} \sigma \neg \neg \neg \neg$

- [illegible]

- [illegible]

[illegible]

[illegible]

MD.8.1 $C_n \triangleright^{\epsilon} \Gamma \Delta L^{\epsilon_b} \triangleleft^L L P \sigma^{\epsilon_b} \supset^C$

[illegible]

- [illegible]

[illegible][illegible][illegible]

[illegible][illegible]

[illegible]

[illegible]

[illegible][illegible][illegible]

[illegible][illegible][illegible][illegible]

- MD-101

- [illegible]

- [illegible]

- MD.9.2** ፍጥነትና ልዩነት ለሌላ ልዩነት ለጥንቃቄ

[illegible]

ᐱᓕᐱᓂᓄᓇᓂᓪᓗᓂᒃ, ᐱᓕᐱᓂᓄᓇᓂᓪᓗᓂᒃ ᓂᓴᓂᓚᓂᓪᓗᓂᒃ (Panikkar and Lemmond 2020; Nunavut Food Security Coalition 2014).

MD.9.2.1 ΔρLσ^{ϵb} Λ^{ϵd}Π^{αL}

[illegible][illegible]MD.9.2.2 $\Delta \epsilon_{\text{H}_2\text{O}} \propto \Delta^b \text{CO}_2$ [illegible][illegible]

- [illegible]

- $$\mathbb{L}_q\sigma^{\mathfrak{c}}\sigma^{\mathfrak{c}^b} \triangleright \rho \triangleright \sigma^{\mathfrak{c}^b} \quad \Delta b^{\mathfrak{c}^b} \supset \Delta \rho \sigma^{\mathfrak{c}^b} \quad \Delta \rho \Delta^{\mathfrak{c}} \quad \Delta \mathfrak{C}^{\mathfrak{c}^b} d \mathbb{L} \sigma^{\mathfrak{c}^b} \cap \mathfrak{C} \cap \sigma^{\mathfrak{c}^b}.$$

- [illegible]

- [illegible]

- [illegible]

- ለሀገር ለደህንነቷ ላይ ብቻ የማይተካው ድምፅና አስተዳደራዊ እርምጃ በጥቅም ላይ መውሰድ ነው።
- የፍትሕ ጉዞ ማጠናቀቅ የሚችልበት ሁኔታ ሲፈጸም፣ ለጥያቄው ተጓዥ ምክር ቤቱ ማመልከት ይገባል።
- ለሀገር ላይ ብቻ የማይተካው ድምፅና አስተዳደራዊ እርምጃ በጥቅም ላይ መውሰድ ነው።

[illegible][illegible]

[illegible][illegible]

- [illegible]

[illegible][illegible][illegible]

[illegible][illegible][illegible]

[illegible]

MD.9.4.5 $\triangleleft^b \triangleright \Delta \triangleright \triangleleft^{fb} \subset \Delta \subset \cap^c \cap \sigma^{fb}$, $\triangleleft \triangleright \subset^c \cap \sigma^{fb}$, $\wedge \triangleright \gamma \cap^c \cap \sigma^{fb}$

[illegible]

- [illegible]

- $\Delta^{\mu} \Gamma_{\sigma}^{(n)} = \Delta^{\mu} \Gamma_{\sigma}^{(n-1)} + \Delta^{\mu} \Delta \Gamma_{\sigma}^{(n-1)}$

- [illegible]

- $\triangleleft \Gamma^a \Gamma^b \sigma \triangleright \Gamma^c \Gamma^d \sigma \wedge \dot{C}^e \cap^f \cap^g b^h \sigma^i \sigma^j$.

- [illegible]

- [illegible]

- [illegible]

- [illegible]

[illegible][illegible]

- [illegible]

- [illegible]

MD.9.7 $\Delta^c C^c \sigma^c \iota^c \rho^c \sigma^c \chi^c \ll \chi^c \iota^c \rho^c \sigma^c \iota^c \rho^c \sigma^c \chi^c$

[illegible]

MD.9.7.1 ΔρLσ^{εb} Λ^{εd}Π^{αL}

[illegible]

MD.9.7.2 $\Lambda \Gamma \Delta \Gamma^c \Delta^b \Delta^c \Delta^d \Delta^e$

[illegible]

[illegible][illegible][illegible][illegible]

- [illegible]

[illegible]

[illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible][illegible]

MD-136

Résumé non technique

West Kitikmeot Resources Corp. (WKR), établie par l'Association inuite du Kitikmeot en 2014 en tant qu'entreprise détenue et dirigée par des Inuit afin de mener des activités d'exploration minérale principalement sur les terres inuit (IOL) de la région du Kitikmeot, au Nunavut, a préparé une Étude d'impact (EI) pour le Projet de route et de port de Grays Bay (le Projet). Le Projet consiste en l'aménagement proposé d'un port en eau profonde et d'une route toutes saisons situés dans la région du Kitikmeot, au Nunavut (figure NTS.1). L'EI satisfait aux exigences de l'Accord sur les revendications territoriales du Nunavut ainsi qu'aux Lignes directrices de l'Office d'examen des répercussions environnementales du Nunavut (OERE/NIRB) pour la préparation d'une étude d'impact relative au Projet (dossier NIRB no 24XN038; NIRB 2026).

L'EI présente une description détaillée des conditions actuelles (de référence) dans la zone du Projet, tant pour le milieu physique (p. ex. végétation et faune) que pour le milieu humain (p. ex. emploi et utilisation du territoire). Elle décrit ensuite les changements potentiels associés à la construction ainsi qu'à l'exploitation et à l'entretien à long terme. Sur la base de ces changements anticipés, l'EI précise les mesures d'atténuation permettant d'éviter ou de réduire les effets négatifs et d'éclairer les décisions quant à l'avenir du Projet. Le présent résumé non technique expose les principales conclusions de l'EI, y compris les effets prévus, les mesures d'atténuation et les programmes de suivi. Le processus de l'OERE/NIRB prévoit également des occasions de participation du public.

Aperçu du Projet

Le Projet comporte deux composantes principales :

- **L'aménagement et l'exploitation d'un port en eau profonde** à Grays Bay, dans le golfe du Couronnement (port de Grays Bay).
- **La construction et l'exploitation d'une route toutes saisons de 230 km**, à accès contrôlé (route de Grays Bay), incluant la construction et l'exploitation de **la station de Jericho** (ancien site de la mine Jericho), qui servira d'aire de rassemblement et de transit reliant la route toutes saisons à l'extrémité nord de la **route d'hiver Tibbitt–Contwoyto (TCWR)**. Le Projet comprend également la **construction annuelle d'une route d'hiver** reliant la route toutes saisons, à la station de Jericho, à l'alignement approuvé de la TCWR sur le **lac Contwoyto (Tahikyoak)**.

L'objectif principal du Projet est de **mettre en place une infrastructure à usages partagés afin de relier le Kitikmeot par voie terrestre et maritime**.

Avantages clés du Projet

Les principaux avantages du projet sont :

- **Avantages économiques – retombées transformatrices**
En améliorant l'accès aux gisements de minéraux critiques, le Projet devrait générer environ 670 emplois équivalents temps plein (ETP) par année au Nunavut pendant la construction. D'ici 2040, le Projet devrait ajouter environ 750 millions de dollars par année à l'économie du Nunavut, soit une augmentation d'environ 18 % par rapport à 2024.
- **Avantages communautaires et sociaux – résilience de la chaîne d'approvisionnement**
L'amélioration de l'accessibilité et des infrastructures facilitera des déplacements plus sûrs et plus efficaces des personnes et des marchandises, renforçant la résilience de l'approvisionnement des collectivités du Kitikmeot.
- **Souveraineté et sécurité – présence stratégique**
En tant que premier port en eau profonde de l'Arctique occidental, le Projet permettra une présence stratégique à l'année, renforçant la capacité du Canada à exercer ses activités, à protéger et à affirmer ses intérêts dans le passage du Nord-Ouest.

Le Projet constitue une initiative d'infrastructure transformatrice détenue et dirigée par des Inuit, offrant des bénéfices durables en matière de croissance économique, de sécurité et de fiabilité de l'approvisionnement, ainsi qu'un renforcement de la présence stratégique dans l'Arctique occidental.

Phases du Projet

Le calendrier de l'évaluation est **conceptuel** et suit une approche **par phases** :

- Phase de construction : environ cinq ans (préconstruction et construction), avec un début proposé en septembre 2029.
- **Phase d'exploitation et d'entretien**: débutant en 2035 et se poursuivant indéfiniment.

Le calendrier dépendra des **approbations réglementaires** et des **contraintes saisonnières**, notamment la courte saison d'eaux libres et l'accès par routes d'hiver. La route devrait être construite **simultanément depuis le nord et le sud**, pour se rejoindre au centre. Aucune fermeture ni remise en état globale n'est prévue, car il s'agit d'une infrastructure permanente ; toutefois, les zones utilisées temporairement durant la construction seront **remises en état**.

Solutions de rechange du Projet

Peu d'options permettent d'atteindre les avantages attendus du Projet. Divers emplacements et tracés ont été étudiés au fil des ans, en s'appuyant sur les **connaissances inuit, autochtones et communautaires**, des études techniques, les orientations des organismes de réglementation et les commentaires issus de la mobilisation. Un tracé alternatif évalué en 2016, visant à éviter des aires de mise bas cartographiées, n'a pas été retenu en raison de sa plus grande longueur, de conditions de terrain plus complexes et d'effets environnementaux accrus. L'option **Grays Bay** a été retenue puisqu'elle offre le **meilleur équilibre** entre les besoins communautaires, la protection de l'environnement et les avantages à long terme, tout en **réduisant la perturbation des terres**. En 2017, elle a été identifiée comme **option privilégiée** par l'Association inuite du Kitikmeot et le gouvernement du Nunavut.

Information économique et sur l'emploi

Les stratégies d'approvisionnement et de formation de WKR donnent la priorité à la participation locale et inuite à travers l'emploi et les occasions d'affaires liées au Projet. Ces stratégies visent à renforcer les revenus familiaux, à réduire l'exode et à soutenir le transfert de connaissances et de compétences, des facteurs qui contribuent à la cohésion de la communauté.

La construction, les opérations et la maintenance du Projet reposeront sur une main-d'œuvre itinérante (travail en rotation avec hébergement) vivant dans des camps éloignés. Les travaux spécialisés pendant la construction nécessiteront probablement du personnel venant de l'extérieur de la région (par exemple, des entrepreneurs ou des travailleurs spécialisés dans la construction portuaire), également selon un horaire de rotation FIFO.

Pendant la construction, il est prévu que 200 à 500 personnes soient employées chaque année, avec des emplois répartis approximativement comme suit : 10 % de cadre, 50 % de main-d'œuvre qualifiée et 40 % de main-d'œuvre non qualifiée. WKR s'attend à ce que la phase de construction soit en grande partie assurée par des entrepreneurs, en raison de la nature temporaire du travail.

La main-d'œuvre opérationnelle du projet sera plus petite et comprendra environ 42 personnes basées au port pour les opérations portuaires et routières, et 12 personnes basées à la station de Jericho ; composée d'environ 5 % de cadre, 50 % de main-d'œuvre qualifiée et 45 % de main-d'œuvre non qualifiée. La plupart des travailleurs des opérations et de l'entretien devraient être des résidents des communautés de Kitikmeot.

Les activités de fermeture et de réhabilitation des zones de perturbations temporaires nécessiteront seulement une petite main-d'œuvre, réalisée simultanément avec la construction finale et la mise en service par la main-d'œuvre de construction.

Composantes et activités du projet

La Zone de Développement du Projet (ZDP) est la zone où toutes les parties du projet auront lieu. Elle comprend à la fois des infrastructures permanentes et des zones de travail temporaires, ainsi qu'un espace supplémentaire au cas où la conception devrait changer à mesure que les études progressent. La ZDP a été divisée en six sous-zones en fonction des composantes et des activités du projet :

- **Port PDA (Infrastructures maritimes)** – Construction de nouvelles infrastructures maritimes, y compris deux quais pour grands navires, un quai pour remorqueurs/navires moyens, une zone de débarquement pour barges, des aides à la navigation maritime, et un port pour petites embarcations avec rampe de mise à l'eau.
- **Port PDA (Infrastructures terrestres)** – Construction de nouvelles infrastructures terrestres, y compris des logements permanents et d'autres bâtiments; routes d'accès en gravier praticables en toutes saisons; aires publiques; installation de stockage de carburant en vrac, pipelines de carburant et installations de ravitaillement; prises d'eau, usines de dessalement et de traitement; services publics, installations de gestion des déchets, zones de stockage et de dépôt (temporaires et permanentes), production d'énergie renouvelable, et générateurs diesel.
- **PDA de l'aérodrome** – Construction d'une nouvelle installation, comprenant une piste d'atterrissage et une voie de circulation d'environ 1 800 m, un tablier, une route d'accès ouverte toute l'année, un stationnement pour véhicules et les infrastructures associées, à l'est du port de Grays Bay.
- **PDA routier** – Construction de nouvelles infrastructures, comprenant une route à accès contrôlé ouverte toute l'année reliant le port de Grays Bay à la station Jericho et une route d'hiver reliant la station Jericho à l'extrémité nord du TCWR au rivage du lac Contwoyto. L'accès à la route de Grays Bay sera fermé par une barrière et situé sur des terres appartenant aux Inuits. Le PDA routier comprend des zones pour la construction et l'implantation finale de plusieurs traverses de cours d'eau (ponts et ponceaux), des carrières, des camps mobiles de chantier ainsi que des aires de préparation et de stockage.
- **PDA de la station Jericho** – Construction de nouvelles composantes de l'installation et modernisation des infrastructures existantes à la station Jericho (dans la zone du site minier existant), y compris la piste et le taxiway en terre, la route d'accès et le stationnement, les aires de préparation et d'entreposage, les logements permanents et les infrastructures associées, ainsi que les installations de ravitaillement en carburant.
- **PDA de la route d'hiver de Grays Bay** – Construction d'une route d'hiver de la station Jericho jusqu'au rivage du lac Contwoyto, où elle sera connectée annuellement à la TCWR approuvée.

Perspectives sur le savoir

Grâce à des activités de participation, trois grandes catégories de savoir ont été prises en compte et intégrées au projet ainsi qu'à cette évaluation : le savoir inuit (y compris le savoir inuit vérifié), le savoir autochtone et le savoir communautaire. La principale source de savoir inuit vérifié était un rapport spécifique au projet intitulé *Kitikmiut Knowledge of the Proposed Kogloktokyoak (Grays Bay) Port and Road Project* (Banci et Spicker 2024), élaboré par l'Association Inuit de Kitikmeot et ses consultants du Projet de savoir traditionnel Naonaiyaotit (NTKP).

WKR, ainsi que les promoteurs précédents, le gouvernement du Nunavut et l'Association Inuit de Kitikmeot, s'engagent dans le projet depuis 2016. Grâce au programme de mobilisation spécifique au projet, les Kitikmiut, d'autres groupes autochtones et d'autres communautés potentiellement touchées ont partagé des commentaires, des points de vue, des préoccupations et des recommandations concernant l'environnement humain et naturel ainsi que la conception du projet. Ces informations ont été examinées et intégrées dans une base de données interne de suivi des connaissances. La base de données a été catégorisée en sujets spécifiques aux Composantes Valorisées (CV), puis examinée, prise en considération et intégrée, le cas échéant, dans la planification du projet et l'IS.

Résumé de l'évaluation des effets

Les composantes valorisées ont été choisies en fonction des directives de l'IS, ainsi que des commentaires recueillis lors des consultations en cours, des connaissances inuites, de la compréhension des voies et des récepteurs des effets, des règlements et politiques applicables, et du jugement professionnel.

Environnement atmosphérique (Volume 5)

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur la qualité de l'air ou le bruit et les vibrations prédit des effets résiduels et des effets cumulatifs qui ne seraient pas importants.

- **Qualité de l'air** – Les activités du projet peuvent provoquer de la poussière et des émissions provenant de l'utilisation d'équipements, des véhicules, de la production d'énergie, des tirs de mines et de l'usage des routes. Pour gérer ces effets, le projet élaborera et mettra en œuvre un Plan de gestion de la qualité de l'air qui comprend l'entretien de l'équipement, le contrôle de la poussière, la planification des tirs de mines pour réduire les émissions et la surveillance de la qualité de l'air afin de pouvoir intervenir si nécessaire. Avec les mesures prévues, les effets du projet sur la qualité de l'air durant la construction ainsi que l'exploitation et la maintenance du projet sont prévus comme non significatifs.
- **Climat et météorologie** – Le projet émettra des gaz à effet de serre (qui entraînent des changements climatiques) dans l'atmosphère en raison des activités de construction, d'exploitation et d'entretien. Pour gérer les risques liés aux changements climatiques, des stratégies d'adaptation ont été élaborées, qui comprennent, sans s'y limiter, des mesures de contrôle technique, des inspections de routine, de l'entretien et du suivi, ainsi que des coupe-feu pour gérer les risques, améliorer la résilience du projet et guider la conception.

- **Bruit et vibration** – Le projet générera principalement du bruit et des vibrations à partir d'activités telles que la construction de routes, l'exploitation de carrières, le dynamitage, l'utilisation d'avions et la circulation des véhicules pendant la construction et l'exploitation. Les mesures visant à maintenir les niveaux de bruit et de vibration à un faible niveau seront guidées par un engagement continu avec les communautés inuites et comprendront des contrôles techniques, de bonnes pratiques d'exploitation et des mesures spécifiques au site. Après l'application de ces mesures, le bruit devrait être modéré et persistant pendant la construction, puis pendant une période plus courte à moyen terme lors de l'exploitation, tandis que les vibrations seront occasionnelles et limitées à des activités spécifiques. Les effets du projet sur le bruit et les vibrations sont prévus comme non significatifs.

Environnement terrestre (Volume 6)

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur le terrain, les sols et le pergélisol, la végétation, le caribou, les oiseaux et d'autres animaux terrestres a conclu que les effets résiduels et cumulatifs prévus ne sont pas significatifs.

- **Terrain, sols et pergélisol** – Les perturbations du sol lors de la construction, des opérations et de l'entretien pourraient entraîner des modifications des formes du terrain et de la topographie. Les effets potentiels peuvent inclure des changements dans les formes du terrain et la topographie, une érosion accrue, une perte, un compactage, une contamination ainsi qu'un changement de l'aptitude progressive à la réhabilitation des sols et de la stabilité du terrain avec des glissements de terrain dans les zones sujettes aux mouvements de masse. Lors de l'évaluation, les zones d'impact prévues (PDAs) ont été définies comme étant plus grandes que l'empreinte du projet, de sorte qu'il peut y avoir de légers changements dans l'aménagement lors de la conception détaillée. Lors de l'évaluation, il a été supposé que l'ensemble de la PDA serait perturbé, mais la perturbation se limitera uniquement à l'empreinte du projet. Dans une certaine mesure, la construction sur pergélisol est inévitable, mais avec l'application de mesures d'atténuation, les effets sur le terrain, les sols et le pergélisol devraient être négligeables.
- **Végétation** – Le projet aura une incidence sur la végétation à l'intérieur et à proximité de la zone désignée pour le projet (PDA) à travers des activités telles que le défrichement, la construction de routes, l'exploitation de carrières et l'utilisation d'équipements. Cette évaluation respecte la valeur culturelle de la végétation pour les Kitikmiut. Les mesures d'atténuation pour gérer les effets potentiels incluent la réduction de l'empreinte du projet afin de limiter la perte d'habitat, l'utilisation de zones déjà perturbées, l'élaboration de plans et de programmes de contrôle, ainsi que l'usage d'une gestion adaptative. Avec ces mesures, les effets sur la diversité communautaire, sur les plantes d'importance culturelle et sur le fonctionnement des zones humides sont prévus comme non significatifs.
- **Caribou** – Le caribou (tuktuit) est l'élément vital des Kitikmiut et constitue une espèce clé sur le plan culturel. Les Kitikmiut reconnaissent seulement trois types de tuktuit : le caribou de la terre ferme, le caribou insulaire et le caribou de Peary ; le Projet interagit avec le caribou de la terre ferme et le caribou insulaire. Pour s'aligner sur les perspectives des Kitikmiut, des évaluations distinctes sont effectuées pour le caribou de la terre ferme, représenté principalement par le troupeau de caribous de Bathurst (BCH), et le caribou insulaire représenté par le troupeau

Dolphin et Union (DUH). L'empreinte du Projet est considérablement plus petite que celle de la zone d'aménagement (PDA), ce qui offre la flexibilité d'ajuster le tracé pour éviter les habitats sensibles. Avec l'application de mesures d'atténuation, y compris celles identifiées comme prioritaires par le GAI, les effets résiduels du Projet et les effets cumulatifs sur le caribou de la terre ferme et le caribou insulaire devraient être non significatifs.

- **Oiseaux** – Les activités du projet pourraient entraîner des changements d'habitat et un risque accru de mortalité dû à des captures accidentelles, des collisions avec des navires, des véhicules et de l'équipement, des aéronefs et l'infrastructure du projet. Les mesures d'atténuation comprennent la réduction de l'empreinte, l'évitement de la période de nidification des oiseaux migrateurs, la suppression de la poussière, les limites de vitesse, l'utilisation d'équipements pour réduire le bruit et la mise en place de zones tampons autour des habitats fauniques sensibles. Les effets du projet sur les oiseaux sont prévus comme étant non significatifs, car le projet ne devrait pas influencer la viabilité ou la persistance des populations d'oiseaux.
- **Autres faunes terrestres (bœuf musqué, orignal, grizzli, carcajou)** – L'évaluation du projet se concentre sur les effets potentiels sur quatre espèces indicatrices clés pour représenter la composante valorisée (CV) des autres faunes terrestres : le bœuf musqué (ommingmak; *Ovibos moschatus*), l'orignal (tuktukvak; *Alces alces*), le grizzli (akhak; *Ursus arctos horribilis*) et le carcajou (kalvik; *Gulo gulo*). Les activités du projet, comme les travaux de terrassement, peuvent entraîner la perte d'habitat approprié et avoir des effets indirects, tels que des perturbations sensorielles ou un accès accru des chasseurs. Les mesures d'atténuation pour gérer les effets potentiels comprennent la réduction de l'emprise du projet afin de limiter la perte d'habitat, la suppression de la poussière, le contrôle du bruit et des restrictions de calendrier, le contrôle de l'accès, la gestion du trafic, les limites de vitesse affichées et les procédures de passage pour la faune afin de minimiser les risques de collisions et de mortalité. Avec ces mesures d'atténuation, les effets du projet sur les autres faunes terrestres sont prévus comme non significatifs.

Environnement d'eau douce (Volume 7)

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur les ressources en eau, ainsi que sur les poissons d'eau douce et leur habitat, a prévu que les effets résiduels et les effets cumulatifs ne seraient pas significatifs.

- **Ressources en eau** – L'eau est nécessaire pour le projet à diverses fins, telles que la consommation humaine et la suppression de la poussière. Là où l'eau sera prélevée (c.-à-d. les lacs d'admission du port, les cours d'eau de sortie), le projet pourrait affecter la quantité d'eau de surface. Aucun prélèvement d'eau souterraine n'est prévu pour ce projet. La qualité de l'eau de surface sera surveillée pendant la construction des passages de cours d'eau et des opérations de carrière et d'emprunt. Bien qu'on ne s'attende pas à ce que cela affecte la qualité de l'eau à long terme, les changements potentiels dans la distribution du pergélisol dans le sous-sol superficiel pourraient ne pas être réversibles. Les principales actions comprennent le contrôle de l'érosion et des sédiments, le contrôle et la suppression de la poussière, les infrastructures de gestion de l'eau, la gestion du lessivage des métaux et du drainage acide des roches, une meilleure manipulation des explosifs pour réduire la mobilisation de l'azote, et la prévention des déversements d'hydrocarbures et potentiellement d'autres produits chimiques. Grâce à ces

mesures, les effets du projet sur la quantité et la qualité de l'eau de surface, ainsi que sur la qualité des sédiments, devraient être négligeables.

- **Poissons d'eau douce et habitats des poissons** – Les activités du projet peuvent modifier, perturber ou supprimer l'habitat des poissons par la perturbation physique des cours d'eau, le changement des régimes d'écoulement et la construction d'infrastructures permanentes. Le projet peut influencer la quantité d'eau de surface, la qualité de l'eau de surface et des sédiments, ainsi que la qualité des eaux souterraines, en raison de la construction de la route, des traversées de cours d'eau, des sources d'emprunt, du port et de l'aérodrome en talus, et des camps. Les mesures clés comprennent la conception des traversées d'eau afin de protéger l'écoulement naturel de l'eau et le déplacement des poissons, l'utilisation de contrôles contre l'érosion et la sédimentation, la limitation des travaux dans l'eau pendant les périodes sensibles, le déplacement sécuritaire des poissons lorsque nécessaire, la gestion prudente de l'utilisation de l'eau et des déversements, la réhabilitation des zones de travail temporaires, l'inspection régulière des traversées et l'ajustement des mesures si la surveillance montre des effets inattendus. Avec ces mesures, les effets du projet sur les poissons d'eau douce et leur habitat devraient être jugés non significatifs.

Environnement marin (Volume 8)

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur l'eau et les sédiments marins, les poissons marins et leur habitat, ainsi que sur les mammifères marins a permis de prédire que les effets résiduels et cumulatifs ne seraient pas significatifs.

- **Eau et sédiments marins** – Le projet pourrait temporairement affecter l'eau et les sédiments marins par des activités telles que le dragage, le dynamitage, l'installation d'infrastructures, le rejet d'eau et de systèmes de traitement des eaux usées, ainsi que la circulation des navires. Les principales mesures incluent la conception des routes et des passages d'eau pour protéger la faune et le flux des cours d'eau, le contrôle de la poussière et des émissions par l'entretien de l'équipement et la suppression de la poussière, la limitation des activités bruyantes pendant les périodes sensibles pour la faune et les utilisateurs du territoire, et la gestion des déchets, carburant et eaux usées pour prévenir la contamination. Grâce à ces mesures, les effets du projet sur l'eau et les sédiments marins sont prédits comme n'étant pas significatifs.
- **Poissons marins et habitat des poissons** – Le projet pourrait affecter les poissons marins et leur habitat par la perte directe d'habitat, la perturbation sensorielle et le risque de mortalité/blessure. Les routes, les installations portuaires et les passages d'eau seront conçus pour protéger l'écoulement naturel de l'eau et le passage des poissons. On ne s'attend pas à ce que les populations de poissons changent à la suite du projet. Le projet devrait maintenir la conformité aux lignes directrices applicables et protéger l'intégrité des écosystèmes marins ainsi que l'utilisation de l'environnement marin par les Inuits. Avec les mesures proposées, les effets du projet sur les poissons marins et leur habitat devraient être négligeables.

- **Mammifères marins** – Le projet pourrait affecter les mammifères marins par la perte directe d'habitat, les perturbations sensorielles et le risque de mortalité/blessure. Les principales mesures incluent la réduction de l'emprise du projet pour minimiser la perte d'habitat, la gestion du bruit généré par les activités de construction marine, ainsi que les limites de vitesse et les protocoles opérationnels pour les navires. Aucun effet résiduel à long terme ou permanent au niveau des populations n'est prévu en raison d'un changement d'habitat, d'un comportement causé par des perturbations sensorielles ou d'un risque de mortalité et/ou de blessure; par conséquent, les effets du projet sur les mammifères marins sont prévus comme non significatifs.

Environnement humain (Volume 9)

Une évaluation de l'influence potentielle du projet sur le TLMRU, la sécurité et la souveraineté alimentaires, la santé et le bien-être des communautés, l'emploi et l'économie, les infrastructures et services, l'utilisation non traditionnelle des terres, des ressources marines et autres, ainsi que sur les ressources patrimoniales indique que les effets résiduels et cumulatifs devraient être sans importance.

- **Utilisation traditionnelle des terres, des ressources marines et autres** – Depuis aussi longtemps que l'on s'en souvienne, les Kitikmiut et d'autres groupes autochtones touchés participent à des activités traditionnelles d'utilisation des terres, des ressources marines et autres (UTTRMA) qui sont devenues centrales dans leur mode de vie, leur culture, leur langue, leurs systèmes de gouvernance et leur bien-être. WKR a engagé et continuera d'engager la principale organisation inuit ayant des droits et responsabilités dans la zone du projet, l'Association Inuit de Kitikmeot, ainsi que le gouvernement. WKR informera les communautés des activités et des calendriers du projet, incluant la fourniture de cartes du projet et des éléments de conception, et discutera des périodes clés de récolte traditionnelle. Avec les mesures proposées, il est prévu que les effets du projet sur l'UTTRMA ne soient pas significatifs.
- **Sécurité alimentaire et souveraineté alimentaire** – Le projet aura des effets à la fois positifs et négatifs sur la sécurité alimentaire et la souveraineté alimentaire en fonction des composantes et des activités du projet, y compris la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et l'accroissement de la présence humaine. Une nouvelle route de transport vers l'Arctique occidental renforcera la résilience de la chaîne d'approvisionnement en créant un accès alternatif aux biens essentiels. Bien qu'il puisse y avoir certains effets sur la disponibilité et la stabilité de l'alimentation traditionnelle fiable, le projet ne causera pas de changements durables ou majeurs dans la disponibilité ou la qualité perçue des aliments traditionnels, ni sur la façon dont les communautés accèdent aux aliments achetés en magasin. Par conséquent, les effets du projet sur la sécurité alimentaire et la souveraineté alimentaire sont prévus comme étant non significatifs.
- **Santé et bien-être de la communauté** – Le projet aura des effets sur la santé et le bien-être de la communauté, à la fois positifs et négatifs. Il pourrait y avoir une augmentation du financement (provenant des revenus et des taxes) pour soutenir les ressources et les programmes de santé et sociaux, y compris les infrastructures et les services de santé. Il n'est pas prévu que le projet exerce une pression supplémentaire sur des services déjà souvent surchargés, ni qu'il réduise la qualité des soins. Bien que le régime d'emploi FIFO puisse augmenter le stress et le mal du pays, l'emploi et le revenu liés au projet pourraient atténuer le stress lié aux pressions

financières. Il n'est pas prévu que le projet cause des dommages à la santé des personnes par la pollution ou le bruit. Par conséquent, avec des mesures et des plans en place, les effets du projet sur la santé et le bien-être de la communauté sont jugés non significatifs.

- **Emploi et économie** – La main-d'œuvre du Nunavut présente des taux de participation et d'emploi plus faibles et des taux de chômage plus élevés que la moyenne nationale. Le coût de la vie au Nunavut est élevé par rapport au reste du Canada, notamment le coût de l'alimentation. Le projet devrait contribuer positivement au développement économique et aux opportunités grâce à une augmentation de l'activité économique, des contributions au produit intérieur brut (PIB), de l'emploi, de l'éducation et de la formation, ainsi que des opportunités d'affaires. Le projet renforcera la réapprovisionnement en offrant un accès supplémentaire à la région de Kitikmeot. WKR aura des programmes et des plans en place pour soutenir l'emploi, la formation et l'approvisionnement locaux des Inuits. Les effets du projet sur l'emploi et l'économie devraient être négligeables.
- **Infrastructures et services** – Le climat rigoureux du Nunavut, son isolement, ses coûts élevés et ses courtes saisons de construction rendent les infrastructures difficiles à construire et à entretenir, et le Nunavut présente un important déficit en infrastructures comparativement au reste du Canada. Le Projet pourrait influencer les infrastructures et les services de manière positive ou négative, notamment par des changements dans les infrastructures communautaires et l'accès aux services publics ou aux utilités, des changements dans la disponibilité des logements et des hébergements, des modifications des infrastructures de transport et des changements dans le ravitaillement de la communauté. WKR disposera de programmes et de plans pour gérer les effets négatifs sur les infrastructures et les services, tels qu'une augmentation de la demande sur la TCWR. Par conséquent, les effets du Projet sont prévus comme n'étant pas significatifs.
- **Utilisation non traditionnelle des terres, des ressources marines et naturelles** – L'autodétermination des Inuits en matière de gestion des terres et des ressources dans la région de Kitikmeot, soutenue par le développement économique, est un objectif de l'Accord sur les revendications territoriales du Nunavut. L'Association des Inuits de Kitikmeot considère l'alignement de la route à travers les terres inuites détenues (IOL) comme un avantage pour les Inuits, car il permet un meilleur accès aux zones désignées IOL. Le projet sera construit à la fois sur des terres IOL et sur des terres de la Couronne. Les effets potentiels du projet peuvent inclure des changements dans l'accès et l'utilisation des terres et des ressources pour l'exploitation minière, des changements dans l'accès et l'utilisation des terres et des ressources pour la récolte commerciale, le tourisme et les loisirs, ainsi que des changements dans l'accès et l'utilisation des eaux pour la navigation maritime. WKR gérera et contrôlera l'accès à la route, au port et à la piste d'atterrissage par le biais de plans et d'accords clairs, tiendra les communautés informées, travaillera en toute transparence avec les voisins et prendra des décisions éclairées grâce à un engagement continu. Avec des mesures et des plans en place, les effets du projet sur l'utilisation non traditionnelle des terres, des ressources marines et naturelles devraient être pas significatif.

- **Ressources patrimoniales** – Les ressources patrimoniales sont profondément liées à la culture et à l'histoire des Kitikmiuts, et la région de Kitikmeot a été utilisée par les peuples depuis longtemps, bien avant l'existence des communautés actuelles. Le Projet pourrait affecter les ressources patrimoniales en raison des perturbations liées aux activités à la surface du sol, telles que le nivellement, l'excavation, la circulation de véhicules et l'utilisation des espaces de travail lors des activités de construction. Le régulateur () responsable de la gestion des ressources patrimoniales au Nunavut est le Département de la Culture et de l'Histoire du GN. Au fur et à mesure de l'avancement du Projet et avec l'examen réglementaire, des études archéologiques de terrain (AIA) seront requises pour la ZDP. Si les exigences émises par les régulateurs concernant l'évaluation, l'atténuation, l'évitement et la consultation sont respectées, le Département de la Culture et de l'Histoire ne prévoit aucun effet résiduel sur les ressources patrimoniales; par conséquent, les effets du Projet sur ces ressources sont jugés non significatifs.

Conclusions de l'évaluation du projet

Chaque CV au sein du SI a été évalué en utilisant les connaissances et les perspectives des individus et des groupes pouvant être affectés par le Projet. Les savoirs inuits, autochtones et communautaires, ainsi que la science occidentale, ont été identifiés comme les principales sources de compréhension pour évaluer les effets potentiels du Projet.

Des mesures seront mises en place pour réduire ou gérer les effets négatifs potentiels du Projet, et les effets résiduels ne devraient pas causer de dommages majeurs ou durables. Le Projet aura également de nombreux effets positifs, notamment en matière de formation, d'emploi et d'économie. Dans l'ensemble, on ne prévoit pas que le Projet ait des effets résiduels significatifs sur l'environnement atmosphérique, terrestre, en eau douce, marin ou humain.

Par conséquent, l'évaluation des effets du Projet est prédite comme n'étant pas significative.

Conclusions de l'évaluation des effets cumulatifs

Les effets cumulatifs sont les effets combinés du projet et d'autres activités passées, présentes et futures, ainsi que des changements naturels tels que le changement climatique. Une liste d'inclusion du projet a identifié 129 activités physiques (p. ex., mines, exploration, routes, communautés, trafic maritime) qui pourraient interagir avec les effets du projet. Les conditions isolées, les grandes distances par rapport au projet et les niveaux d'activité relativement faibles font que les effets cumulatifs sont actuellement rares, bien qu'ils pourraient apparaître selon les choix de développement futurs.

L'un des objectifs du projet est de stimuler le développement économique pour bénéficier aux Kitikmeot. Avec le développement minier, l'augmentation du trafic ou l'apparition de nouvelles infrastructures dans la région, les effets cumulatifs seront probablement plus perceptibles. Même dans ce cas, les effets globaux devraient rester généralement faibles à modérés et non significatifs.

Des effets cumulatifs plus significatifs n'apparaissent que dans les scénarios futurs où le projet soutient le développement supplémentaire de mines, une augmentation du transport ou de nouvelles infrastructures régionales. Même dans ce cas, les effets demeurent généralement faibles à modérés et ne sont pas significatifs. Avec ce développement économique, les effets positifs totaux, notamment en matière de formation, d'emploi et d'économie, devraient également augmenter.

Conclusions de l'évaluation transfrontalière

Selon les directives du NIRB, les effets transfrontaliers sont définis comme des impacts liés au projet se produisant à l'extérieur de la zone de règlement du Nunavut (NSA) ou des impacts à l'intérieur de la NSA qui proviennent d'activités du projet se déroulant à l'extérieur de celle-ci. Bien que le projet soit situé entièrement dans la région de Kitikmeot de la NSA, plusieurs CV présentent un potentiel d'effets transfrontaliers, notamment : le caribou, les oiseaux, la faune terrestre, les mammifères marins, l'utilisation des terres traditionnelles, des milieux marins et des ressources (TLMRU), la sécurité alimentaire et la souveraineté alimentaire, la santé et le bien-être de la communauté, l'emploi et l'économie, ainsi que les infrastructures et les services. Tous les autres CV sont prévus ne pas entraîner d'effets transfrontaliers, car leurs modifications liées au projet restent à l'intérieur des zones d'évaluation définies localement dans la NSA.

Certain animaux sauvages qui traversent les frontières territoriales pourraient être affectés par le Projet, principalement en raison du bruit, des changements de déplacement et des effets combinés d'autres activités. Les caribous migrateurs pourraient être affectés dans tout le Nunavut et les Territoires du Nord-Ouest puisque leurs déplacements couvrent de longues distances et qu'ils pourraient rencontrer plusieurs perturbations. Cependant, les effets sur les oiseaux migrateurs, le bœuf musqué, l'orignal, l'ours grizzly et le carcajou devraient être faibles ou négligeables, et principalement limités aux zones proches du Projet. Les mammifères marins pourraient aussi être affectés à travers les régions par le bruit sous-marin et le trafic maritime, ce qui pourrait accroître le risque de collisions avec les navires. Ces effets devraient se produire rarement, être de courte durée et sans importance, car le volume de navigation sera limité et des mesures d'atténuation seront en place.

Des effets socioéconomiques transfrontaliers peuvent survenir en raison de modifications de la disponibilité de la faune récoltée, des déplacements transfrontaliers des travailleurs, de la dynamique de la santé communautaire, des changements dans l'emploi et la répartition des revenus, ainsi que de l'augmentation de la demande sur les infrastructures telles que le TCWR, les services de santé et d'urgence à Yellowknife, et les réseaux de transport régionaux. Bien qu'il soit probable que le Projet ait à la fois des effets positifs et négatifs, des mesures et des plans de gestion seront mis en place pour réduire les effets négatifs, favoriser les effets positifs et permettre des ajustements au besoin et en fonction de l'engagement continu avec les Kitikmiut, d'autres groupes autochtones et d'autres communautés potentiellement touchées tout au long de la durée du Projet.

Sommaire

Le projet de la route et du port de Grays Bay (le « projet ») est un projet de port en eaux profondes et d'aménagement routier praticable en toute saison situé dans la région de Kitikmeot au Nunavut. West Kitikmeot Resources Corp. (WKR) est le promoteur du projet. WKR a été fondée par la Kitikmeot Inuit Association en 2014 en tant qu'entreprise détenue et dirigée par des Inuits pour mener des activités de prospection minière, principalement sur les terres inuites dans la région de Kitikmeot au Nunavut.

Le projet comporte deux volets principaux :

- La conception et l'exploitation d'un port en eau profonde à Grays Bay, dans le golfe Coronation (le port de Grays Bay)
- La construction et l'exploitation d'une route à accès contrôlé praticable en toute saison de 230 km (la route de Grays Bay), y compris la construction et l'exploitation de la station Jericho. La route reliera le port à l'extrémité nord de la route qui va du lac Tibbitt au lac Contwoyto, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR) à la station Jericho. Le projet comprendra également la construction annuelle d'une route hivernale reliant la route praticable en toute saison à la station Jericho au tracé approuvé de la TCWR sur le lac Contwoyto (*Tahikyoak*) au bord du lac.

WKR a préparé un énoncé des répercussions environnementales pour repérer et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay (dossier CNER n° 24XN038; CNER 2026).

But et besoin du projet

Le but principal du projet est de créer une infrastructure multiutilisateur polyvalente qui permettra l'accès à la région de Kitikmeot par voie terrestre et maritime, au bénéfice des Inuits et des Canadiens. Cette infrastructure vitale répondra aux besoins de développement économique en exploitant la richesse minérale essentielle de la région de Kitikmeot, en créant des infrastructures communautaires résilientes et en renforçant la sécurité et la souveraineté des Inuits et du Canada sur le passage du Nord-Ouest. Voici les principaux avantages du projet :

- **Économie – avantages transformateurs**

Avantages économiques importants pour la région de Kitikmeot en exploitant la richesse minière essentielle de la région de Kitikmeot. D'ici 2040, on s'attend à ce que le projet ait permis une croissance annuelle supplémentaire du produit intérieur brut (PIB) d'environ 0,75 milliard de dollars, soit une augmentation d'environ 18 % par rapport au PIB du Nunavut en 2024, ce qui aura des effets transformateurs sur le paysage économique du territoire. De plus, le projet soutiendra une croissance importante de l'emploi (directe et indirecte), créant environ

670 emplois en équivalents temps plein (ETP) chaque année au Nunavut pendant la construction. Les occasions d'emploi pendant les phases d'exploitation et de maintenance, y compris celles créées par les dépenses liées au projet pour les biens et services, sont estimées à environ 390 ETP, offrant des possibilités à long terme aux entreprises et travailleurs locaux.

- **Communauté et social – Résilience de la chaîne d'approvisionnement**

Améliorations notables pour les communautés de toute la région de Kitikmeot. Une nouvelle route de transport vers l'Arctique de l'Ouest renforcera la résilience de la chaîne d'approvisionnement en créant un autre accès aux biens essentiels. L'aménagement améliore également la sécurité tant pour les voyages maritimes que terrestres, en favorisant des déplacements plus fiables et plus sûrs à l'intérieur du golfe Coronation et dans tout le passage du Nord-Ouest. Ces améliorations profiteront aux résidents, aux industries locales et aux prestataires de services essentiels de la région.

- **Souveraineté et sécurité – Présence stratégique**

Établir le premier port en eau profonde de l'Arctique de l'Ouest afin de permettre une présence stratégique essentielle tout au long de l'année dans la région. L'installation permettra l'amarrage et le ravitaillement de divers types de navires canadiens, y compris des navires de la Garde côtière, des navires de patrouille extracôtières et de l'Arctique de la Marine royale canadienne, des sous-marins de patrouille canadiens et des brise-glaces de classe polaire. Cette capacité supplémentaire renforce la capacité du Canada à agir, à protéger et à affirmer ses intérêts dans le passage du Nord-Ouest de plus en plus actif.

Ces avantages clés représentent une initiative d'infrastructure transformatrice appartenant aux Inuits et dirigée par eux, qui vise à garantir une croissance économique à long terme, une meilleure sécurité et fiabilité de la chaîne d'approvisionnement pour les communautés, ainsi qu'une présence stratégique renforcée dans l'Arctique de l'Ouest — apportant des retombées durables pour les Inuits, le Nunavut et le Canada.

Phases du projet

Le calendrier de la présente évaluation est conceptuel et suit une approche par phases, comprenant :

- La **phase de construction** du projet sera achevée dans un délai d'environ cinq ans (comprenant aussi bien les activités avant la construction que la construction elle-même), avec une proposition de date de début en septembre 2029.
- La **phase d'exploitation et de maintenance** du projet débutera en 2035 et se poursuivra indéfiniment.

Le calendrier et la durée des deux phases dépendent des approbations réglementaires et peuvent être influencés par des contraintes saisonnières, notamment la courte saison des eaux libres et les restrictions liées à l'accès routier hivernal. La mobilisation de l'équipement et des matériaux devrait généralement se produire sur une période de trois mois en été pour le port de Grays Bay, et sur une période de trois mois en hiver pour la station Jericho. La construction devrait se poursuivre toute l'année, avec des travaux progressant simultanément aussi bien aux extrémités nord (port de Grays Bay) et sud

(station Jericho) du projet. Les composantes du projet sont considérées comme des infrastructures permanentes, il n'existe donc aucun plan de fermeture ou de réhabilitation de ces composantes. Les zones requises uniquement pour la construction seront réaménagées en fonction des conditions de permis et seront décrites dans le plan de récupération progressive qui devra être établi pour le projet.

Solutions de rechange au projet

Il existe peu de solutions de rechange pour tirer pleinement parti des avantages potentiels que le projet peut offrir. Les concepts du projet évoluent depuis plus de 30 ans; ainsi, un nombre considérable d'études a été mené concernant d'autres moyens d'exécuter diverses composantes du projet. La conception et l'évaluation des solutions de rechange au projet reposent sur le savoir inuit, autochtones et communautaire, les études techniques, les directives réglementaires et des commentaires reçus au cours de la mobilisation.

Deux autres options pour l'emplacement (projet de port à l'est de Kugluktuk [Maligut] et route vers le lac Izok; port et route de Bathurst Inlet) ont été écartées lors de l'évaluation en tenant compte du savoir inuit, des répercussions potentielles et du fait qu'elles n'offraient pas d'avantages clés en ce qui concerne la connectivité à de futurs projets miniers et qu'elles ne permettaient pas d'assurer la sécurité et la souveraineté dans le passage du Nord-Ouest. En 2016, un tracé routier de remplacement a été évalué afin d'éviter le chevauchement de la carte publiée par le gouvernement du Nunavut des terrains de mise bas, qui a ensuite été utilisée pour le projet de plan d'occupation des sols du Nunavut établi par la Commission d'aménagement du Nunavut (CNP). Cependant, ce tracé n'a pas été retenu parce qu'il consistait en un couloir plus long à travers un terrain plus accidenté et qu'il nécessiterait beaucoup plus de perturbations des terres et de matériaux de construction, élargissant l'empreinte du projet, entraînant une perte globale d'habitat plus importante et augmentant la perte directe d'habitat. La plus grande zone perturbée entraînerait aussi une perte indirecte d'habitat accrue en raison du bruit, de la poussière, de la circulation et de l'activité humaine. Ces répercussions ne correspondaient pas à l'approche de conception reposant sur le savoir inuit, qui vise à réduire au minimum les perturbations des terres et à protéger les principales zones fauniques. La route évitait également des zones importantes de terres inuites, contredisant l'objectif de conception visant à soutenir l'accès des Inuits à ces terres et leur utilisation par eux.

En plus des préoccupations environnementales mentionnées, la topologie plus accidentée associée à cette solution de rechange entraînerait des coûts de construction et de maintenance à long terme plus élevés, ainsi que des risques accrus pour la sécurité des utilisateurs de la route.

En 2017, l'emplacement de Grays Bay a été identifié comme l'option privilégiée par la Kitikmeot Inuit Association et le gouvernement du Nunavut, en raison de la connectivité et d'un port central pour le transport maritime et la sécurité. Une évaluation supplémentaire de l'option privilégiée a inclus la prise en compte de composantes individuelles, telles que :

- Emplacements portuaires de remplacement à proximité
- Type de structure de quai maritime de remplacement
- Type de route de remplacement

Les options liées à la conception dans la configuration privilégiée du projet continueront d'être évaluées durant le processus de conception afin de confirmer la faisabilité de l'option privilégiée et de réduire ou d'éviter les répercussions environnementales potentielles. La mobilisation se poursuivra tout au long de toutes les phases du projet. Les contributions seront prises en compte dans la prise de décision et la planification de la durée de vie du projet.

Données économiques et sur l'emploi

Les stratégies d'approvisionnement et de formation de WKR sont conçues pour accorder la priorité à la participation locale et aux Inuits grâce aux offres d'emploi aux occasions d'affaires associées au projet, renforçant ainsi davantage les liens sociaux solides. Ces stratégies visent à renforcer les revenus familiaux, à réduire l'émigration et à soutenir le transfert de connaissances et de compétences, autant de facteurs qui contribuent à la cohésion communautaire.

La construction, l'exploitation et la maintenance du projet dépendront d'une main-d'œuvre de type premier entré, premier sorti (PEPS) vivant dans des campements éloignés. L'horaire de rotation de type PEPS permettra aux travailleurs des phases de construction, d'exploitation et de maintenance d'alterner entre la vie dans les campements et dans leurs communautés d'origine, facilitant ainsi l'emploi régional dans le cadre du projet. Les travaux spécialisés pendant la construction nécessitent probablement de faire appel à du personnel provenant de l'extérieur de la région (par exemple, des entrepreneurs/ouvriers spécialisés en construction portuaire), également selon un horaire de rotation de type PEPS. Pour soutenir la formation et l'emploi des Inuits et créer des occasions pour les entreprises inuites et du Nord, WKR développera et mettra en œuvre une stratégie de formation afin d'identifier les besoins en compétences précis du projet en matière d'emploi, de collaborer avec les établissements locaux et régionaux de formation et d'éducation afin d'augmenter les possibilités d'emploi locales pour les Inuits, ainsi que de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail. WKR mettra également en œuvre des politiques en milieu de travail qui favorisent l'embauche, le maintien en poste et l'avancement professionnel inclusifs des employés inuits.

Pendant la construction, on s'attend à ce que 200 à 500 personnes soient employées chaque année, avec environ 10 % de postes de gestion, 50 % de main-d'œuvre qualifiée et 40 % de main-d'œuvre non qualifiée. WKR s'attend à ce que ce soit principalement des entrepreneurs qui soient employés au cours de la phase de construction, car les travaux seront de plus court terme.

Les déplacements vers et depuis le projet se feront par des vols affrétés réguliers depuis des points de prise en charge désignés. Les déplacements vers les points de prise en charge désignés peuvent être effectués par des transporteurs aériens commerciaux. Pendant la construction, la main-d'œuvre sera hébergée dans des campements mobiles et fixes qui se déplacent au fur et à mesure de l'avancement des travaux. Chaque campement fixe peut héberger jusqu'à 80 personnes et chaque campement mobile peut accueillir environ 40 personnes. Les campements mobiles et fixes offriront des services et des installations de santé de base, d'urgence et de loisir.

La main-d'œuvre opérationnelle du projet sera plus petite et comprendra environ 42 personnes implantées au port pour les opérations portuaires et routières, ainsi que 12 personnes implantées à la station Jericho; dont environ 5 % de gestionnaires, 50 % de main-d'œuvre qualifiée et 45 % de main-

d'œuvre non qualifiée. La plupart des travailleurs des phases d'exploitation et de maintenance devraient être des résidents des communautés de la région de Kitikmeot. Les hébergements permanents pour la main-d'œuvre opérationnelle seront équipés de bureaux, de cuisine, d'installations de soins de santé de base, de services d'urgence et d'installations récréatives, et disposeront d'électricité, d'eau potable et d'installations de traitement des eaux usées.

Les activités de fermeture et de remise en état des zones perturbées de manière temporaire ne nécessiteront que peu de main-d'œuvre, elles seront exécutées en même temps que la construction et la mise en service finales par la main-d'œuvre responsable de la construction.

Portée détaillée du projet

Les composantes et activités faisant partie du projet reflètent son objectif principal – créer une infrastructure multiutilisateur et polyvalente qui reliera la région de Kitikmeot par voie terrestre et maritime, au bénéfice des Inuits et des Canadiens. La définition du projet est guidée par les principes suivants :

- exigences en matière de santé et de sécurité
- besoins des utilisateurs (y compris les besoins des communautés, et des utilisateurs des mines ainsi que les besoins en matière de sécurité)
- intégration du savoir inuit, autochtone et communautaire
- participation et mobilisation du public
- facteurs à prendre en compte et exigences techniques et environnementales
- résilience aux changements climatiques

Le secteur d'aménagement du projet (SAP) défini pour le projet englobe l'empreinte physique de toutes les composantes et activités du projet, y compris les perturbations permanentes et temporaires, ainsi que l'espace permettant de prendre en compte d'éventuels changements de conception en fonction des études et des enquêtes continues. Le SAP a été divisé en six sous-secteurs en fonction des composantes et des activités du projet :

- **Le SAP du port (infrastructures maritimes)** – Construction de nouvelles infrastructures maritimes, y compris deux quais destinés aux grands navires, un quai pour les remorqueurs et les navires de taille moyenne, un emplacement de débarquement des barges, des aides à la navigation maritime et un port pour petites embarcations incluant une rampe de mise à l'eau.
- **Le SAP du port (infrastructures terrestres)** – Construction de nouvelles infrastructures terrestres, y compris des logements permanents et d'autres bâtiments; des routes d'accès en gravier praticables en toute saison; des zones destinées au public; une installation de stockage de carburant en vrac, des conduites de carburant et des installations de ravitaillement en carburant; des prises d'eau, des stations de dessalement et de traitement des eaux; des services publics, des installations de gestion des déchets, des zones de dépôt et de stockage (temporaires et permanentes), des installations de production d'énergie renouvelable et des génératrices diesel.

- **Le SAP de l'aérodrome** – Construction d'une nouvelle installation, comprenant une piste d'atterrissage et une voie de circulation d'une longueur d'environ 1 800 m, une aire de relevé, une route d'accès praticable en toute saison, un stationnement pour véhicules et des infrastructures connexes, à l'est du port de Grays Bay.
- **Le SAP de la route** – Construction de nouvelles infrastructures, incluant une route d'accès contrôlée, praticable en toute saison reliant le port de Grays Bay à la station Jericho et une route hivernale reliant la station Jericho à l'extrémité nord de la TCWR sur la rive du lac Contwoyto. L'accès à la route de Grays Bay sera fermé par une barrière et se trouvera sur des terres inuites. Le SAP de la route comprend des zones pour la construction et l'emplacement final de plusieurs franchissements de cours d'eau (ponts et ponceaux), de carrières, de campements mobiles pour la construction, ainsi que des zones de rassemblement et d'entreposage.
- **Le SAP de la station Jericho** – Construction de nouvelles composantes de l'installation et modernisation des infrastructures existantes de la station Jericho (dans le secteur du site minier existant), y compris une piste d'atterrissage et une voie de circulation brun clair, la route d'accès et le stationnement, les zones de rassemblement et d'entreposage, les logements permanents et les infrastructures connexes, ainsi que les installations de ravitaillement.
- **Le SAP de la route hivernale de Grays Bay** – Construction d'une route hivernale reliant la station Jericho au rivage du lac Contwoyto, où elle sera reliée chaque année au tracé approuvé de la TCWR.

Activités du projet

Avant la phase de construction, de premières activités de mobilisation se dérouleront pendant six mois (prévues en 2029), y compris l'établissement d'une zone temporaire de stockage et de distribution de carburant, d'hébergements en campement, ainsi que l'entreposage temporaire du matériel et de l'équipement. L'accès initial au projet se fera par air, voie terrestre et mer. Une description plus détaillée de celui-ci sera présentée ultérieurement.

Les principaux travaux de construction devraient commencer en 2029 et durer environ cinq ans (démobilisation finale de l'équipement et de la main-d'œuvre de construction à la fin de 2034). La construction de la route progressera en général en même temps que la construction du port à l'extrémité nord, et depuis la station de Jericho à l'extrémité sud du projet. La construction des composantes terrestres devrait se dérouler toute l'année, sauf pour des arrêts temporaires qui pourraient être nécessaires pour la sécurité ou la protection de la faune. Les infrastructures côtières et marines seront très probablement construites principalement pendant la saison des eaux libres. Les secteurs requis uniquement pour la construction (par exemple, zones de dépôt temporaire, carrières temporaires) seront réaménagés selon les conditions de permis et selon les indications du plan de récupération progressive établi pour le projet.

Les composantes du projet construites par WKR sont des installations multiutilisateurs et polyvalentes qui bénéficieront aux utilisateurs privés ou contractuels à perpétuité; par conséquent, il n'existe donc aucun plan de fermeture ou de réhabilitation de ces composantes. Les tiers utiliseront les installations; cependant, l'exploitation et la maintenance des installations seront gérées par WKR.

Accès au site

L'accès initial au secteur du port de Grays Bay se fera principalement par la mer, en utilisant des routes maritimes établies dans le passage du Nord-Ouest depuis des ports du fleuve Saint-Laurent près de Montréal, avec d'autres options depuis des ports du nord comme Hay River, Inuvik et Tuktoyaktuk ou des ports de l'ouest du Canada selon les besoins.

Une piste d'atterrissage temporaire sera construite dès le début du projet afin que le personnel et les consommables puissent profiter d'un accès aérien essentiel. Celle-ci desservira le port, l'aérodrome et la portion nord du couloir routier jusqu'à ce que les installations permanentes soient opérationnelles. On prévoit qu'elle sera par la suite intégrée dans l'empreinte routière. À la station de Jericho, il existe une piste d'atterrissage, qui devrait être opérationnelle pour le projet. Le transport aérien restera un moyen important de transport de personnel et de réapprovisionnement en matériel pendant les phases de construction, d'exploitation et de maintenance.

Depuis le sud, l'équipement et les fournitures de construction seront transportés sur la TCWR. Chaque année, à partir de la première année de construction, une route hivernale de 3 km (généralement de 10 m de large sur terre) sera construite à partir de décembre/janvier et entretenue jusqu'au début du printemps pour relier la TCWR à la station Jericho. La route hivernale sera utilisée, chaque année, pour la mobilisation initiale de l'équipement de construction et le ravitaillement en équipement, matériaux et carburant jusqu'à la fin de la construction. Cette connexion à la TCWR devrait être requise de façon saisonnière durant la phase d'exploitation et de maintenance, à moins qu'une solution de remplacement permanente, praticable en toute saison ne soit construite. La construction annuelle de la TCWR depuis le rivage du lac Contwoyto jusqu'à la frontière du Nunavut et des Territoires du Nord-Ouest n'est pas considérée comme relevant de la portée du projet, car les travaux liés à cette activité ont déjà été évalués.

Préparation du site et travaux de terrassement

Le défrichage de la végétation sera limité aux zones où une perturbation directe est nécessaire pour les composantes et les activités de construction. D'après la topographie du port de Grays Bay, la zone nécessitera des remblais granulaires ou autres, tandis que d'autres zones de substrat rocheux exposé seront dynamitées et nivelées. La profondeur des sections de remblai granulaire sera confirmée après examen du régime du pergélisol grâce à d'autres recherches et analyses géotechniques pendant les phases de conception détaillée. Le substrat rocheux exposé dynamité sera utilisé comme remblai dans les zones appropriées. Le matériel sera entreposé sur place, à différents endroits du SAP, pour être utilisé tout au long de la construction.

Le forage et le dynamitage auront lieu dans les carrières et les talus rocheux en utilisant principalement des explosifs à base de nitrate d'ammonium et de fuel (ANFO) stockés de manière sécuritaire dans des endroits désignés. Bien que la construction des remblais et le dynamitage aient lieu toute l'année, l'ampleur des dynamitages et le calendrier de ceux-ci prendront en compte les périodes sensibles pour la faune, les poissons et les oiseaux migrateurs. Un plan de gestion des explosifs sera établi pour décrire les pratiques de gestion et les exigences relatives aux lois, règlements et permis délivrés pour le projet, qui visent à réduire les risques environnementaux et de sécurité liés à la fabrication, au transport, à l'entreposage, à la manipulation et à l'utilisation des explosifs.

Gestion du matériel et de l'équipement

Le transport maritime servira de chaîne d'approvisionnement principale pour la construction, l'exploitation et la maintenance. Pendant la saison des eaux libres, les marchandises, l'équipement et les matériaux seront expédiés annuellement par cargos, barges et pétroliers, la plupart des matériaux devant arriver des ports québécois par transport maritime. Le transport en provenance des ports de l'Ouest canadien pourra aussi être utilisé pour fournir de l'équipement ou des matériaux précis. Au besoin, environ trois barges par an, provenant des ports de Hay River, Inuvik ou Tuktoyuktuk (T.N.-O.), peuvent aussi appuyer le transport de marchandises pendant la courte saison des eaux libres, au cours de la phase de construction.

Des zones de dépôt permanentes seront établies pour être utilisées pendant les phases de construction, d'exploitation et de maintenance du projet. Les zones de dépôt permettront le chargement, le déchargement et l'entreposage de cargaisons dans des conteneurs ou en vrac transportées par avion ou par semi-remorque sur la TCWR. Le nombre, l'emplacement et la taille des zones de dépôt seront confirmés au fur et à mesure que la conception du projet progressera et que les besoins des utilisateurs tiers seront confirmés.

Bâtiments et routes d'accès

Divers bâtiments, temporaires et permanents, sont requis pour le projet. Tous les bâtiments devraient être préfabriqués ou préconçus. Les bâtiments temporaires comprennent des campements mobiles et des installations connexes qui seront déplacés au fur et à mesure de l'avancement de la construction du projet. Dans certains cas, ces bâtiments temporaires deviendront une infrastructure permanente à mesure que le projet entrera dans la phase d'exploitation et de maintenance. Les bâtiments temporaires non requis pour l'exploitation et la maintenance du projet seront retirés.

Les bâtiments permanents comprennent des logements et espaces administratifs, des bâtiments pour la maintenance (par exemple, la baie de lavage ou de maintenance des véhicules) et l'entreposage des fournitures (chauffé, réfrigéré et stockage couvert en vrac), un refuge temporaire au port et à la station Jericho, ainsi qu'un terminal aérien pour l'aérodrome. Les installations du port et de la station Jericho seront disponibles pour les voyageurs en situation d'urgence et, pour permettre des déplacements sécuritaires le long de la route de Grays Bay, des abris d'urgence seront construits pour servir lors de conditions météorologiques défavorables ou dans d'autres situations d'urgence.

Les infrastructures requises connexes, telles que les connexions aux services et les raccordements aux services publics, les routes d'accès (c'est-à-dire, les routes de gravier) et les places de stationnement, sont incluses dans le SAP. La conception des routes d'accès locales tiendra compte de l'obscurité hivernale, de la circulation lente et de la sécurité entre les véhicules publics et commerciaux. Elle prendra en charge les gros véhicules et équipements comme les camions-citernes. Les bâtiments permanents, les infrastructures connexes et les routes d'accès seront construits pendant la phase de construction et continueront d'être utilisés durant les phases d'exploitation et de maintenance. La maintenance continue des routes d'accès comprendra le déneigement, le nivellement, l'entretien et la réparation des franchissements de cours d'eau, selon les besoins.

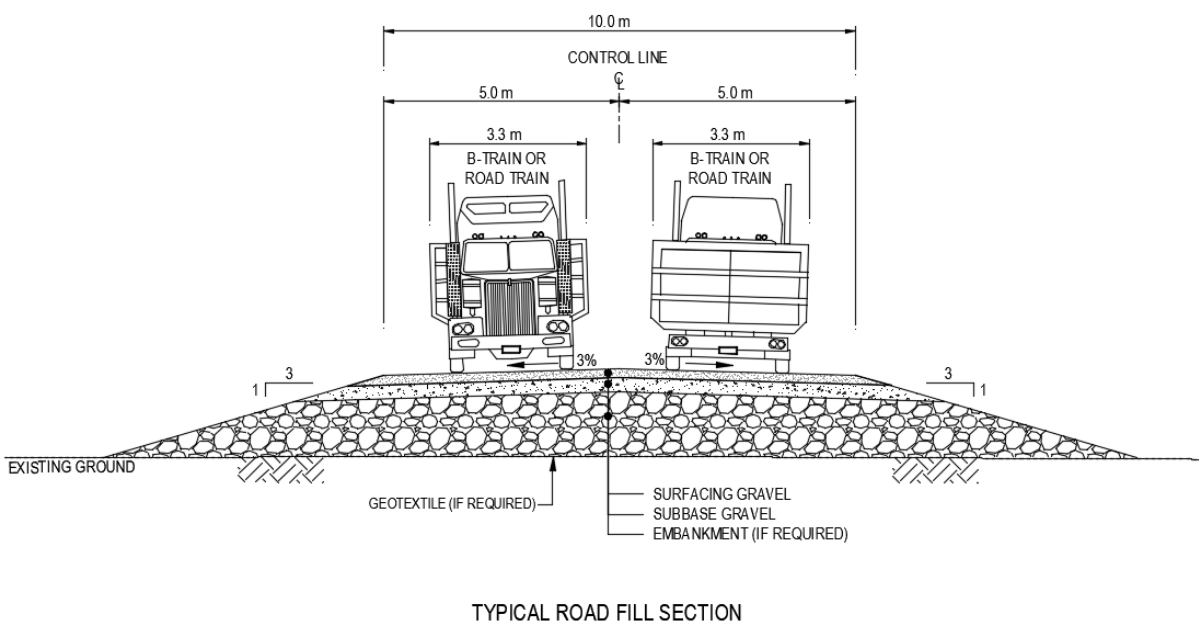
Une zone à usage public sera aménagée à proximité du port pour petites embarcations. Elle comprendra un accès et un stationnement pour les véhicules visant à faciliter une utilisation communautaire à court terme. Pour des raisons de sécurité, l'accès aux chantiers de construction sera restreint, avec d'autres points d'accès disponibles, selon les besoins.

Route de Grays Bay

Pour la sécurité des utilisateurs, un contrôle d'accès sera mis en place pendant la construction et se poursuivra pendant l'exploitation et la maintenance de la route. L'exploitation et la maintenance de la route de Grays Bay continueront d'être gérées à la fois au nord et au sud de celle-ci : des bureaux administratifs au port pour la moitié nord de la route à la station Jericho pour sa moitié sud. Étant donné l'utilisation potentielle de la route par de gros véhicules lourds, des camions de transport, ainsi que des véhicules légers, l'accès à la route sera contrôlé à l'aide de protocoles d'identification et de vérifications radio afin de garantir la sécurité des utilisateurs. L'accès contrôlé vise aussi à répondre aux préoccupations concernant le risque d'augmentation de la pression sur les ressources récoltées exprimées dans le cadre de la mobilisation au sujet du projet. La route sera fermée par des barrières à ses deux extrémités sur les terres inuites, et l'accès approuvé des véhicules sera géré par le personnel. Les déplacements sur la route seront gérés par l'intermédiaire d'un plan de gestion routière.

Les remblais routiers seront construits selon des méthodes de creusement et remplissage, au besoin, le substrat rocheux excavé étant réutilisé pour garantir un meilleur équilibre en ce qui concerne l'utilisation des matériaux locaux. La profondeur des remblais granulaires dépendra du régime du pergélisol et une étude et des analyses géotechniques plus approfondies seront réalisées au cours de la phase de conception détaillée. La figure ES.1 illustre un exemple de section transversale type prévue pour la route de Grays Bay. Cette section transversale type présente une pente latérale de 3H:1V, qui, du point de vue de la sécurité, représente une pente réduisant la probabilité de renversement si un véhicule sort de la chaussée. Du point de vue géotechnique, cette pente est également privilégiée pour les remblais de plus de 3 m de hauteur ainsi que pour les sections chevauchant un terrain de type IV (haute sensibilité au dégel).

Figure ES.1 Section transversale typique de la route Grays Bay (3H:1V)



La prise en compte des effets potentiels du projet sur la faune, en particulier sur le caribou, a influencé et continuera d'influencer la conception de la route et l'élaboration du plan de gestion routière. Voici des exemples précis :

- Des remblais seront construits avec une pente de 3H:1V ou un ratio moins élevé, si nécessaire, pour faciliter les déplacements du caribou sur la route.
- Dans la mesure du possible, la surface de la pente du remblai aux points de franchissement à fort potentiel sera finie avec un matériau plus fin, similaire à un agrégat bien calibré de moins de 150 mm.
- Des études de référence et la surveillance des déplacements du caribou le long de la route détermineront quelles zones présentent le plus grand potentiel de franchissement.
- Dans le cadre de la conception des routes du projet, les limitations de vitesse sont établies en tenant compte de la sécurité des utilisateurs de la route et des répercussions potentielles sur la faune (par exemple, collisions) – En général, la limitation de vitesse est fixée à 60 km/h avec des sections où elle pourra être de 80 km/h lorsque cela est possible. Des réductions de la vitesse peuvent être envisagées pour tenir compte des conditions météorologiques et de l'activité faunique.

- Élaboration d'un plan de gestion routière définissant les procédures d'utilisation routière lorsque la faune (notamment le caribou) est présente, y compris la mise en œuvre de zones à vitesse réduite et de protocoles de communication radio.
- Utilisation routière restreinte pendant les périodes sensibles ou lorsque le caribou est observé à proximité immédiate de la route.

La maintenance continue dépendra d'un réseau de carrières permanentes le long du tracé, fournissant annuellement entre 50 000 et 100 000 m³ de matériaux granulaires pour le resurfaçage et les réparations. La maintenance hivernale mettra l'accent sur le déneigement pour assurer la sécurité routière, tandis que les travaux d'été incluront la suppression de la poussière, la réparation des remblais et l'entretien des franchissements de cours d'eau. Des fermetures liées aux conditions météorologiques sont prévues, et des abris d'urgence pourraient être nécessaires pour soutenir les voyageurs bloqués lors des tempêtes. D'autres activités d'exploitation et de maintenance comprennent la surveillance environnementale, ainsi que les interventions en cas de déversements et d'urgences.

Bancs d'emprunt et carrières

Des carrières temporaires et permanentes ainsi que des bancs d'emprunt seront situés le long du SAP de la route, y compris dans le SAP du port, le SAP de l'aérodrome et le SAP de la station Jericho, en tant que source de matériaux pour les routes. Les carrières devraient être situées environ tous les 7 km le long de la route, chaque troisième carrière devenant une source permanente de matériaux pour la route aux fins de maintenance. Une carrière permanente au port sera également conservée durant la phase d'exploitation et de maintenance pour soutenir les 50 000 m³ à 100 000 m³ annuels de matériaux granulaires nécessaires à la maintenance.

Les zones de perturbation temporaire qui ne sont plus nécessaires après la construction seront réaménagées selon les conditions du permis et comme cela est décrit dans le plan de récupération progressive établi pour le projet.

Franchissements de cours d'eau

Les franchissements de cours d'eau le long de la route comprendront des ponts, des ponceaux à fond ouvert et des structures de franchissement à ponceaux couverts selon la travée, la ligne des hautes eaux des cours d'eau, les conditions des terrains environnants et la navigabilité des cours d'eau. Toutes les structures de franchissement de cours d'eau seront conçues pour répondre aux exigences liées à l'écoulement, au passage des poissons, à la protection de la navigation (le cas échéant) et à la protection des pêches (le cas échéant). Les structures de franchissement seront conçues en fonction des considérations hydrotechniques, halieutiques, environnementales, de navigation et géotechniques à chaque emplacement.

Les franchissements de cours d'eau incluent :

- 18 grands franchissements – structures de plus de 5 m, ponts à travée unique ou à plusieurs travées
- environ 40 franchissements – structures de 1,5 m à 5 m, ponceaux couverts ou à fond ouvert de la taille d'un pont
- environ 74 franchissements mineurs – ponceaux de petit diamètre, inférieur à 1,5 m
- nombre indéterminé – ponceaux de drainage installés le long du tracé de la route pour éviter la formation de flaques le long du remblai de la route

Dans la mesure du possible, la construction des franchissements de cours d'eau se fera en hiver, mais au besoin, la construction estivale impliquera l'installation de franchissements temporaires pour faciliter le déplacement continu des matériaux et des équipements. Les composants préfabriqués des ponts et des ponceaux seront préparés et livrés par la TCWR ou transport maritime. Pendant les phases de construction et de maintenance, les travaux dans les cours d'eau lors des franchissements de cours d'eau seront conformes aux exigences et règlements de Pêches et Océans Canada (MPO) et de la *Loi sur les pêches*.

Les franchissements de cours d'eau seront entretenus en même temps que la route pendant la phase d'exploitation et de maintenance.

Gestion du carburant et production d'énergie

Les raccordements à terre pour les navires seront établis au port à l'aide de conduites de carburant flexibles ou de raccordements directs, permettant un transfert efficace de carburant en vrac entre les navires et le stockage à terre. La station Jericho disposera d'une capacité de stockage de carburant minimale, la plupart du carburant étant stocké au port et réapprovisionné par camion-citerne. Une installation de stockage de carburant permanente au port comprendra une aire de confinement secondaire, une installation de réservoirs par phases (initialement 10 millions de litres, pouvant s'étendre jusqu'à 160 millions de litres) et des canalisations hors-sol adaptées aux conditions arctiques. Le port pourrait aussi inclure une source d'énergie de substitution de 1 MW (éolien, solaire, batterie) pour réduire la dépendance au diesel.

La production d'électricité sera assurée par des centrales diesel modulaires : quatre unités (6 MW au total) au port et deux unités (3 MW au total) à la station Jericho, avec une capacité conçue pour répondre efficacement aux demandes courantes et de pointe. Ces composantes seront établies pendant la construction et continueront d'être utilisées pendant les phases d'exploitation et de maintenance.

Infrastructures maritimes

Le port de Grays Bay comprendra :

- Deux quais en eau profonde conçus pour les grands navires jusqu'à 100 000 tonnes de port en lourd, y compris des minéraliers-vraquiers-pétroliers et d'autres grands navires, tels que des navires de guerre et des pétroliers
- Un quai destiné aux navires moyens avec un amarrage dédié pour l'exploitation de jusqu'à trois remorqueurs pour l'assistance à l'amarrage, ainsi que des navires tels que des navires de patrouille de la Garde côtière et des navires de patrouille extracôtiers et de l'Arctique
- Un emplacement de débarquement des barges doté de deux postes d'amarrage de barge – offrant une rampe pour le chargement et le déchargement à l'avant des barges, ainsi qu'une structure adjacente pour le chargement et le déchargement latéral
- Un port pour petites embarcations pouvant accueillir environ 24 navires
- Une infrastructure de navigation pour guider les marins

Les structures des quais pourront utiliser soit des caissons en béton, soit des pieux en tôle/tuyaux d'acier, nécessitant tous deux une préparation sous-marine, tandis que l'emplacement de débarquement des barges devrait constituer une masse terrestre au-delà du rivage et entourée de roches de digue de confinement, offrant une rampe pour le chargement et le déchargement à l'avant, ainsi qu'une structure adjacente pour le chargement et le déchargement latéral. Le port pour petites embarcations favorisera un accès sécuritaire et saisonnier pour les navires communautaires, et devrait être équipé d'une rampe en béton pour permettre la mise à l'eau des navires à partir de remorques homologuées pour la route.

La construction des infrastructures maritimes devrait commencer pendant la saison des eaux libres de la deuxième année de construction (2030). La construction dans le milieu marin est prévue toute l'année, y compris pour les zones de quai, l'emplacement de débarquement des barges et le port pour petites embarcations, selon les besoins et selon les conditions météorologiques et de glace. Pour faciliter l'accès aux approvisionnements, on accordera la priorité à la construction d'un des postes d'amarrage de barges à l'emplacement de débarquement des barges. La construction sera progressive, le premier poste d'amarrage des barges deviendra opérationnel avant le début de la construction du second poste d'amarrage.

Les quais pour grands navires et les quais pour embarcations moyennes, l'emplacement de débarquement des barges et le port pour petites embarcations au port de Grays Bay seront exploités pendant la période exempte de glace, généralement prévue de fin juin à octobre, avec des variations annuelles en fonction des conditions météorologiques. Chaque année, ils ne seront pas disponibles entre décembre et mai. Pour des raisons de sécurité, l'accès du public au port pour petites embarcations et son utilisation ne seront pas possibles tant que la construction au port ne sera pas terminée (sauf en cas d'urgence).

Pendant les phases d'exploitation et de maintenance, les activités du projet au port devraient inclure les communications, la coordination et la planification des visites et amarrages de navires tiers, l'assistance à l'amarrage par le personnel des remorqueurs et des cordages, la maintenance des infrastructures, l'intervention en cas d'urgence (y compris les déversements) et la surveillance environnementale.

Gestion de l'eau

L'eau destinée au projet sera fournie à partir de sources d'approvisionnement locales agréées pour les besoins de construction, d'exploitation et de maintenance, conformément à toutes les exigences réglementaires. Les infrastructures comprendront des canalisations isolées, autodrainantes et protégées contre le gel pour s'adapter aux conditions arctiques. Il existe deux sources potentielles de lacs d'eau douce le long de la portion nord de la route de Grays Bay. À l'un ou l'autre de ces emplacements, une prise d'eau et une station de pompage préfabriquée seront construites sur une fondation préparée. Le traitement sera soit intégré à l'intérieur de la station de pompage, soit dans une station de traitement d'eau autonome au port. Une prise d'eau douce optionnelle et une station de pompage pourraient être aménagées au lac Contwoyto. Des systèmes d'extinction d'incendie seront en place, et toutes les infrastructures hydrauliques seront conçues pour assurer la fiabilité et la protection de l'environnement dans le climat nordique.

Si une désalinisation est effectuée, une usine de dessalement préfabriquée sera installée sur une fondation préparée au port. La prise d'eau de mer se trouverait probablement du côté est de la péninsule de Grays Bay, près du port des petites embarcations, et la sortie serait probablement du côté ouest de la péninsule, près de l'emplacement de débarquement des barges.

Le prélèvement et le traitement de l'eau seront établis pendant la construction, et conservés dans la mesure nécessaire pendant les phases d'exploitation et de maintien.

Gestion des déchets et des eaux usées

Tous les déchets seront gérés conformément aux règlements canadiens et territoriaux, guidés par un plan de gestion des déchets et une formation continue du personnel. Les eaux usées des campements et des constructions seront traitées sur place ou transportées pour traitement, tous les rejets respectant les directives canadiennes en la matière. Des systèmes supplémentaires de lutte contre les incendies, d'eau potable et de gestion des eaux pluviales seront mis en place pour respecter les normes environnementales et protéger les plans d'eau locaux ainsi que le pergélisol. Les déchets dangereux et non dangereux seront traités conformément aux exigences réglementaires, avec des procédures de confinement secondaire et de gestion des déversements en place pour protéger la qualité de l'eau.

La gestion de l'eau et des eaux usées sera établie pendant la construction, et conservée dans la mesure nécessaire pendant les phases d'exploitation et de maintien.

Aménagements futurs

Comme défini précédemment, le but principal du projet est de créer une infrastructure polyvalente qui reliera la région du Kitikmeot par voie terrestre et maritime, avec comme principal atout un accès accru permettant de générer des avantages économiques à long terme pour les Inuits et le Nunavut. Ainsi, le plan conceptuel inclut plusieurs considérations pour un projet « prêt pour l'avenir » afin de répondre aux besoins croissants des utilisateurs tiers. Voici le résumé de ces composantes :

- Le projet comprend une piste d'atterrissage en gravier d'environ 1 800 m avec voie de circulation au port de Grays Bay. L'emplacement de la piste d'atterrissage a été choisi de manière à permettre son agrandissement jusqu'à une piste d'environ 2 400 m, si nécessaire. Cet agrandissement nécessiterait également des modifications de la topographie locale afin de répondre aux exigences réglementaires concernant les distances/hauteurs d'approche et de décollage.
- La zone de stockage de carburant en vrac au port de Grays Bay comprendra une plateforme de gravier et une zone de confinement secondaire ayant une capacité de 160 millions de litres au plein potentiel de construction; cependant, les besoins en carburant identifiés pour le projet et les besoins actuellement prévus du groupe d'utilisateurs s'élèvent à 10 millions de litres de carburant. L'installation de deux citernes de gazole léger à faible teneur en soufre de 5 millions de litres sera effectuée dans le cadre du projet. Une capacité accrue de stockage de carburant nécessiterait l'installation de réservoirs supplémentaires à l'avenir. Un stockage de carburant est également prévu pour la station Jericho, avec une capacité initiale d'environ 250 000 litres, et une expansion potentielle future pour un stockage allant jusqu'à 20 millions de litres si nécessaire pour des besoins tiers.
- Une zone de stockage concentrée (190 000 m²) est attribuée dans le plan du site de l'infrastructure portuaire terrestre. La zone sera une plateforme de gravier préparée pour accueillir la construction future d'installations tierces (par exemple, des systèmes de chargement de convoyeurs et de concentrés, des bâtiments d'entreposage).
- L'aménagement futur d'une route permanente praticable en toute saison depuis l'extrémité sud de la route de Grays Bay à la station Jericho jusqu'à la frontière entre le Nunavut et les Territoires du Nord-Ouest a été envisagé. Cette extension serait entreprise comme un projet distinct ou comme une expansion future du projet. Le tracé de cette expansion future dépendra de l'aménagement d'une route praticable en toute saison allant du réseau routier public du Nunavut à la frontière entre le Nunavut et les Territoires du Nord-Ouest.
- La route de Grays Bay pourrait accueillir un futur couloir de services publics. Le SAP de la route a été planifié pour envisager l'installation future d'électricité, de communication ou d'autres services publics à proximité de la route. Bien que la construction de ces services publics ne fasse pas partie de ce projet, un couloir de transport et de services publics non aménagé a été évalué selon les conditions de référence pour soutenir un potentiel aménagement futur.

Bien que le projet créera un couloir d'accès et ait prévu une expansion future potentielle de certaines composantes de l'infrastructure, tout aménagement, approbation et exploitation par des utilisateurs tiers de l'infrastructure du projet ou toute expansion due à un besoin tiers relèveront de la responsabilité de ces utilisateurs. Le projet soutient les objectifs économiques et sociaux de l'Inuit Tapiriit Kanatami (ITK), du Nunavut Tunngavik Incorporated (NTI), de la Kitikmeot Inuit Association, du gouvernement du Nunavut et du Canada dans son ensemble.

Perspectives du savoir

L'ERE tient compte du savoir et de perspectives des individus et des groupes susceptibles d'être concernés par le projet. WKR reconnaît l'importance du savoir et des perspectives inuits, autochtones et communautaires dans la planification de projets.

L'ERE tient compte du savoir et de perspectives des individus et des groupes susceptibles d'être concernés par le projet. Le savoir inuit, autochtone et communautaire ainsi que la science occidentale ont été identifiés comme étant les principales sources de compréhension à utiliser conjointement pour évaluer les répercussions potentielles du projet. Grâce aux activités de mobilisation, trois grandes catégories de savoir ont été prises en compte et intégrées dans le projet et la présente évaluation :

- Le **savoir inuit**, aussi appelé *Qaujimaningit* inuit, qui englobe le savoir traditionnel des Inuits (ou *Qaujimajatuqangit* inuit [ce que les Inuits ont toujours tenu pour vrai]) fait référence au savoir intergénérationnel, y compris les valeurs, croyances, principes et expériences concernant l'environnement humain et naturel (CNER 2018a)¹. Il comprend des renseignements sur les pratiques traditionnelles telles que les récoltes, la terre, les zones marines, l'utilisation des ressources et d'autres activités importantes qui permettent la continuité de la culture. Le savoir inuit a été vérifié par plusieurs générations et entre multiples individus.

Le savoir inuit vérifié et les perspectives prises en compte et intégrées dans l'ERE ont été transmis par une source principale : un rapport propre au projet intitulé *Kitikmiut Knowledge of the Proposed Kogloktokyo (Grays Bay) Port and Road Project* (Banci et Spicker 2024), compilé par la Kitikmeot Inuit Association et ses consultants du Naonaiyaotit Traditional Knowledge Project (NTKP), un dépôt de savoir inuit tenu à jour dans une base de données du système d'information géographique (SIG). Bien que WKR reconnaisse que le savoir inuit provenant d'autres régions inuites du Nunavut, y compris les régions de Kivalliq et de Qikiqtaaluk, peut fournir du savoir et des perspectives concernant le projet, aux fins de l'ERE, l'accent est mis sur les Inuits de la région de Kitikmeot, ou Kitikmiuts.

¹La Kitikmeot Inuit Association a recommandé l'utilisation de l'expression « savoir inuit » dans l'énoncé des répercussions environnementales. WKR a adopté cette terminologie et comprend que le savoir inuit englobe les principes inuits *Qaujimajatuqangit*, qui ont été intégrés dans l'ERE.

- Dans l'ERE, **le savoir autochtone** fait référence aux connaissances des peuples et des groupes autochtones originaires d'autres régions que celle de Kitikmeot qui revendiquent l'exercice de leurs droits conférés par l'article 35 de la *Loi constitutionnelle de 1982* dans la région de Kitikmeot, y compris les Inuits, les Premières Nations et les Métis. Les sources de savoir autochtone prises en compte et intégrées dans l'ERE incluent les rétroactions dans le cadre de la mobilisation et la littérature publique sur les groupes autochtones qui exercent leurs droits en vertu de l'article 35 au Nunavut.
- **Le savoir communautaire**, qui comprend le savoir local, reflète souvent les observations et les changements actuels qui peuvent être confirmés par la surveillance. Les sources du savoir et des perspectives communautaires ont été communiquées dans le cadre du Groupe consultatif autochtone, des réunions communautaires et des commentaires du public, ainsi que par des recherches primaires communautaires (61 entrevues ont été menées avec 70 membres de la communauté en personne et virtuellement par Microsoft Teams en octobre et novembre 2024).

WKR, ainsi que les précédents promoteurs, le gouvernement du Nunavut et la Kitikmeot Inuit Association participent au projet depuis 2016. Par l'intermédiaire du programme de mobilisation propre au projet, les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées ont fait part de leurs commentaires, de leurs points de vue, de leurs préoccupations et recommandations liées à l'environnement humain et naturel ainsi qu'à la conception du projet. Après réception de ces renseignements, le matériel a été passé en revue et consolidé dans une base de données interne de suivi du savoir. La base de données a été classée en catégories en fonction de thèmes propres aux composantes valorisées, simplifiant ainsi l'intégration dans l'ERE. Ces renseignements ont été passés en revue, pris en compte et intégrés, au besoin, dans la planification du projet et l'ERE.

Composantes valorisées

La sélection des composantes valorisées (CV) reflète en grande partie la liste fournie dans les lignes directrices de l'ERE, mais elle repose sur plusieurs facteurs, notamment la mobilisation continue, le savoir inuit, la compréhension des aspects des répercussions et des récepteurs, les règlements et politiques applicables, ainsi que le jugement professionnel.

L'ERE comprend les CV suivantes :

Milieu atmosphérique (volume 5) – Qualité de l'air, climat et météorologie ainsi que bruit et vibrations

Milieu terrestre (volume 6) – Terrain, sols et pergélisol, végétation, caribou, oiseaux et autres éléments de la faune terrestres (bœuf musqué, orignal, ours grizzli, carcajou)

Milieu d'eau douce (volume 7) – Ressources en eau ainsi que poissons d'eau douce et leur habitat

Milieu marin (volume 8) – Eaux et sédiments marins, poissons de mer et leurs habitats ainsi que mammifères marins

Milieu humain (volume 9) – Utilisation traditionnelle des terres, des zones marines et des ressources, Sécurité et souveraineté alimentaires, Santé et bien-être communautaires, Emploi et économie, Infrastructures et services, Utilisation non traditionnelle des terres, des zones marines ainsi que des ressources et ressources patrimoniales

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le SAP englobe l'empreinte physique de toutes les composantes du projet et comprend six sous-secteurs décrits ci-dessus. Une zone d'évaluation locale (ZEL) a été établie pour chaque CV afin de représenter la zone où des répercussions directes ou indirectes liées au projet sont attendues et peuvent être raisonnablement mesurées, quantifiées ou décelées. Une zone d'évaluation régionale (ZER) a été définie pour chaque CV afin d'établir le contexte (contexte environnemental) en vue de l'évaluation des répercussions propres au projet.

Le résumé de chacune des CV est présenté ci-dessous, y compris un aperçu des répercussions anticipées du projet, des mesures d'atténuation, de l'évaluation des répercussions et, s'il y a lieu, de l'évaluation des effets cumulatifs.

Milieu atmosphérique (volume 5)

L'évaluation des répercussions potentielles du projet de la route et du port de Grays Bay sur la qualité de l'air, ainsi que sur le bruit et les vibrations, a prévu que les effets résiduels et cumulatifs ne seraient **pas importants**.

Qualité de l'air

La qualité de l'air a été évaluée en raison de son importance pour la santé et le bien-être des personnes, de la faune, de la végétation et d'autres biotes des écosystèmes. Le projet est situé dans la région de Kitikmeot, dans une zone isolée où la qualité de l'air n'est pour ainsi dire pas touchée par les activités industrielles, résidentielles et de transport locales. La qualité de l'air de référence de la région de Kitikmeot peut généralement être classée comme intacte en raison du nombre limité de sources de contaminants atmosphériques potentiellement intéressants (CAPI) de grande envergure. Dans l'ensemble, la qualité de l'air de référence dans la ZEL pour la qualité de l'air est considérée comme très bonne.

Des effets potentiels sur la qualité de l'air lors des phases de construction, d'exploitation et de maintenance du projet sont susceptibles de se faire ressentir du fait du fonctionnement de la centrale électrique fonctionnant au diesel au port et à la station Jericho, de l'utilisation d'équipements et de véhicules équipés de moteurs à combustion (par exemple, équipements routiers et hors-route, véhicules légers et navires), de la détonation d'explosifs dans les carrières, de l'exploitation des aéronefs et de l'incinération des déchets domestiques. On s'attend aussi à des effets potentiels sur la qualité de l'air liés à la génération de poussières diffuses lors du forage et du dynamitage dans les carrières, des activités de perturbation de la surface, y compris l'utilisation des routes et de l'érosion éolienne. Les changements prévus ont ensuite été évalués pour d'autres sections des CV pour leurs effets potentiels sur la

végétation, le caribou, les poissons d'eau douce et leur habitat, sur l'utilisation traditionnelle des terres, des zones marines et des ressources, ainsi que sur la santé et le bien-être communautaires.

Le projet mettra en œuvre un Plan de surveillance et de gestion de la qualité de l'air qui comprendra des pratiques exemplaires de gestion de la qualité de l'air, notamment :

- des mesures relatives à l'exploitation et à l'entretien des véhicules et des équipements pour réduire les émissions de CAPI des moteurs et des systèmes d'échappement
- la conception de dynamitage pour réduire les émissions de CAPI
- la conception du projet et des pratiques opérationnelles visant à réduire les émissions de poussière diffuses
- la mise en œuvre un programme de contrôle de la poussière

Un programme de surveillance de la qualité de l'air et de gestion adaptée mesurera les concentrations en particules ambiantes (PM₁₀, PST). Les exigences de surveillance seront passées en revue et des techniques de gestion adaptée seront utilisées pour réduire les émissions dans une fourchette acceptable, au besoin.

Voici le résumé des effets résiduels sur la qualité de l'air (c'est-à-dire après application des mesures d'atténuation et de gestion décrites ci-dessous) :

- Les effets résiduels sur la qualité de l'air pendant la phase de construction devraient être défavorables et varier d'une magnitude faible à élevée (selon les concentrations prévues pour les CAPI), ils devraient être limités à la ZEL en ce qui concerne l'étendue géographique, et survenir sur une courte durée (pendant la phase de construction). Bien que les émissions soient générées continuellement pendant cette période, la fréquence d'un changement de qualité de l'air est considérée comme un événement irrégulier, car les concentrations ambiantes prévues à un endroit donné varient dans le temps en fonction des conditions météorologiques.
- Les effets résiduels sur la qualité de l'air pendant la phase d'exploitation et de maintenance devraient également être défavorables et varier d'une magnitude faible à élevée; ils devraient être limités à la ZEL en termes d'étendue géographique, et survenir en tant qu'événement irrégulier sur le long terme.

Les effets cumulatifs sur la qualité de l'air, issus des activités passées, présentes et raisonnablement prévisibles sont minimes, car pour la plupart des émissions il n'existe pas de chevauchement spatial ou temporel avec les émissions du projet. Les effets environnementaux résiduels cumulatifs sur la qualité de l'air ne devraient pas augmenter considérablement par rapport aux effets environnementaux résiduels sur la qualité de l'air provenant du projet seul.

Avec la mise en œuvre des pratiques exemplaires de gestion et des stratégies de gestion adaptées, les effets résiduels du projet et les effets résiduels cumulatifs sur la qualité de l'air pendant les phases de construction, d'exploitation et de maintenance du projet ne devraient **pas être importants**.

Climat

Les changements climatiques et ses conséquences sont d'une importance notable pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées, car ils ont une incidence sur l'environnement ainsi que sur l'utilisation traditionnelle des terres, des zones marines et des ressources (par exemple, les déplacements, les migrations animales, la chasse). Ces groupes ont souligné que les conditions météorologiques sont devenues moins prévisibles et que les changements climatiques dans la région de Kitikmeot comprennent l'augmentation des feux de forêt, des conditions de glace imprévisibles, la fonte du pergélisol, une diminution des précipitations et des fluctuations des niveaux d'eau. Les conséquences observées des changements climatiques et météorologiques comprennent l'érosion côtière, la modification de la qualité, de la quantité et de la couverture des neiges, ainsi que des changements au niveau de la faune et de la flore. Parmi les exemples de l'impact des changements climatiques sur les communautés, on peut citer la glace plus mince et sa fonte plus précoce qui ont une incidence sur les déplacements saisonniers et les activités fauniques (par exemple, mouvements migratoires du caribou), la baisse des niveaux d'eau qui a des conséquences sur les déplacements et la vie aquatique (par exemple, omble chevalier), la baisse de la qualité de la neige pour la construction d'igloos d'urgence, ainsi que le rythme rapide du dégel du pergélisol et ses effets sur l'environnement global et les activités traditionnelles.

Le projet libérera des émissions de GES dans l'atmosphère lors des activités des phases de construction, d'exploitation et de maintenance. Une évaluation des risques liés aux changements climatiques a été réalisée pour le projet, cernant les risques associés aux effets des changements climatiques actuels et à venir sur l'infrastructure et les actifs prévus du projet, qui comprenaient, sans s'y limiter, les phénomènes météorologiques extrêmes, le pergélisol et les feux de forêt. Pour gérer ces risques, des stratégies d'adaptation ont été élaborées, y compris, sans toutefois s'y limiter, des contrôles techniques, des inspections de routine, de la maintenance et de la surveillance, ainsi que des coupe-feu pour traiter les risques, améliorer la résilience du projet et orienter la conception.

Bruit et vibration

Pour les Inuits, la terre, l'eau et la glace sont des lieux de paix, où le calme fait partie de la vie et est essentiel pour la chasse, les déplacements et la connexion à la terre. Le bruit et les vibrations à court ou long terme peuvent perturber la faune, rendre la récolte plus difficile et changer l'expérience d'être sur la terre. Les effets potentiels du bruit et des vibrations sur la faune, y compris sur le caribou, les oiseaux, les mammifères marins, les poissons et les habitats marins sont abordés dans leurs CV respectives.

Les perspectives du savoir inuit, autochtone et communautaire, les rétroactions de la mobilisation et la mesure des bruits de référence ont été utilisées pour caractériser les conditions de référence. Les niveaux de bruit et de vibration au sein de la ZEL sont actuellement généralement faibles, la plupart des sons provenant de sources naturelles comme le vent, l'eau et la faune. Les activités du projet pendant les phases de construction, d'exploitation et de maintenance généreront du bruit et des vibrations qui pourraient déranger les résidents permanents et saisonniers, ainsi que les utilisateurs des terres. Ces activités comprennent la construction de routes, l'exploitation des carrières, le dynamitage, les activités associées aux aéronefs et à la circulation, ainsi que l'utilisation d'équipement.

Le projet utilisera des contrôles d'ingénierie, de bonnes pratiques d'exploitation et des mesures propres au site pour maintenir un niveau bas de bruits et de vibrations. Ces mesures seront orientées par une mobilisation continue auprès des communautés inuites. Les principales mesures comprennent :

- Concevoir le dynamitage pour réduire les vibrations et les bruits au niveau du sol
- Réduire les bruits et les vibrations de l'équipement au ralenti et utiliser des barrières naturelles ou construites lorsque c'est possible
- Orienter les camps pour qu'ils ne fassent pas face aux sources de bruit
- Dans des zones précises où des dépassements peuvent survenir, planifier les activités de projet en dehors des périodes sensibles de récolte ou de migration, par l'intermédiaire d'activités de mobilisation auprès des utilisateurs kitikmiuts des terres
- Utiliser une gestion adaptée pour rajuster les mesures d'atténuation si la surveillance révèle des effets inattendus

Voici le résumé des effets résiduels sur les bruits et les vibrations (c'est-à-dire après application des mesures d'atténuation et de gestion décrites ci-dessous) :

- On prévoit que les effets résiduels sur les niveaux de bruit seront d'ampleur modérée au sein de la ZER. Ils devraient se produire continuellement sur une courte durée pendant la phase de construction et à moyen terme pendant la phase d'exploitation et de maintenance. Ces effets seront réversibles lorsque les activités du projet cesseront.
- Les effets résiduels sur les niveaux de vibration seront intermittents, de courte durée pendant la phase de construction et de durée moyenne pendant les phases d'exploitation et de maintenance, et ne surviendront que lors d'activités spécifiques de construction, d'exploitation ou de maintenance (par exemple, dynamitage, pieux). Ces effets seront réversibles lorsque les activités du projet cesseront.

On prévoit que les effets cumulatifs des bruits seront d'ampleur modérée et se limiteront à la ZER. Le calendrier serait continu pendant les périodes d'activité, mais la durée resterait à moyen terme. Aucun effet cumulatif des vibrations n'est prévu. Après atténuation, les effets résiduels et les effets résiduels cumulatifs du projet sur le bruit et les vibrations pendant les phases de construction, d'exploitation et de maintenance du projet ne devraient **pas être importants**.

Milieu terrestre (volume 6)

L'évaluation des répercussions potentielles du projet de la route et du port de Grays Bay sur le terrain, les sols et le pergélisol, la végétation, le caribou, les oiseaux et d'autres éléments de la faune terrestre a vu que les effets résiduels et cumulatifs ne seraient **pas importants**.

Terrain, sols et pergélisol

Cette évaluation est essentielle en raison de l'environnement sensible du pergélisol et de son rôle capital dans le soutien des activités inuites, des écosystèmes nordiques, du développement des sols et de la stabilité du terrain. La zone du projet se trouve dans le Bouclier canadien et se caractérise par des dépôts ondulés de roche et de glaciers. Le pergélisol est continu dans toute la ZER (c'est-à-dire en dessous de 90 à 100 % des terres), et dans certaines zones, on s'attend à ce qu'il soit riche en glace, ce qui le rend sensible au dégel. Des formes de relief uniques sont présentes dans la ZER, telles que les eskers et les zones humides, qui peuvent être importants sur le plan culturel et écologique pour les communautés inuites et la faune. Les effets et aspects potentiels proviennent principalement de perturbations du sol pendant les phases de construction, d'exploitation et de maintenance, ce qui peut inclure des changements dans les formes du relief et le terrain, une augmentation de l'érosion, de la perte, de la compaction, de la contamination et un changement de l'adéquation de la réhabilitation progressive des terres ainsi que la stabilité du terrain lors de glissements de terrain sur des sols susceptibles de se déplacer massivement.

Les stratégies d'atténuation visent à réduire au minimum les perturbations du sol et à protéger le pergélisol, l'intégrité du sol et la stabilité du terrain. Les principales mesures d'atténuation comprennent (sans toutefois s'y limiter) :

- Dans la mesure du possible, utiliser les zones précédemment perturbées pour les activités, infrastructures et espaces de travail du projet;
- Choisir un tracé routier qui réduit au minimum les répercussions environnementales autant que possible;
- Dans la mesure du possible, défricher lorsque le sol est gelé;
- Privilégier autant que possible une approche de remplissage seulement;
- Éviter autant que possible les formes de relief uniques;
- Éviter autant que possible le pergélisol sensible;
- Appliquer les meilleures pratiques de gestion pour le contrôle de l'érosion et la prévention de la contamination;
- Élaborer et mettre en œuvre un plan de contrôle de l'érosion et des sédiments;
- Développer et mettre en œuvre des mesures de contrôle du ruissellement et un plan d'entretien des ponceaux;
- Suivre les lignes directrices générales pour la construction sur le pergélisol;
- Réaliser des enquêtes géotechniques pour éclairer la conception et réduire les effets potentiels
- Mener une surveillance continue et des activités de mobilisation auprès des Inuits afin de s'assurer que les mesures de gestion sont efficaces et que les effets imprévus sont pris en compte.

Dans une certaine mesure, la construction sur le pergélisol est inévitable, et une certaine dégradation localisée du pergélisol est inéluctable (par exemple, dans des terrains sensibles où des sols riches en glace pourraient être présents) en raison du changement de régime thermique résultant des perturbations du sol et des effets permanents des changements climatiques. En tenant compte des méthodes, mesures de gestion, stratégies et efforts de surveillance visant à prévenir ou à atténuer les effets négatifs résultant de la perturbation du pergélisol, les répercussions sur les formes de relief et les conditions du terrain, les propriétés du sol et la stabilité du terrain sont considérées comme **peu importantes**.

Pour les effets cumulatifs, la zone de perturbation du projet dans la ZER est limitée, donc les effets cumulatifs ne devraient **pas être importants**.

Végétation

Pour les Kitikmiuts, la végétation peut être vitale pour la santé et le bien-être des personnes, de la faune et des écosystèmes. Elle peut aussi avoir une valeur socio-économique et culturelle. La présente évaluation respecte ces valeurs et met l'accent sur la protection à la fois de ce milieu de végétation naturelle et de la capacité des Kitikmiuts à utiliser la terre de manière traditionnelle. Le projet est situé dans l'écorégion des hautes terres du lac Takijuq, dans l'écozone du Bas-Arctique, composée principalement de roches non végétalisées et d'un écoclimat du Bas-Arctique. Plusieurs plantes importantes sur le plan culturel ont été repérées grâce au savoir inuit, autochtone et communautaire ainsi qu'aux rétroactions formulées au cours de la mobilisation, y compris des plantes utilisées à des fins médicinales, alimentaires, rituelles, spirituelles ou servant de matériaux de construction et de carburant domestique. Certaines perturbations liées aux activités humaines sont générées dans les campements existants et le long des itinéraires de déplacements saisonniers. L'utilisation des terres des Kitikmiuts dans ces régions est souvent saisonnière, et des activités comme la récolte peuvent être sensibles aux changements de végétation.

Le projet affectera la végétation à l'intérieur et autour du SAP par l'intermédiaire d'activités telles que le défrichage, la construction de routes, l'exploitation des carrières et l'utilisation d'équipement. Les répercussions sur la diversité des communautés et des espèces et la fonction des zones humides ont été évaluées au cours des phases de construction, d'exploitation et de maintenance du projet.

Le projet utilisera des contrôles techniques, de bonnes pratiques opérationnelles et des mesures propres au site afin de réduire les répercussions négatives sur la végétation. Les principales mesures comprennent :

- Réduire au minimum le secteur d'aménagement du projet (SAP) afin de diminuer la perte d'habitat, dans la mesure du possible
- Utiliser autant que possible les zones précédemment perturbées pour les activités du projet
- Établir un plan d'atténuation des espèces végétales dont la conservation est préoccupante, lorsque cela est nécessaire
- Établir plan de restauration progressive, incluant la surveillance de la remise en état des espaces de travail temporaires
- Mettre en œuvre un programme de contrôle de la poussière

- Programmer des activités afin d'éviter les périodes sensibles de la végétation, dans la mesure du possible
- Utiliser une gestion adaptée pour rajuster les mesures d'atténuation si la surveillance révèle des effets inattendus

Des effets cumulatifs sur la diversité des communautés végétales, la diversité des espèces (y compris les espèces végétales dont la conservation est préoccupante et les espèces végétales d'importance culturelle pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées), ainsi que sur la fonction des zones humides résultant de projets et d'activités passés, présents, raisonnablement prévisibles et raisonnablement prévisibles induits se sont produits et continueront probablement de se produire. Les effets cumulatifs devraient être défavorables en direction et de faible ampleur grâce aux mesures d'atténuation, mais ils persisteront sur le long terme en raison de la longue durée d'exploitation de plusieurs projets et activités. Les effets seront probablement aussi irréversibles, car plusieurs projets seront permanents. Les relevés de plantes rares avant la construction aideront à éclairer les mesures d'atténuation des espèces végétales dont la conservation est préoccupante, ce qui réduira les effets cumulatifs sur la diversité des espèces.

Avec l'application de mesures d'atténuation, les effets résiduels du projet et cumulatifs sur la diversité communautaire, les plantes d'importance culturelle et la fonction des zones humides devraient être **peu importants**.

Caribou

Le caribou (*tuktu*) est l'élément vital des Kitikmiuts et constitue une espèce clé d'un point de vue culturel. Le caribou et d'autres animaux sauvages sont importants pour la sécurité alimentaire, mais ils sont bien plus qu'une simple source de nourriture. Ils fournissent aussi des matériaux pour les vêtements, les outils et les abris. Le cycle de vie du caribou définit la façon dont les Kitikmiuts utilisent la terre, y compris les lieux de déplacement, de chasse et de campement. Les liens profonds que les Kitikmiuts entretiennent avec le caribou ont permis d'obtenir une connaissance collective transmise de génération en génération pour préserver ce lien spirituel et garantir la santé des troupeaux de caribous. Les Kitikmiuts ne reconnaissent que trois types de *tuktu* : le caribou continental, le caribou insulaire et le caribou de Peary; le projet interagit avec le caribou continental et le caribou insulaire.

Les caribous du continent et insulaires ont connu des déclin démographiques depuis les années 1980, selon le savoir inuit et la science occidentale. Ces déclin sont probablement le résultat de plusieurs facteurs, notamment le climat, la prédation et la récolte. Le savoir inuit suggère que le développement industriel, y compris les perturbations sensorielles existantes causées par les mines et les routes près de la zone du projet, contribue au déclin. Pour s'aligner sur les perspectives des Kitikmiuts, des évaluations distinctes sont réalisées pour le caribou continental, mieux représenté par le troupeau de caribous de Bathurst (TCB), et le caribou insulaire représenté par le troupeau de Dolphin-et-Union (TDU).

WKR mettra en œuvre un plan de gestion et de surveillance de la faune (PGSF) qui contient des mesures d'atténuation, de gestion et d'amélioration pour réduire les changements potentiels en matière de perturbations de l'aire de répartition du caribou, de son habitat, de son déplacement et de son risque de mortalité. Voici les principales mesures proposées :

- La conception du projet aide à réduire au minimum les répercussions sur l'habitat et les déplacements. L'empreinte du projet est considérablement plus petite que le SAP, ce qui apporte une certaine souplesse pour rajuster le tracé afin d'éviter des caractéristiques sensibles de l'habitat. La route du projet sera construite afin de réduire au minimum les différences d'altitude et les pentes, et utilisera des revêtements de petite taille.
- Le Plan d'action en cas d'événements déclencheurs du caribou contribuera à réduire au minimum le risque direct de mortalité (par exemple, les collisions avec les véhicules) ainsi que les effets indirects sur l'habitat et les déplacements. Ce cadre général permettra des fermetures de route adaptées, au besoin, et éclairera les protocoles de gestion de la circulation.
- L'accès contrôlé (permis) à la route du projet pour la récolte réduira au minimum les événements de mortalité indirecte liés à la récolte. WKR travaillera avec les organisations de chasseurs et de trappeurs locales pour faciliter les activités de gestion des prédateurs, ce qui réduira au minimum les événements de mortalité indirecte liés à la prédation.

Les effets cumulatifs devraient être réduits au minimum en utilisant les mêmes mesures d'atténuation que celles proposées pour le projet. Les effets cumulatifs sur le TCB et le TDU devraient être des effets à long terme et s'étendre sur la ZER1 du TCB et la ZER du TDU, mais sont différents pour les activités physiques du projet et raisonnablement prévisibles induites (routes d'accès et mines futures). Le projet devrait être permanent et ses effets seront irréversibles, tandis que les activités physiques raisonnablement prévisibles induites ont généralement une durée de vie plus courte (par exemple, deux à trois décennies) et leurs effets sont réversibles.

Les évaluations relatives au caribou du continent tiennent compte des effets potentiels sur les perturbations de l'aire de répartition, de l'habitat, des déplacements, du risque de mortalité et de la santé des caribous du continent et insulaires. Ces effets sont considérés comme importants si, combinés, ils contribuent à dépasser les seuils établis pour la conservation ou menacent la persistance du troupeau, même si des mesures d'atténuation sont appliquées. Avec l'application des mesures d'atténuation, y compris celles identifiées comme prioritaires par l'IAG, les effets résiduels du projet et les effets cumulatifs sur les caribous du continent et insulaires ne devraient pas être importants.

Oiseaux

Pour les Inuits des zones côtières, le printemps était une période importante pour chasser les grands rassemblements d'oiseaux aquatiques migrateurs. En été, ils ramassaient des œufs et chassaient les oiseaux aquatiques au stade de la mue (Banci et Spicker 2024). Les oiseaux (kopanoak) sont importants pour les Inuits, car ils fournissent leur subsistance grâce à leur récolte et à leurs œufs, fournissent un duvet utilisé pour isoler les vêtements, et la présence ainsi que le départ des espèces migratrices signifient le changement des saisons.

En s'appuyant sur le savoir inuit, autochtone et communautaire, les recensements d'espèces, les études régionales et d'autres publications régionales, des discussions avec des biologistes régionaux, des relevés sur le terrain, ainsi que la classification et modélisation de l'habitat pour certaines espèces, un total de 92 espèces d'oiseaux ont été observées ou ont le potentiel de se trouver dans les zones d'étude marines et terrestres. Huit espèces, confirmées ou potentiellement présentes dans les zones d'étude terrestres et marines, sont inscrites à la liste fédérale comme étant en voie de disparition ou menacées, ou dont la survie est préoccupante en vertu de la *Loi sur les espèces en péril* (LEP). De plus, le gouvernement du Nunavut a déterminé que 21 espèces étaient gravement en péril, en péril ou vulnérables. L'évaluation a regroupé les oiseaux (kopanoak) en trois guildes – les passereaux, les oiseaux aquatiques et les rapaces nichant en falaise – en raison de leurs différences écologiques.

Des mesures d'atténuation, de gestion et d'amélioration ont été intégrées à la conception du projet et aux procédures opérationnelles afin de réduire les effets négatifs, notamment :

- Limiter l'empreinte du SAP.
- Terminer, dans la mesure du possible, le défrichement et la perturbation du sol en dehors de la période de nidification des oiseaux migrateurs (du 10 mai au 20 août) ou effectuer des ratissages de la faune.
- Mettre en œuvre la suppression de la poussière, la réduction des limites de vitesse et l'utilisation d'équipements d'étouffement des bruits.
- Établir des zones tampons sans perturbation autour des caractéristiques fauniques sensibles identifiées, lorsque cela est nécessaire.

L'évaluation des effets cumulatifs a pris en compte les effets résiduels du projet en combinaison avec d'autres projets et activités passés, présents et raisonnablement prévisibles induits.

- L'influence cumulative sur la perte d'habitat adéquat des oiseaux est faible : 3,2 % pour les passereaux, 2,7 % pour les oiseaux aquatiques et 10,1 % pour les rapaces dans la ZER.
- L'effet cumulatif sur le risque de mortalité demeure de faible ampleur, car les décès devraient être des incidents isolés.

Les effets résiduels du projet et les effets cumulatifs sur les oiseaux devraient être **peu importants**, car les effets prévus ne devraient pas entraîner un changement défavorable dans la viabilité et la persistance des populations d'oiseaux qui interagissent avec la ZER au-delà d'un niveau acceptable.

Autres éléments de la faune terrestre (bœuf musqué, l'original, l'ours grizzli, le carcajou)

La présente évaluation pour le projet met l'accent sur les répercussions potentielles du projet sur quatre espèces indicatrices clés représentant la composante valorisée (CV) des autres éléments de la faune terrestre : le bœuf musqué (*omingmak*; *Ovibos moschatus*), l'original (*tuktukvak*; *Alces alces*), l'ours grizzli (*akhak*; *Ursus arctos horribilis*), et le carcajou (*kalvik*; *Gulo gulo*). L'évaluation considère trois voies possibles de répercussions sur d'autres éléments de la faune terrestre : le changement d'habitat, le changement dans les déplacements et le changement du risque de mortalité. Les activités du projet,

comme les travaux de terrassement, peuvent enlever de l'habitat adéquat et entraîner des répercussions indirectes, comme des perturbations sensorielles ou un accès accru des chasseurs.

WKR mettra en œuvre un PGSF qui comprend un ensemble complet de mesures d'atténuation, de gestion et d'amélioration afin de réduire les changements potentiels de l'habitat, des déplacements et du risque de mortalité pour d'autres éléments de la faune terrestre. Voici le résumé des principales mesures :

- Le défrichement du site sera limité au SAP afin de réduire au minimum la perte d'habitat.
- Les perturbations sensorielles seront réduites grâce à la suppression de la poussière, au contrôle du bruit et à des restrictions de calendrier pendant les activités du projet.
- Un plan de gestion des bancs d'emprunt et des carrières ainsi qu'un plan de gestion des explosifs seront mis en œuvre pour limiter les perturbations de la faune.
- Des mesures de protection de la faune, telles que les contrôles d'accès, la gestion de la circulation, les limites de vitesse affichées et les procédures de droits de passage pour la faune, seront appliquées afin de réduire au minimum les risques de collision et de mortalité.
- Des pratiques de gestion des substances attractives, y compris le stockage sécurisé des déchets, l'incinération quotidienne des déchets et les directives de conduite des travailleurs, seront appliquées pour prévenir les conflits entre humains et faune.
- Les infrastructures et les infrastructures routières seront conçues pour maintenir les déplacements de la faune, y compris des remblais compacts et des tracés perméables près des éléments clés de l'habitat, lorsque cela s'avère possible.
- Des activités de suivi de la faune et des zones tampons liées au calendrier propres à chaque espèce seront mises en œuvre à proximité des zones sensibles comme les habitats de tanière.
- Une formation sur la sensibilisation à la faune et la sécurité sera dispensée à tout le personnel afin de garantir la mise en œuvre uniforme des mesures d'atténuation.

Le bœuf musqué est largement réparti dans toute la ZER et revête une importance pour les Kitikmiuts sur le plan culturel, nutritionnel et économique. Dans l'ensemble, tant le savoir inuit que les données scientifiques indiquent que les populations de bœufs musqués sont stables et résilientes au sein de la ZER. La perte cumulative d'habitats adéquats (projets et activités raisonnablement prévisibles induites) est projetée entre 3,3 % et 3,8 % (faible intensité). Les effets cumulatifs sur le déplacement et le risque de mortalité sont également évalués comme de faible ampleur, principalement en raison de l'augmentation de la circulation routière et de l'accès facilité des chasseurs, mais qui sera géré dans le cadre réglementaire.

L'orignal est très rarement présent au Nunavut. Il reste principalement dans les zones arborées des régions de Kivalliq et de Kitikmeot, ainsi que dans la toundra côtière où de hauts arbustes et saules fournissent sa nourriture. Dans l'ensemble, les données scientifiques et le savoir inuit illustrent une faible présence d'originaux, mais en augmentation progressive, étroitement liée à l'habitat arbustif riverain et aux déplacements localisés au sein de la ZER. Les effets résiduels du projet, combinés à ceux des projets raisonnablement prévisibles induits, auront un des effets cumulatifs sur l'habitat, les déplacements

et le risque de mortalité de l'orignal. L'effet cumulatif sur le changement d'habitat est évalué de manière quantitative comme représentant une perte de faible ampleur de 1,6 % de l'habitat adéquat. Les effets cumulatifs sur les déplacements et le risque de mortalité devraient être de faible ampleur, avec principalement des effets découlant de l'augmentation de la circulation sur le réseau routier élargi. Ces effets cumulatifs seront régionaux, très sensibles au moment des interactions durant la fin de l'hiver (la période la plus sensible pour l'orignal), de longue durée, et surviendront soit de façon continue (pour des effets cumulatifs sur l'habitat ou les déplacements), soit comme événements irréguliers (pour des effets cumulatifs sur le risque de mortalité).

L'ours grizzli est considéré comme une espèce dont la survie est préoccupante en vertu de la LEP en raison de sa sensibilité aux perturbations et de son faible taux de reproduction. Le savoir inuit et les études scientifiques montrent qu'il se trouve partout dans la ZER, avec des densités plus élevées dans le sud et le long des grandes rivières. Les populations sont restées stables ou ont légèrement augmenté, selon de récentes études sur l'ADN. Les effets résiduels du projet, combinés aux activités physiques raisonnablement prévisibles induites, risquent d'avoir des effets cumulatifs sur l'ours grizzli, notamment en ce qui concerne son habitat (perte directe et indirecte), ses déplacements et sa mortalité. On prévoit que la perte cumulative d'habitat adéquat sera de faible ampleur (1,2 %). Les effets cumulatifs sur les déplacements et le risque de mortalité devraient également être de faible ampleur en raison de l'efficacité des mesures d'atténuation requises et du cadre réglementaire régissant la récolte. Ces effets cumulatifs devraient être irréversibles, de longue durée et très sensibles au calendrier, en raison d'un chevauchement potentiel avec les stades critiques de vie de l'ours grizzli.

Le carcajou de la région de Kitikmeot est un carnivore solitaire avec de vastes aires de répartition et des densités de population modérées. Il se nourrit principalement de caribous et de bœufs musqués, ainsi que de petits mammifères, d'oiseaux et de végétation selon les saisons. Bien que certaines observations des Inuits suggèrent un déclin des repérages dans certaines parties de la ZER, des études scientifiques montrent que les populations sont stables ou en augmentation au Nunavut et dans les Territoires du Nord-Ouest, avec des densités comparables à d'autres régions arctiques et des preuves d'expansion de leur aire de répartition. Les effets résiduels du projet, combinés aux activités physiques raisonnablement prévisibles induites, risquent d'avoir des effets cumulatifs sur le carcajou, notamment en ce qui concerne son habitat (perte directe et indirecte), son déplacement et sa mortalité. Le projet sera le principal contributeur à la perte d'habitat adéquat pour le carcajou dans la ZER, représentant 51,6 km² de la perte cumulée totale estimée à 80,4 km² (soit 64 % de la perte cumulative); cependant, comparée aux 15 502,4 km² d'habitat adéquat pour le carcajou disponible dans la ZER, la perte cumulative totale est inférieure à 1 %, ce qui représente un effet cumulatif d'ampleur négligeable. Les effets cumulatifs sur les déplacements et le risque de mortalité sont généralement évalués comme étant de faible ampleur, à condition que la gestion réglementaire maintienne des niveaux de récolte durables et que l'atténuation soit réussie.

Pour chaque espèce indicatrice, les effets résiduels prévus du projet, après la mise en œuvre des mesures d'atténuation, ainsi que les effets cumulatifs avec d'autres activités existantes et futures, ont été jugés **non importants**, car les effets ne devraient pas modifier la viabilité et la persistance des populations d'espèces indicatrices interagissant avec la ZER au-delà d'un niveau acceptable (par

exemple, lorsqu'elle n'est pas durable, ou n'est pas disponible pour contribuer à la biodiversité et au fonctionnement des écosystèmes, ou n'est pas disponible pour la récolte gérée).

Milieu d'eau douce (volume 7)

L'évaluation des répercussions potentielles du projet de la route et du port de Grays Bay sur les ressources en eau, ainsi que sur les poissons d'eau douce et leurs habitats, a prévu que les effets résiduels et cumulatifs seraient **peu importants**.

Ressources en eau

Les ressources en eau douce au sein de la ZEL demeurent en grande partie à l'état naturel. Le projet est susceptible d'avoir une incidence sur la quantité des eaux de surface, la qualité des eaux de surface et des sédiments, ainsi que sur la qualité des eaux souterraines du fait de la construction de routes, de franchissements de cours d'eau, de sources d'emprunt, de ports et d'aérodromes côté ville, ainsi que de campements. Les aspects des répercussions potentielles sont particulièrement applicables aux zones où les terres seront perturbées, où l'eau est prélevée et rejetée, ou où les infrastructures interagissent avec les systèmes de drainage naturel.

Le projet appliquera des pratiques de conception, des contrôles opérationnels et des programmes de surveillance afin d'éviter ou de réduire les effets potentiels sur les ressources en eau douce. Les principales mesures comprennent :

- Concevoir des ponceaux, des ponts et des structures de drainage pour s'adapter à l'écoulement naturel des eaux et réduire l'accumulation d'eau en amont ou l'affouillement en aval.
- Appliquer des mesures de prévention de l'érosion et de contrôle des sédiments lors des travaux dans l'eau et du nivellement.
- Appliquer des plans de drainage et de gestion des sédiments propres à la carrière.
- Appliquer un plan de gestion de la lixiviation des métaux ou du drainage rocheux acide qui comprendra la gestion des matériaux de la lixiviation des métaux ou du drainage rocheux acide exposés pendant la construction (par exemple, remblai routier, plateformes, sources d'emprunt). Tout matériau rocheux devant être utilisé au-dessus de la ligne des hautes eaux sera soumis à des essais de drainage rocheux acide ou de lixiviation des métaux, seuls les matériaux acceptables seront utilisés pour la construction.
- Établir une surveillance pendant la construction pour évaluer la qualité de l'eau, les conditions de débit et le rendement du drainage.
- Utiliser la gestion adaptée pour rajuster les pratiques si la surveillance détecte des changements inattendus.

Étant donné la faible empreinte du projet par rapport à la taille du bassin versant, les effets résiduels sur la quantité d'eau de surface, la qualité de l'eau et des sédiments devraient être de faible importance. Les changements potentiels dans la quantité d'eau souterraine ne sont pas évalués car aucune extraction d'eau souterraine n'est prévue dans le cadre de ce projet.

Les effets résiduels cumulatifs du projet sur les eaux de surface, les eaux souterraines et la qualité des sédiments sont considérés comme de faible ampleur, réversibles et géographiquement limités à la ZEL. Les effets cumulatifs sur la répartition du pergélisol dans la subsurface peu profonde peuvent ne pas être réversibles, mais ne devraient pas avoir d'incidence sur la qualité de l'eau. Dans l'ensemble, compte tenu de la faible contribution des répercussions du projet aux effets résiduels cumulatifs sur la quantité et la qualité des eaux de surface, ainsi que sur la qualité des sédiments au sein de la ZER et étant donné les mesures d'atténuation prévues pour le projet et les mesures d'atténuation à adopter par d'autres projets et activités dans la ZER, les effets résiduels du projet et les effets résiduels cumulatifs sur la quantité et la qualité de l'eau de surface ainsi que sur la qualité des sédiments pendant les phases de construction, d'exploitation et de maintenance du projet ne devraient pas être **importants**.

Poisson d'eau douce et habitat du poisson

La présente CV des poissons d'eau douce et de leur habitat comprend les poissons et l'habitat des poissons selon la définition de la *Loi sur les pêches*, ainsi que la végétation aquatique et les invertébrés benthiques, qui se trouvent en eau douce. Les poissons d'eau douce et leurs habitats à l'intérieur de la ZEL demeurent en grande partie dans leur état naturel, soutenant une communauté diversifiée d'espèces de poissons qui varient selon les bassins versants, y compris des espèces importantes sur le plan culturel comme l'omble chevalier, la truite grise, l'ombre arctique, la lotte et le ménomini blanc.

Les activités du projet peuvent modifier, perturber ou supprimer l'habitat des poissons du fait de la perturbation physique des cours d'eau, la modification des débits et la construction d'infrastructures permanentes. Le projet est susceptible d'avoir une incidence sur la quantité des eaux de surface, la qualité des eaux de surface et des sédiments, ainsi que sur la qualité des eaux souterraines du fait de la construction de routes, de franchissements de cours d'eau, de sources d'emprunt, de ports et d'aérodromes côté ville, ainsi que de campements.

Le projet appliquera des pratiques de conception, des contrôles opérationnels et des programmes de surveillance afin d'éviter ou de réduire les répercussions potentielles sur les poissons d'eau douce et leurs habitats. Les principales mesures comprennent :

- Concevoir des traversées de cours d'eau (ponceaux, ponts et autres structures) pour maintenir l'écoulement naturel des eaux, le passage des poissons et la connectivité des habitats.
- Utiliser les zones auparavant perturbées comme infrastructures et espaces de travail lorsque cela est possible, et entretenir la végétation riveraine lorsque cela est faisable.
- Application de mesures de prévention de l'érosion et de contrôle des sédiments lors des travaux dans l'eau, du nivellement et de la construction afin de réduire les apports de sédiments dans les eaux où vivent les poissons.
- Effectuer des activités dans l'eau en dehors des périodes restreintes, isoler les zones de travail au besoin et maintenir le débit en aval lors de l'assèchement.
- Mettre en œuvre un programme de sauvetage de poissons avant les travaux en rivière, mené par du personnel qualifié.

- Appliquer des pratiques de gestion de l'eau, y compris les prises d'eau protégées par des grilles, le contrôle des taux de prélèvement d'eau, ainsi que la gestion du ruissellement et des eaux pluviales.
- Mettre en œuvre des plans de contrôle des explosifs et de la poussière et de plans d'urgence en cas de déversement pour limiter les apports d'azote, les substances nocives et la sédimentation.
- Fermer et récupérer les routes d'accès temporaires, les carrières et les espaces de travail une fois qu'ils ne sont plus nécessaires.
- Inspecter régulièrement les franchissements de cours d'eau ainsi que les mesures de prévention de l'érosion et de contrôle des sédiments, et appliquer des mesures correctives, au besoin.
- Utiliser la gestion adaptée, mettre à jour les pratiques si la surveillance détecte des effets inattendus.

Si Pêches et Océans Canada (MPO) détermine que les composantes du projet entraînent une détérioration, destruction ou perturbation (DDP) de l'habitat des poissons nécessitant une autorisation en vertu de la *Loi sur les pêches*, le projet établira un plan de compensation pour l'habitat du poisson en collaborant avec le MPO, les Kitikmiuts et d'autres communautés potentiellement touchées.

Des effets cumulatifs sur les poissons d'eau douce et leur habitat sont prévus du fait du projet et de certaines activités physiques repérées dans la ZER. Dans l'ensemble, on prévoit que les effets cumulatifs seront de faible ampleur pour les changements dans la santé, la croissance ou la survie des poissons en raison de l'augmentation de la pression de pêche et des changements dans la qualité de l'eau, et d'ampleur modérée pour le changement dans l'habitat des poissons en raison de la perte d'habitat sous la ligne des hautes eaux et lors du défrichage riverain. L'étendue géographique des effets directs sera la ZER, mais localisée aux zones locales des activités physiques. Les effets cumulatifs potentiels seront de longue durée en raison de la longue durée d'exploitation des activités physiques, et surviendront sous forme d'événements irréguliers, allant d'événements réversibles (par exemple, espaces de travail temporaires, franchissements de cours d'eau sur l'habitat des poissons) à irréversible (par exemple, une infrastructure permanente qui chevauche l'habitat des poissons).

Le projet mettra en œuvre des mesures d'évitement et d'atténuation, y compris des mesures visant à compenser la perte d'habitat, si nécessaire, afin de contrebalancer les effets inévitables. On ne prévoit donc pas que les effets résiduels sur les poissons et leurs habitats provoquent un changement mesurable de la productivité des populations de poissons pertinentes, y compris celles d'importance culturelle ou traditionnelle pour les Kitikmiuts, d'autres groupes autochtones ou d'autres communautés potentiellement affectées. Après l'application des mesures d'évitement et d'atténuation, les effets résiduels du projet et les effets résiduels cumulatifs sur les poissons d'eau douce et leur habitat pendant les phases de construction, d'exploitation et de maintenance du projet devraient être **peu importants**.

Milieu marin (volume 8)

L'évaluation des répercussions potentielles du projet de la route et du port de Grays Bay sur l'eau et les sédiments marins, les poissons de mer et leur habitat, ainsi que les mammifères marins prévoit que les effets résiduels et cumulatifs ne seront **pas importants**.

Le projet utilisera des contrôles techniques, de bonnes pratiques opérationnelles et des mesures propres au site pour réduire les répercussions négatives sur le milieu marin et les espèces qui en dépendent. Les mesures clés, communes aux trois CV du milieu marin, comprennent :

- Le SAP sera limité à une conception d'aménagement précise afin de réduire les répercussions du projet sur la perte d'habitat et l'efficacité.
- Les infrastructures seront conçues pour réduire la taille du SAP dans le milieu marin.
- Les activités de construction maritime générant du bruit (par exemple, enfoncement de pieux, dynamitage) seront gérées afin de réduire au minimum les répercussions potentielles (par exemple, dans la mesure du possible, planification pour éviter plusieurs sources de bruit et les périodes environnementales sensibles, techniques de démarrage en accélération ou de démarrage en douceur, rideaux de limon ou de bulles).
- Le programme de dynamitage sera conçu pour réduire au minimum les effets potentiels sur le milieu marin.
- Un programme de surveillance des mammifères marins sera mis en œuvre pour atténuer les effets liés au projet en mer (par exemple, contact direct, bruit sous-marin) sur les espèces de mammifères marins, y compris la surveillance hydroacoustique et visuelle, lors des activités du projet en mer.
- La zone marine de rejet et de mélange sera rendue aussi petite que possible, en incorporant au besoin des diffuseurs supplémentaires à l'exutoire pour favoriser la dilution des effluents.
- Des mesures de contrôle de l'érosion et des sédiments seront mises en œuvre et inspectées régulièrement.
- Un plan d'aucune perte nette sera établi pour contrebalancer toutes les pertes inévitables d'habitats des poissons dans l'empreinte du projet.
- Les navires du projet et les navires tiers accédant au port seront soumis à des limites de vitesse et à des protocoles d'exploitation (c'est-à-dire des distances d'évitement) afin de réduire au minimum les répercussions sur les mammifères marins.
- Le Plan de gestion des effets aquatiques et le Plan de gestion et de surveillance de la faune détailleront les programmes de surveillance et de gestion afin de déterminer les répercussions à court et long terme du projet sur le milieu aquatique et marin et de favoriser une gestion adaptée.

Eaux et sédiments marins

La formation et la fonte de la glace ainsi que l'apport d'eau douce provenant de la rivière Kennarctic et de petits ruisseaux sont les activités qui ont la plus grande influence sur la qualité de l'eau de mer à Grays Bay. Une couche de surface à forte salinité est présente lors de la formation de la glace alors que le taux de salinité de la couche de surface est faible lors de la fonte des glaces. Les analyses de la qualité de l'eau à Grays Bay réalisées en 2024 et 2025 ont montré des schémas constants en ce qui concerne la température, la salinité, le pH, l'oxygène dissous, la conductivité et la turbidité. Les analyses chimiques d'échantillons d'eau ont montré que la plupart des métaux, des nutriments et des composés organiques étaient en dessous des limites ou directives de détection. Des analyses chimiques de prélèvements de sédiments marins provenant de Grays Bay ont montré des concentrations naturellement élevées d'arsenic, de chrome et de cuivre.

Les activités du projet pendant les phases de construction, d'exploitation et de maintenance sont susceptibles d'avoir une incidence sur la qualité de l'eau et des sédiments sous divers aspects, y compris le dragage, le dynamitage, l'installation d'infrastructures, le rejet d'effluents (provenant des systèmes de dessalement et de traitement des eaux usées), ainsi que du fait de l'activité des navires durant la phase de construction et par le rejet continu des effluents et la circulation saisonnière des navires durant les phases d'exploitation et de maintenance. Ces activités peuvent augmenter la turbidité, modifier la chimie de l'eau et mobiliser les contaminants dans l'eau marine, remettre en suspension des particules fines, libérer des contaminants liés et augmenter la salinité ainsi que la charge organique dans les sédiments près de l'émissaire des effluents.

D'autres projets et activités physiques présents et raisonnablement prévisibles induits peuvent agir cumulativement avec des effets résiduels liés au projet sur les eaux et les sédiments marins, principalement en raison de l'activité des navires au sein de la ZER. Sur la base de la solide compréhension de ces aspects et de l'efficacité anticipée des mesures d'atténuation, l'évaluation des effets cumulatifs a conclu que les effets auraient une ampleur faible à modérée, qu'ils se produiraient à moyen terme et seraient réversibles à la fin des activités individuelles. Les effets cumulatifs ne devraient pas entraîner une dégradation permanente ou à long terme de la qualité des eaux ou des sédiments marins.

Les effets résiduels du projet et les effets cumulatifs sur les eaux et les sédiments marins sont jugés **peu importants**. On s'attend à ce que le projet respecte les lignes directrices applicables et protège l'intégrité des écosystèmes marins ainsi que l'utilisation du milieu marin par les Inuits.

Poissons de mer et leur habitat

La ZER englobe une vaste zone géographique qui soutient divers types d'habitats, allant des habitats riverains marins aux habitats des zones intertidales et subtidales profondes. Chacun de ces habitats offre une fonction écologique unique et répond aux exigences de nombreuses espèces en matière d'habitat. Les poissons de mer et les invertébrés dépendent de ces habitats pour se nourrir, s'abriter, se protéger contre la prédation et s'en servent comme aire d'alevinage et de croissance.

D'autres projets et activités physiques présents et raisonnablement prévisibles, peuvent agir cumulativement avec des effets résiduels liés au projet sur les poissons et l'habitat des poissons (sillage et souffle des navires, introduction d'espèces envahissantes) et sur leur comportement (masquage acoustique) au sein de la ZER. Sur la base de la solide compréhension de ces aspects et de l'efficacité anticipée des mesures d'atténuation, l'évaluation des effets cumulatifs a conclu que les effets auraient une faible ampleur et n'entraîneraient pas d'effets permanents sur le niveau de la population de poissons de mer.

Cette évaluation a conclu qu'aucun effet résiduel ou cumulatif, à long terme ou permanent à l'échelle de la population n'est prévu en raison d'un changement d'habitat, de comportement ou de risque de mortalité ou de blessure. Par conséquent, les effets résiduels et cumulatifs du projet sur les poissons de mer et leurs habitats sont jugés **peu importants**.

Mammifères marins

Les mammifères marins connus pour se trouver dans la ZER des mammifères marins, qui ont été identifiés dans le savoir inuit, observés lors d'enquêtes sur le terrain propres au projet de 2025, ainsi que ceux repérés lors d'enquêtes antérieures comprennent : ainsi que ceux issus d'enquêtes antérieures incluent : la baleine boréale, la baleine blanche, le narval, le phoque barbu, le phoque du Groenland, le phoque à capuchon, le phoque annelé et l'ours polaire.

D'autres projets et activités physiques présents et raisonnablement prévisibles, peuvent agir cumulativement avec des effets résiduels liés au projet sur l'habitat marin (sillage et souffle des hélices des navires) et sur leur comportement (bruits sous-marins) au sein de la ZER. Toutefois, on ne s'attend pas à ce que ces effets cumulatifs dépassent le seuil d'importance

La présente évaluation a conclu qu'aucun effet résiduel à long terme ou permanent à l'échelle de la population n'est prévu en raison d'un changement de l'habitat ou de comportement du fait de perturbations sensorielles ou de risque de mortalité ou de blessure. Par conséquent, les effets résiduels et cumulatifs du projet sur les mammifères marins sont jugés **peu importants**.

Milieu humain (volume 9)

L'évaluation des répercussions potentielles du projet de la route et du port de Grays Bay sur l'utilisation traditionnelle des terres, des zones marines et des ressources, la sécurité et la souveraineté alimentaires, la santé et le bien-être communautaires, l'emploi et l'économie, les infrastructures et les services, l'utilisation non traditionnelle des terres, des zones marines et des ressources, ainsi que les ressources patrimoniales prévoit que les effets résiduels et cumulatifs seront **peu importants**.

Utilisation traditionnelle des terres, des zones marines et des ressources

Les Kitikmiuts et d'autres groupes autochtones potentiellement touchés ont signalé avoir utilisé la ZEL et la ZER pour des activités liées à l'utilisation traditionnelle des terres, des zones marines et des ressources, comme la chasse, la pêche, le piégeage et la récolte de plantes. Ils ont également fait des observations sur les espèces clés en cours d'évaluation dans l'EI, notamment leur habitat et les zones d'importance culturelle particulière. De plus, les Kitikmiuts et d'autres groupes autochtones

potentiellement touchés ont commenté la façon dont ils accèdent aux ressources, aux sites ou aux zones, et transmettent leur savoir sur les pratiques culturelles, l'usage des langues, le transfert intergénérationnel du savoir et les systèmes de gouvernance.

Les effets résiduels sur la faune, le poisson, la végétation, les ressources marines et l'eau peuvent avoir une incidence sur les activités traditionnelles soutenues par ces ressources, notamment la chasse, le piégeage, la pêche, la récolte des plantes et l'utilisation culturelle de l'eau ou d'autres ressources importantes. Diverses conditions biophysiques et socio-économiques peuvent également avoir une incidence sur la récolte. Les changements dans des zones d'importance culturelle précises se produiront principalement durant la phase de construction, lorsque les activités du projet liées à la construction de la route et du port modifieront l'habitat et les zones de récolte par des activités directes (perturbations des terres) et indirectes (perturbations sensorielles).

Durant les phases de construction, d'exploitation et de maintenance, l'infrastructure du projet permettra un accès accru à la région de Kitikmeot. L'introduction d'une route, d'un port et d'une nouvelle infrastructure de transport aérien devrait permettre un meilleur accès aux ressources et sites traditionnels, entraînant des effets résiduels positifs et négatifs pour les Kitikmiuts et autres groupes autochtones potentiellement touchés. Les effets positifs comprennent une accessibilité accrue à des zones auparavant difficiles d'accès ou nécessitant des ressources supplémentaires, tandis que des effets négatifs peuvent résulter d'un accès temporairement restreint aux ressources, sites ou zones en raison de préoccupations de sécurité ou de perturbations sensorielles. Indépendamment des changements en matière d'accès, la récolte continuera d'être gérée par des politiques gouvernementales et sur la base des promesses faites dans le cadre de l'*Accord sur les revendications territoriales du Nunavut*, mis en œuvre par Nunavut Tunngavik Incorporated, la Kitikmeot Inuit Association et les organisations de chasseurs et de trappeurs (OCT) concernées. La prise de décision des Inuits devrait également bénéficier d'effets positifs grâce au projet, en raison de l'implication de la Kitikmeot Inuit Association dans le projet en tant qu'intervenant et décideur important pour les activités de conception et de construction du projet.

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient éviter ou réduire les effets négatifs potentiels sur la qualité, la quantité ou la distribution des ressources traditionnelles résultant du projet comprennent ce qui suit :

- WKR s'est engagée et continuera de collaborer avec la principale organisation inuite ayant des droits et responsabilités dans le domaine du projet, y compris la Kitikmeot Inuit Association.
- WKR s'engage à maintenir une collaboration continue avec le gouvernement du Nunavut ou les organisations inuites, ainsi que d'autres parties potentiellement touchées concernant les effets perçus.
- WKR informera les communautés des activités et des calendriers du projet, notamment en fournissant des cartes et des composantes de conception du projet, et discutera des périodes clés de récoltes traditionnelles.
- Le projet utilisera des zones précédemment perturbées pour les activités du projet, l'infrastructure du projet et les espaces de travail, dans la mesure du possible (par exemple, la station Jericho).

- WKR s'engage à travailler en étroite collaboration avec les résidents de Kitikmeot, les communautés et d'autres intervenants afin que le projet soit construit de manière cohérente avec les besoins et les aspirations de la région. Les communautés seront consultées tout au long de la durée du projet. WKR fournira des mises à jour opportunes sur les projets, des réponses aux commentaires fournis, ainsi que des renseignements sur les occasions d'emploi et de formation à venir. L'interprétation/traduction en inuinnaqtun et en inuktitut sera assurée tout au long du processus de mobilisation afin de permettre la participation de tous les membres de la communauté.
- Des consultations seront menées avec les utilisateurs des terres pour déterminer l'emplacement et l'utilisation des zones afin d'éviter les activités génératrices de bruit (c'est-à-dire le roulement de pilotis, le forage).
- Plan de gestion routière et plan de gestion portuaire : dans le cadre du plan de gestion routière et du plan de gestion portuaire, des mesures d'atténuation en matière d'accès seront incluses afin d'assurer qu'un accès continu aux zones terrestres et marines est maintenu tout au long de toutes les phases du projet pour les populations locales et inuites. Ces plans comprendront des dispositions pour l'accès à la route, au port, à la piste d'atterrissage et aux installations connexes. Des protocoles d'accès clairs visent à prévenir les restrictions non intentionnelles, à réduire les conflits, à diminuer le risque de surexploitation ou d'exploitation illégale des ressources marines, et à soutenir une utilisation sécuritaire et respectueuse de l'infrastructure du projet.
- Le dynamitage sera programmé à des périodes moins sensibles (par exemple, changement de quart, période sans activités traditionnelles d'utilisation des terres).
- Les zones de collecte de plantes connues et d'intérêt pour les organisations inuites et autres parties potentiellement touchées seront évitées dans la mesure du possible.
- Aucun déglacage ne se produira lors des opérations portuaires normales, durant les phases de construction ou d'exploitation et de maintenance du projet. Le port ne recevra des navires que pendant la saison des eaux libres, qui se déroule généralement de la fin juin au mois d'octobre, et ne devrait donc pas modifier les trajectoires de migration des troupeaux de caribous de la harde de Dolphin-and-Union.
- Un plan d'atténuation et de surveillance de la faune sera élaboré et mis en œuvre. Il présentera des mesures détaillées de surveillance et d'atténuation à mettre en œuvre pendant la durée de la construction, de l'exploitation et de la maintenance du projet.

Avec la mise en œuvre de mesures d'atténuation, de gestion et d'amélioration, les effets cumulatifs et résiduels du projet sur l'utilisation traditionnelle des terres, des zones marines et des ressources devraient être **peu importants**.

Sécurité alimentaire et souveraineté alimentaire

La sécurité alimentaire « est assurée lorsque tous les êtres humains ont, à tout moment, un accès physique, social économique à une nourriture suffisante, saine et nutritive répondant à leurs besoins énergétiques et leurs préférences alimentaires pour mener une vie saine et active » (FAO 2022). Le concept de souveraineté alimentaire élargit la compréhension de la sécurité alimentaire pour y inclure « le droit des peuples à une alimentation saine, dans le respect des cultures, produite à l'aide de méthodes durables et respectueuses de l'environnement, ainsi que leur droit à définir leurs propres systèmes alimentaires et agricoles » (Nyeleni 2007).

Le projet devrait avoir une incidence sur la sécurité alimentaire et la souveraineté alimentaire de manière à la fois positive et négative, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine augmentée. Des effets positifs devraient comprendre un meilleur accès aux ressources récoltées, une meilleure stabilité de la chaîne d'approvisionnement des aliments achetés en magasin grâce à la construction d'infrastructures de transport dans la région de Kitikmeot ainsi qu'à une meilleure accessibilité aux aliments achetés en magasin et une utilisation élargie de ces aliments, par l'intermédiaire d'emplois, de revenus et de bénéfices liés au projet. Des effets négatifs sur le système alimentaire traditionnel peuvent survenir du fait d'une augmentation des perturbations sensorielles, de la modification ou de la perte d'habitat, ou de la qualité ou de la qualité perçue des aliments du pays (c'est-à-dire par l'intermédiaire de la contamination ou de la contamination perçue), menant à l'évitement.

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs du projet sur les systèmes alimentaires traditionnels et de marché résultant du projet comprennent :

- Le plan de gestion routière de WKR aidera à limiter les perturbations à la faune liées au projet, en établissant des attentes claires concernant la circulation industrielle. Ce plan comprendra des dispositions pour l'accès à la route ainsi que des mesures visant à réduire les interactions entre les véhicules et la faune et à soutenir un déplacement sécuritaire et prévisible de la faune dans les zones traditionnellement utilisées pour la récolte.
- WKR élaborera et mettra en œuvre un plan de gestion portuaire qui comprendra les exigences de la *Loi sur la sûreté du transport maritime* pour l'exploitation sécuritaire des navires commerciaux opérant à proximité du port.
- WKR transportera de l'équipement et des fournitures de l'extérieur de la région vers le site du projet à l'aide de barges, de transport maritime, d'avions ou de camions spécialement engagés sous contrat pour le projet et coordonnera les efforts conjoints de ravitaillement, si possible, avec les gouvernements locaux et territoriaux. WKR réduira également les interférences avec les efforts de ravitaillement par transport maritime, aérien et terrestre, dans la mesure du possible.
- WKR augmentera les occasions d'emploi local pour les Inuits et facilitera la participation des entreprises régionales et inuites au projet grâce à la mise en œuvre d'une stratégie de relations de travail, d'une stratégie de formation et d'une stratégie d'approvisionnement. De plus, WKR collaborera avec les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées tout au long de la durée du projet.

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet et les effets cumulatifs sur la sécurité alimentaire et la souveraineté alimentaire ne seront **pas importants**, car ils n'entraîneront pas une baisse constante et substantielle de la disponibilité ou de la qualité perçue des aliments prélevés dans la nature, ni un changement mesurable dans le système alimentaire de marché au niveau des communautés qui ne peuvent pas être atténués par les programmes, les politiques, ou les mesures d'atténuation actuels ou prévus.

Santé et bien-être communautaires

Dans ce contexte, la santé et le bien-être comprennent la santé physique, mentale et sociale. Les conditions existantes pour les résidents des communautés de la région de Kitikmeot et de Yellowknife, y compris les infrastructures et services de santé, l'état de santé physique et les résultats en matière de santé physique, l'état de santé mentale et les résultats en matière de santé mentale, les comportements personnels liés à la santé, la stabilité communautaire et familiale, la sécurité communautaire et les déterminants biophysiques de la santé, a été recueilli à l'aide de données brutes (entrevues en personne et téléphoniques) et de sources de données secondaires (ressources littéraires).

Le projet a le potentiel d'avoir une incidence sur la santé et le bien-être des communautés en raison de changements dans les services de santé, du risque de maladies transmissibles, de la santé mentale et émotionnelle, des dynamiques familiales et communautaires, de la sécurité personnelle et communautaire, ainsi que de l'exposition aux polluants et au bruit. Le projet devrait avoir des répercussions positives et négatives sur la santé et le bien-être communautaires. Les effets positifs devraient comprendre une augmentation des revenus qui pourrait soutenir les services de santé et sociaux ainsi qu'une amélioration du bien-être mental grâce à l'emploi et aux revenus, ce qui allège les pressions financières. Les effets négatifs peuvent comprendre un accroissement de la pression sur les infrastructures et services de santé à Yellowknife lié à l'arrivée d'une main-d'œuvre hors-région, un risque accru de transmission de maladies transmissibles, une pression sur la dynamique familiale et la cohésion associée aux horaires de travail en rotation, ainsi que des préoccupations de sécurité liées à la consommation de substances. Les risques pour la santé liés à l'exposition aux polluants et aux dangers devraient être faibles, la modélisation de la qualité de l'air indiquant qu'au campement d'hébergement de Grays Bay, les expositions seraient inférieures aux directives de l'Organisation mondiale de la santé en matière de qualité de l'air.

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs sur la santé et le bien-être communautaires résultant du projet comprennent :

- Une politique sur les déplacements dans le cas où le personnel en transit vers/depuis le site du projet doit passer la nuit ou est victime d'intempéries dans une communauté. La politique de déplacement décrira les attentes de la compagnie en matière de personnel et les conséquences d'une mauvaise action lors des déplacements, et inclura des plans pour l'hébergement, les repas, l'utilisation des services de santé et médicaux communautaires, ainsi que d'autres besoins du personnel lors de retards de voyage potentiels.

- Un programme d'éducation doit informer les travailleurs de la gamme de services de santé disponibles sur place.
- Un plan relatif à la santé, la sécurité, la sûreté et l'environnement comprendra des exigences de formation sur la sécurité pour le personnel, ainsi que des procédures à suivre en matière de sécurité et d'intervention.
- La stratégie d'approvisionnement sera élaborée et mise en œuvre pour faciliter la participation des entreprises régionales et inuites, en offrant notamment une première occasion aux entreprises régionales et inuites, dans tout processus concurrentiel.
- La stratégie de formation mettra en évidence les besoins précis en matière de compétences pour l'emploi dans le cadre du projet et travaillera avec des établissements locaux et régionaux de formation et d'éducation afin d'augmenter les possibilités d'emploi chez les Inuits locaux, et de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail.
- Des politiques sur le genre, l'équité et la diversité axées sur l'embauche d'Inuits, d'autres Autochtones et de femmes afin d'augmenter l'emploi lié au projet parmi les populations sous-représentées.
- Un accès à des outils de télécommunication virtuels ou téléphoniques sur place pour appeler des membres de la famille ou pour communiquer avec les Aînés, ce qui pourrait améliorer les liens familiaux.
- WKR élaborera et mettra en œuvre une politique sur les drogues et l'alcool, y compris des procédures de contrôle du personnel et des bagages, qui s'appliquera à tout le personnel et les entrepreneurs sur place, dans les campements de travail et lors du transit dans les communautés.
- Une formation à la sensibilisation et à la sensibilité culturelle pour l'ensemble du personnel et des entrepreneurs de long terme.
- WKR élaborera et mettra en œuvre un code de conduite pour les employés incluant une politique de lutte contre la discrimination, l'intimidation ou le harcèlement en milieu de travail ainsi qu'une formation pertinente.
- Le contrôle d'accès sera assuré au port et à la station Jericho lorsque la connexion avec la TCWR sera ouverte.
- Un plan de mobilisation communautaire visant à recevoir les suggestions, les préoccupations et les plaintes de la communauté et à y répondre.
- Des occasions pour les travailleurs autochtones sur place d'échanger avec les Aînés de la communauté afin d'établir un point de connexion avec les communautés d'origine et permettre un counseling traditionnel.
- Programme de surveillance socio-économique incluant des rapports annuels de suivi. Les rapports seront soumis à la Commission du Nunavut chargée de l'examen des répercussions (CNER), au besoin.
- De plus, WKR collaborera avec les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées tout au long de la durée du projet.

Avec l'application de mesures d'atténuation, de gestion et d'amélioration, on s'attend à ce que les effets résiduels soient faibles, car la demande accrue sur la capacité des infrastructures et des services de santé serait au niveau ou proche des conditions de référence, et les normes de service ne seront probablement pas touchées par la planification des solutions de rechange et des contingences. Les effets résiduels sur les taux de maladies transmissibles devraient être défavorables et d'ampleur faible à modérée. Dans le cas où la propagation des maladies transmissibles soit limitée aux individus travaillant sur le site, l'importance devrait être faible. Les effets résiduels défavorables devraient être d'importance modérée, car des changements dans la santé mentale et émotionnelle ainsi que les mécanismes d'adaptation pourraient toucher à la fois les personnes employées dans le projet et leurs familles, s'étendant ainsi au niveau des ménages. Les effets résiduels sur la sécurité communautaire et personnelle devraient être négatifs et d'ampleur modérée. Les effets résiduels sur la santé liés à l'exposition aux polluants et au bruit devraient s'étendre tout au long des phases de construction, d'exploitation et de maintenance, cependant les effets résiduels varieront de négligeables (SO₂, PM₁₀ et PM_{2.5}) à faibles (NO₂) selon les directives de l'Organisation mondiale de la santé sur la qualité de l'air.

Propres aux déterminants biophysiques de la santé, un effet cumulatif sur la santé ne peut se produire que si les émissions de polluants atmosphériques ou de bruit du projet doivent avoir lieu au même endroit et en même temps que les émissions d'autres activités. Si les émissions ne coïncident pas dans l'espace et le temps, elles ne peuvent pas se combiner pour créer des effets cumulatifs. Aucune information technique détaillée n'est disponible sur l'ouverture potentielle de mines dans le futur ni suffisamment pertinente pour appuyer des évaluations basées sur la santé. Sans cette information, il n'est pas possible d'estimer l'importance ou le type d'impacts environnementaux associés à ces projets raisonnablement prévisibles induits. Dans l'ensemble, le changement cumulatif en matière de santé en raison de l'exposition aux polluants atmosphériques et au bruit devrait être défavorable, mais de faible importance.

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet et les effets cumulatifs sur la santé et le bien-être communautaires ne seront **pas importants**.

Emploi et économie

Le résumé des conditions actuelles en matière d'emploi et d'économie indique que le Nunavut repose sur une économie mixte, comprenant un système économique traditionnel et un système économique de marché. L'économie traditionnelle repose sur une utilisation des terres pour la subsistance et est liée à des activités culturellement importantes, notamment la récolte et la pêche traditionnelles, ainsi que la production d'art et d'artisanat inuits. L'économie de marché ou basée sur les salaires est soutenue par des industries clés comme l'exploitation minière, l'administration publique et la construction.

La main-d'œuvre du Nunavut présente des taux de participation et d'emploi plus faibles que la moyenne nationale, tandis que le taux de chômage est plus élevé. Le niveau d'éducation au Nunavut demeure inférieur à la moyenne nationale, et dans la région de Kitikmeot, la plupart des résidents n'ont pas de diplôme d'études secondaires. Le coût de la vie au Nunavut est élevé par rapport au reste du Canada, en particulier le coût de la nourriture.

Le projet aura un impact à la fois positif et négatif sur l'emploi et l'économie, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine accrue.

Des mesures d'atténuation, de gestion et d'amélioration devraient réduire les effets négatifs et renforcer les effets positifs.

- L'établissement d'un programme de surveillance socio-économique constituera l'une des stratégies clés pour orienter la mise en œuvre des mesures d'atténuation et de gestion, mesurer l'efficacité des mesures d'atténuation et de gestion, mesurer la façon dont les communautés ressentent les répercussions (positives et négatives), y compris la formation, l'emploi et les achats.
- Une stratégie axée sur les relations de travail sera élaborée et mise en œuvre pour améliorer et conserver l'emploi inuit local, en mettant l'accent sur l'embauche préférentielle des Inuits. La stratégie axée sur les relations de travail détaillera les compétences et les exigences d'entrée, les avantages sociaux des employés, la communication entre employés, les horaires de rotation de travail, les programmes d'orientation des employés et un soutien continu aux travailleurs du projet pendant leur emploi. Cela comprend :
 - Des politiques sur le genre, l'équité et la diversité axées sur l'embauche d'Inuits, d'autres personnes autochtones et de femmes afin d'augmenter l'emploi lié au projet parmi les populations sous-représentées.
 - Un code de conduite des employés qui comprend une tolérance zéro en matière de discrimination, d'intimidation ou de harcèlement dans la politique sur le milieu de travail ainsi qu'une formation pertinente.
 - Une stratégie de formation sera élaborée et mise en œuvre afin de cerner les besoins précis en matière de compétences pour l'emploi dans le projet, d'offrir une formation préalable à l'emploi pour les Inuits et les jeunes (en partenariat avec les établissements d'éducation et les organisations inuites sur place), et de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail.
 - Une stratégie d'approvisionnement, axée sur les possibilités de passation de marchés inuites, sera élaborée et mise en œuvre afin de faciliter l'implication des entreprises régionales et inuites.

Des effets cumulatifs positifs sont prévus sur le développement économique, la passation de marchés, les occasions d'affaires et la résilience communautaire en matière de réapprovisionnement. Il est à noter que la population jeune et croissante du Nunavut continuera d'avoir besoin d'un grand nombre de nouvelles occasions d'emploi à mesure que de plus en plus de personnes entreront sur le marché du travail, compte tenu, surtout, du taux de chômage élevé qui persiste dans le territoire par rapport au niveau national. Les occasions d'emploi, le revenu et l'accès à la formation devraient augmenter dans toute la ZER, ce qui devrait avoir un effet positif; cependant, la concurrence pour les travailleurs et la demande accrue d'éducation et de formation pourraient mettre à rude épreuve les capacités et les ressources existantes.

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels et les effets cumulatifs du projet sur l'emploi et les conditions économiques dans la ZEL et la ZER devraient être **peu importants**.

Infrastructures et services

Les membres de la communauté Kitikmeot reconnaissent que le climat rigoureux du Nunavut, son isolement, ses coûts élevés et la courte saison de construction rendent les infrastructures difficiles à construire et à entretenir. Une grande partie des infrastructures du territoire vieillit, les besoins en logements sont élevés et les communautés ne disposent pas de liaisons routières toutes saisons. Les livraisons de fournitures sont peu fréquentes, coûteuses et peu fiables, ce qui suscite un fort intérêt pour un réseau de transport amélioré et un ravitaillement plus fréquent. Le projet peut avoir une incidence sur les infrastructures et les services, tant positivement que négativement, par un changement dans les infrastructures communautaires et l'accès aux services publics, un changement dans la disponibilité des hébergements et des logements, un changement dans les infrastructures de transport, et un changement dans le ravitaillement communautaire.

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs sur l'emploi et l'économie résultant du projet comprennent ce qui suit :

- Un plan relatif à la santé, la sécurité, la sûreté et l'environnement comprendra des exigences de formation sur la sécurité pour le personnel, ainsi que des procédures à suivre en matière de sécurité et d'intervention.
- WKR élaborera et mettra en œuvre une politique de déplacement au cas où le personnel en transit vers ou depuis le site du projet doit passer la nuit ou est victime d'intempéries dans une communauté. La politique de déplacement décrira les attentes de la compagnie en matière de personnel et les conséquences d'une mauvaise action lors des déplacements, et inclura des plans pour l'hébergement, les repas, l'utilisation des services de santé et médicaux communautaires, ainsi que d'autres besoins du personnel lors de retards de voyage potentiels.
- Un plan de gestion des risques et d'intervention d'urgence définira des protocoles de notification avec les groupes locaux de recherche et sauvetage et la Garde côtière canadienne, y compris les exigences en matière de compensation si leurs ressources sont utilisées.
- Un plan de gestion portuaire assurera l'exploitation sécuritaire des navires commerciaux opérant à proximité du port conformément aux exigences de la *Loi sur la sûreté du transport maritime*.
- Une stratégie d'approvisionnement soutiendra la participation des Inuits et des entreprises régionales, mettra en priorité l'équipement local et améliorera les avantages économiques locaux
- Un programme de surveillance socio-économique surveillera les conditions socio-économiques, suivra l'efficacité des mesures d'atténuation, documentera les expériences communautaires et soutiendra la gestion adaptative.

Les effets résiduels négatifs sur la disponibilité des hébergements et des logements devraient être de longue durée, de faible importance, et survenir à la fois de façon régulière (rotations programmées) et de façon ponctuelle (retards dus aux conditions météorologiques). Ces effets négatifs sont considérés comme irréversibles et sont particulièrement marqués durant les mois d'hiver, lorsque la demande d'hébergement à Yellowknife est déjà élevée. On prévoit que le projet aura des effets résiduels négatifs sur les infrastructures de transport en raison de la demande accrue sur la TCWR pendant la saison routière hivernale et sur les infrastructures de transport aérien; cependant, ils sont prévisibles à long terme, de faible ampleur, et surviennent à la fois régulièrement (rotations programmées) et de façon irrégulière (retards météorologiques). Les effets du projet sur le ravitaillement communautaire devraient être positifs. Le projet renforcera les infrastructures terrestres et maritimes dans la ZER et pourrait améliorer le réapprovisionnement communautaire grâce au transport de marchandises et de matériaux, du port de Grays Bay vers les communautés de Kitikmeot.

Les effets cumulatifs sur les infrastructures et les services devraient comprendre à la fois des avantages et des pressions : de nouvelles infrastructures terrestres et maritimes issues du projet et d'autres développements prévisibles soutiendront les activités de la Garde côtière et de la recherche et sauvetage (SAR), amélioreront la signalisation et pourraient faciliter la construction de logements et assurer un ravitaillement communautaire plus fiable, tout en générant des revenus qui pourraient améliorer les services publics au fil du temps. En même temps, le déplacement et la possible immigration de travailleurs, principalement par Yellowknife, pourraient exercer une pression supplémentaire à long terme, de faible à modérée et irréversible sur les infrastructures communautaires, le logement, les systèmes de transport (y compris le transport aérien et la TCWR), ainsi que sur la capacité des services, bien que l'on s'attende à ce que ces effets se produisent de façon ponctuelle et demeurent à l'intérieur des limites existantes du système, ou proches de celles-ci.

Les effets cumulatifs résiduels sur les infrastructures et les services dans la ZER ne sont **pas importants**, car ils ne dépassent pas la capacité disponible des infrastructures et des services; de plus, ils n'entraînent pas une baisse substantielle de la qualité d'un service fourni (de façon persistante et continue) qui ne peut être atténuée par les programmes, politiques ou mesures d'atténuation actuels ou prévus.

Utilisation non traditionnelle des terres, des zones marines et des ressources

La région de Kitikmeot est composée à la fois de terres inuites et de terres publiques. Comme négocié dans le cadre de l'Accord sur les revendications territoriales du Nunavut, les terres publiques avec droits tréfonciers ont été choisies par les Inuits pour faire progresser le développement économique au profit des bénéficiaires des revendications territoriales et afin de reconstruire et de promouvoir l'autodétermination inuite dans la gestion des terres et des ressources de la région de Kitikmeot (Public History Inc. 2006). Le projet devrait interagir avec certains utilisateurs non traditionnels des terres, des zones marines et des ressources par des changements dans l'accès aux terres et aux ressources et leur utilisation pour l'exploitation minière, des changements dans l'accès aux terres et aux ressources et leur utilisation pour la récolte commerciale, le tourisme et les loisirs, ainsi que des changements dans l'accès aux eaux et leur utilisation pour la navigation maritime.

Plusieurs entreprises proposent des activités touristiques, de l'équipement et des guides dans cette région. Ces entreprises offrent des activités de pêche sportive, de chasse sportive et des loisirs pour les touristes de la région. L'utilisation maritime non traditionnelle dans la région du Kitikmeot comprend l'activité des navires de mer, y compris des navires commerciaux, des navires du gouvernement, des brise-glaces et de petites embarcations (par exemple, à usage personnel). Le trafic maritime commercial sert principalement à l'expédition vers une destination, aux transports maritimes annuels pour livrer des fournitures aux communautés de l'Arctique, ou aux voyages (c'est-à-dire croisières) vers et depuis des emplacements dans l'Arctique.

Le projet aura une incidence sur les terres, les zones marines et les ressources non traditionnelles de manière à la fois positive et négative, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine augmentée. Les mesures clés d'atténuation, de gestion et d'amélioration suivantes seront mises en œuvre pour limiter les effets résiduels sur l'utilisation non traditionnelle des terres, des zones marines et des ressources :

- WKR élaborera et mettra en œuvre un plan de gestion routière, incluant des dispositions pour l'accès à la route.
- WKR contrôlera l'accès à la route par l'intermédiaire d'ententes avec divers groupes d'utilisateurs. Les utilisateurs miniers auront accès à la route, mais seront soumis à des péages, avec des frais d'utilisation portuaire et routière établis par l'intermédiaire d'ententes entre WKR et les compagnies d'exploitation/exploration minière. Les responsables de la sécurité et les autres utilisateurs du gouvernement public auront accès à la route moyennant des ententes qui seront établies entre WKR et le ministère ou l'organisme gouvernemental concerné. Les utilisateurs de la communauté auront un accès sans frais à la route aux fins de déplacements et de transport, à la condition qu'ils acceptent de se conformer aux procédures d'utilisation sécuritaires. Les utilisateurs souhaitant accéder à la route à des fins de récolte devront obtenir l'approbation préalable de la Kitikmeot Inuit Association et de la Inuit Wildlife Organization. Si aucun processus d'approbation n'est en place, WKR prévoit que l'utilisation de la route à des fins de récolte serait interdite.
- WKR élaborera et mettra en œuvre un plan de gestion portuaire conformément aux exigences de la *Loi sur la sûreté du transport maritime* pour assurer l'exploitation sécuritaire des navires commerciaux opérant à proximité du port.
- WKR s'engage à communiquer ouvertement avec d'autres développeurs et promoteurs régionaux du secteur et, lorsque cela est possible, à mettre en œuvre des programmes conjoints de communication de renseignements.
- WKR informera les communautés des activités et des calendriers du projet, notamment en fournissant des cartes et des composantes de conception du projet, et discutera des périodes clés de récoltes traditionnelles.

Avec la mise en œuvre de mesures d'atténuation et de gestion, les effets résiduels du projet sur l'utilisation traditionnelle des terres, des zones marines et des ressources devraient être **peu importants**.

Ressources patrimoniales

Les ressources patrimoniales sont profondément liées à la culture et à l'histoire des Kitikmiuts. La région de Kitikmeot est utilisée par les populations depuis longtemps, bien avant l'existence des communautés actuelles. Les ressources et sites patrimoniaux peuvent aussi être profondément liés à des zones sacrées et à des pratiques culturelles, et représenter des activités de l'utilisation traditionnelle des TZMR, depuis des décennies, des siècles ou des millénaires.

Un changement dans les ressources patrimoniales (p. ex. perte ou perturbation du contenu des sites et de leur contexte) peut se produire par des perturbations liées aux activités superficielles (accès, enlèvement de la végétation), le nivellement, l'excavation, la circulation automobile et l'utilisation des espaces de travail lors des travaux de construction. Un changement dans les ressources patrimoniales peut aussi survenir par l'intermédiaire d'impacts non autorisés, la collecte d'artefacts ou de fossiles pendant la construction ou à la suite de la création de nouvelles possibilités d'accès. Une fois perturbées, les ressources patrimoniales ne peuvent plus être remplacées, recréées ou restaurées.

L'organisme de réglementation (ministère de la Culture et du Patrimoine, gouvernement du Nunavut) est responsable de la gestion du seuil de perte pour les ressources patrimoniales au Nunavut. À condition que les exigences émises par les organismes de réglementation en matière d'évaluation, d'atténuation, d'évitement et de consultation soient respectées, le ministère de la Culture et du Patrimoine reconnaît qu'il n'y a aucun effet résiduel sur les ressources patrimoniales.

L'objectif de l'atténuation est de limiter la perte des ressources, des matériaux et des sites patrimoniaux ou la perte de contexte des sites à cause des activités du projet. Les mesures suivantes seront mises en œuvre pour prévenir les effets résiduels négatifs sur les ressources patrimoniales :

- Une évaluation archéologique sur le terrain sera réalisée pour toutes les zones perturbées avant la construction.
- Une documentation détaillée des sites nouvellement enregistrés, l'évitement des sites dans la mesure du possible, la cartographie détaillée des sites et des caractéristiques, la collecte de surface d'artefacts, la mobilisation communautaire, la surveillance de la construction ou la fouille archéologique contrôlée des sites ou de parties de sites seront réalisées et pourront contribuer à la base de connaissances pour le registre archéologique et paléontologique du territoire.
- Les renseignements et préoccupations communiqués lors de la mobilisation qui sont pertinents en ce qui concerne les ressources patrimoniales, y compris les emplacements des sites de rassemblement et des tombes, seront pris en compte pour déterminer la nature et la portée des programmes archéologiques sur le terrain.
- Si des sites de ressources patrimoniales jusque-là inconnus et de valeur sont découverts lors des activités de construction ou d'exploitation et de maintenance, des protocoles de découverte seront mis en œuvre, et des mesures d'atténuation appropriées seront appliquées en consultation avec le gouvernement du Nunavut et par une collaboration avec les Kitikmiuts.

Après la mise en œuvre des mesures d'atténuation requises par le ministère de la Culture et du Patrimoine du gouvernement du Nunavut, il ne devrait y avoir aucun effet résiduel sur les ressources patrimoniales. Par conséquent, il n'est pas nécessaire d'évaluer le potentiel d'effets cumulatifs.

Conclusions de l'évaluation du projet

Chaque CV de l'ERE a été évaluée en utilisant le savoir et les perspectives des individus et des groupes susceptibles d'être affectés par le projet. Le savoir inuit, autochtone et communautaire ainsi que la science occidentale ont été identifiés comme étant les principales sources de compréhension pour l'évaluation des répercussions potentielles du projet.

Les mesures d'atténuation, de gestion et d'amélioration propres au projet sont généralement suffisantes pour gérer les répercussions négatives du projet, ce qui fait que la plupart des effets résiduels ont une cote de faible à modérée en ce qui concerne leur ampleur. Des effets résiduels positifs (par exemple, emploi, occasions d'utilisation de terres non traditionnelles) peuvent être obtenus pour plusieurs CV socio-économiques. Par conséquent, l'évaluation prévoit que les répercussions du projet sur le milieu atmosphérique, terrestre, d'eau douce, marin et humain devraient être **peu importantes**.

Conclusions de l'évaluation des effets cumulatifs

Les effets cumulatifs surviennent lorsque les répercussions du projet interagissent avec des effets issus des activités passées, présentes, proposées et raisonnablement prévisibles, ainsi qu'avec des processus naturels tels que les changements climatiques. Une liste d'inclusion de projet a repéré 129 activités physiques (par exemple, mines, exploration, routes, communautés, trafic maritime) susceptibles d'avoir des interactions avec le projet. L'isolement et les grandes distances du projet ainsi que les niveaux d'activité relativement faibles font que les effets cumulatifs sont actuellement rares, bien qu'ils puissent émerger en fonction des choix futurs d'aménagement.

Les mesures d'atténuation, de gestion et d'amélioration propres au projet sont généralement suffisantes pour gérer les effets, bien que dans certains cas, des mesures régionales futures puissent être bénéfiques. Les cadres régionaux de planification de l'utilisation des terres et de gestion des ressources (par exemple, le Plan pour l'aire de répartition du caribou de Bathurst, les études de la province géologique des Esclaves, les cadres de navigation, le plan d'aménagement du Nunavut) offrent des moyens de gérer les effets cumulatifs au-delà des engagements propres aux projets.

Dans l'ensemble, les effets cumulatifs sont actuellement limités en raison de l'isolement de la région et du peu d'activités dans celle-ci. Des effets cumulatifs plus importants n'émergent que dans de futurs scénarios où le projet soutient l'aménagement de mines supplémentaires, l'augmentation des transports ou de nouvelles infrastructures régionales. Même dans ce cas, les effets restent généralement faibles à modérés et sont **peu importants**. Des effets cumulatifs positifs (par exemple, emploi, occasions d'utilisation de terres non traditionnelles) peuvent être obtenus pour plusieurs CV socio-économiques.

Conclusions de l'évaluation transfrontalière

En vertu des lignes directrices de la Commission du Nunavut chargée de l'examen des répercussions, les effets transfrontaliers sont définis comme des répercussions liées au projet survenant à l'extérieur de la région d'établissement du Nunavut (REN) ou des répercussions ressenties dans la REN, mais qui proviennent des activités de projet se déroulant en dehors de celle-ci. Bien que l'infrastructure du projet soit entièrement située dans la région de Kitikmeot de la REN, l'évaluation identifie plusieurs CV susceptibles de subir des répercussions transfrontalières, notamment les CV suivantes : le caribou, les oiseaux, d'autres éléments de la faune terrestre, les mammifères marins, l'utilisation traditionnelle des terres, des zones marines et des ressources, la sécurité et la souveraineté alimentaires, la santé et le bien-être communautaires, l'emploi et l'économie, ainsi que les infrastructures et services. On prévoit que les CV restantes ne subiront pas de répercussions transfrontalières, car leurs changements liés au projet demeurent dans des zones d'évaluation définies localement au sein de la REN.

Pour les CV biophysiques, les répercussions transfrontalières potentielles proviennent principalement de perturbations sensorielles, d'altérations de mouvement et de pressions cumulatives sur les espèces migratrices. Les caribous migrateurs peuvent subir des répercussions inter-juridictionnelles en raison de leur vaste aire de répartition et de l'influence du projet, combinée aux perturbations cumulées tant au Nunavut que dans les T.N.-O. Cependant, les effets résiduels sur les oiseaux migrateurs, le bœuf musqué, l'orignal, l'ours grizzli et le carcajou sont considérés comme faibles ou négligeables, avec des effets potentiels généralement localisés et limités par la distance aux frontières et aux schémas de déplacement naturels existants. Pour les mammifères marins, des répercussions transfrontalières peuvent survenir par les bruits sous-marins et les risques de collision avec des navires associés aux routes maritimes qui s'étendent dans la région désignée des Inuvialuits et au-delà. Ces répercussions devraient être brèves, peu fréquentes et pas importantes en raison de volumes de circulation limités et de mesures d'atténuation.

Des effets socio-économiques transfrontaliers peuvent survenir du fait de changements dans la disponibilité de la faune récoltée, des déplacements transfrontaliers des travailleurs, de la dynamique de la santé communautaire, de changements dans l'emploi et la répartition des revenus, ainsi que d'une demande accrue sur des infrastructures telles que la TCWR, les services de santé et d'urgence à Yellowknife, ainsi que sur les réseaux de transport régionaux. Bien que ces répercussions puissent entraîner à la fois des effets négatifs et positifs, le projet comprend des mesures d'atténuation et des plans de gestion visant à réduire les influences négatives et à soutenir la gestion adaptée tout au long de la durée de vie du projet.

En résumé, bien que des répercussions transfrontalières soient possibles pour certaines CV du fait de la connectivité écologique, de la mobilité de la main-d'œuvre et des infrastructures partagées, on prévoit que la majorité des répercussions transfrontalières seront de faible ampleur et gérables grâce à des mesures d'atténuation planifiées, un suivi et une mobilisation continue auprès des Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées.

Évaluations et conclusions supplémentaires (volume 10)

Accidents et défaillances

Les accidents et défaillances résultant de la construction, de l'exploitation et de la maintenance du projet sont des événements qui ne font pas partie d'une activité planifiée ou de l'exploitation normale du projet, mais qui ont une probabilité raisonnable de survenue et peuvent entraîner des effets environnementaux négatifs. Lors des activités de mobilisation propres au projet, les Kitikmiuts, d'autres groupes autochtones, d'autres communautés potentiellement concernées et des Canadiens ont souligné l'inquiétude collective concernant les accidents et dysfonctionnements qui pourraient survenir à toutes les étapes du projet (par exemple, déversements, accidents maritimes). Il est entendu que des accidents et des défaillances peuvent survenir; cependant, on s'attend à ce que WKR veille à ce que toutes les mesures possibles soient prises pour éviter ces incidents.

Étant donné les mesures d'atténuation et d'intervention d'urgence qui seront mises en place pendant les phases de construction, d'exploitation et de maintenance du projet, les effets résiduels probables de la majorité des événements accidentels identifiés sont jugés **non importants**. L'exception à cela serait un incident ayant entraîné la mort ou des blessures graves, ou un incident ayant entraîné un changement dans la façon dont les utilisateurs traditionnels des terres se servent d'une zone ou d'une ressource, en fonction des effets ou des effets perçus sur la valeur de la zone ou de la ressource concernée. Si les utilisateurs traditionnels des terres choisissent de ne plus utiliser une zone en raison des effets perçus d'un incident, l'effet pour ces utilisateurs peut être important.

Effets de l'environnement sur le projet

Les conditions locales et les dangers naturels pourraient potentiellement affecter ou endommager l'infrastructure du projet, entraînant des défaillances, des dysfonctionnements ou des événements accidentels, ce qui pourrait à son tour avoir des répercussions négatives sur l'environnement. Les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées ont communiqué des renseignements, exprimé des préoccupations et fourni des recommandations concernant les événements météorologiques et les dangers naturels.

Le projet est conçu en tenant compte des conditions environnementales, notamment des conditions climatiques et géologiques. Avec l'application de mesures d'atténuation et de gestion, les conditions environnementales ne devraient pas endommager les infrastructures du projet ni entraîner un changement substantiel des calendriers du projet. WKR continuera de consulter les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées afin d'intégrer de nouveaux renseignements dans la planification et la gestion adaptée.

Plans de gestion (volume 11)

Le Système de gestion de l'environnement (SGE) développé pour le projet fournit le cadre global de la gestion des effets environnementaux et socio-économiques négatifs potentiels pendant la durée de vie du projet. Les plans de gestion comprennent des mesures adéquates visant à réduire les effets négatifs potentiels du projet sur les environnements écosystémiques (biophysiques) et socio-économiques (personnes et communautés) et incluent des exigences spécifiques aux fins de surveillance. Les plans de gestion prennent en compte les changements qui pourraient être nécessaires pour permettre la construction et l'utilisation de la route, du port et des autres infrastructures connexes.

Les plans seront élaborés lors du processus d'examen de l'ERE et seront peaufinés à mesure que la conception du projet progressera et que des données supplémentaires seront disponibles. Les mesures d'atténuation identifiées dans chaque évaluation de CV sont organisées en plans d'atténuation et de surveillance écosystémiques et socio-économiques. Ces mesures peuvent être mises en œuvre dans le cadre de la conception de projets, de plans propres aux CV ou du plan de protection de l'environnement (PPE). Lorsqu'une surveillance est proposée, des indicateurs seront sélectionnés pour évaluer l'efficacité des mesures d'atténuation ou repérer les effets imprévus afin d'éclairer la gestion adaptée et la rétroaction en vue de rajuster les mesures d'atténuation ou d'activer des mesures d'atténuation de remplacement.

MD.1 Introduction

West Kitikmeot Resources Corp. (WKR) est une entreprise détenue et dirigée par des Inuits, qui met l'accent sur l'avancement du projet de la route et du port de Grays Bay (le « projet ») dans la région de Kitikmeot, au Nunavut. L'actionnaire principal de WKR est une filiale en propriété exclusive de la Kitikmeot Inuit Association. Le projet est proposé comme une infrastructure de transport multiutilisateur et polyvalente, située sur des terres inuites et des terres publiques dans la région de Kitikmeot, dans l'ouest du Nunavut. Il s'agit d'un projet transformationnel de construction nationale d'infrastructures de transport qui comporte des avantages importants pour les Autochtones, les Nunavummiuts et tous les Canadiens.

L'énoncé des répercussions environnementales (ERE) préparé pour le projet suit les *lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay proposé par WKR* (dossier CNER n° 24XN030; Lignes directrices pour l'élaboration d'un ERE), publiées par la Commission du Nunavut chargée de l'examen des répercussions (CNER) (CNER 2026). Annexe A offre un aperçu des endroits où trouver des renseignements dans l'ERE conformément aux lignes directrices pour l'élaboration d'un ERE. L'objectif du document principal de l'ERE (volume 1) est de fournir un résumé de tous les éléments clés du projet et des activités connexes, de présenter un aperçu des changements prévus du fait du projet et de toute mesure d'atténuation proposée pour traiter les effets résiduels, ainsi que d'exposer les conclusions concernant les effets cumulatifs totaux du projet lorsqu'ils sont pris en compte avec d'autres activités et aménagements passés, présents, futurs et raisonnablement prévisibles. De plus, le volume 1 résume les activités de mobilisation menées dans le cadre du projet ainsi que les principaux enjeux découlant de ces communications. Le projet représente l'aboutissement de plus de 20 ans d'études et de planification et a évolué au moyen de plusieurs versions. Pendant toutes ces années, les contributions recueillies dans le cadre de la mobilisation et les résultats des études en cours ont été essentielles à la conception du projet tel qu'il est proposé dans l'ERE.

L'ERE comprend les volumes suivants :

Volume 1 : Document principal – Il offre un aperçu de l'ERE, y compris un résumé de la description du projet, de l'objectif et des besoins, des facteurs à prendre en compte pour la conception, des activités et des phases du projet, des perspectives en matière de savoir, de la méthodologie d'évaluation, des résumés des volumes relatifs aux composantes valorisées, des autres évaluations et des plans de gestion.

Volume 2 : Introduction, activités et composantes du projet – Il décrit la proposition de projet, y compris les renseignements sur le promoteur, l'historique de la conception du projet, le régime réglementaire, l'objectif et les besoins, le calendrier estimé, les composantes et activités, les solutions de remplacement envisagées pour le projet et dans le cadre du projet, ainsi que les données économiques et sur l'emploi liées au projet.

Volume 3 : Perspectives en matière de savoir – Il décrit comment le savoir et les perspectives des personnes et des groupes susceptibles d'être concernés par le projet ont été recueillis, pris en compte et intégrés dans l'ERE.

Volume 4 : Méthodologie de l'évaluation environnementale – Il présente la méthodologie utilisée pour réaliser l'évaluation des répercussions potentielles sur les environnements biophysiques et socio-économiques.

Volume 5 : Milieu atmosphérique – Il présente le savoir inuit, autochtone et communautaire, les conditions de référence, les répercussions prévues du projet, les effets cumulatifs, les mesures d'atténuation, de gestion et d'amélioration proposées pour les répercussions potentielles sur les composantes valorisées de **la qualité de l'air, du climat et de la météorologie, du bruit et des vibrations**. De plus, le volume Climat et météorologie comprend un profil climatique, une discussion sur les émissions de gaz à effet de serre et les résultats de l'évaluation des risques liés aux changements climatiques réalisée pour le projet.

Volume 6 : Milieu terrestre – Il présente le savoir inuit, autochtone et communautaire, les conditions de référence, les répercussions prévues du projet, les effets cumulatifs, les mesures d'atténuation, de gestion et d'amélioration proposées pour les répercussions potentielles sur les composantes valorisées **du terrain, des sols, du pergélisol, de la végétation, du caribou, des oiseaux et d'autres éléments de la faune terrestre** (bœuf musqué, orignal, ours grizzli, carcajou).

Volume 7 : Milieu d'eau douce – Il présente le savoir inuit, autochtone et communautaire, les conditions de référence, les répercussions prévues du projet, les effets cumulatifs, les mesures d'atténuation, de gestion et d'amélioration proposées pour les répercussions potentielles sur les composantes valorisées **des ressources en eau** (c'est-à-dire les eaux de surface et souterraines), **des poissons d'eau douce et de leur habitat**.

Volume 8 : Milieu marin – Il présente le savoir inuit, autochtone et communautaire, les conditions de référence, les répercussions prévues du projet, les effets cumulatifs, les mesures d'atténuation, de gestion et d'amélioration proposées pour les répercussions potentielles sur les composantes valorisées **des eaux et des sédiments marins, des poissons de mer et de leurs habitats, des mammifères marins**.

Volume 9 : Milieu humain – Il présente le savoir inuit, autochtone et communautaire, les conditions de référence, les répercussions prévues du projet, les effets cumulatifs, les mesures d'atténuation, de gestion et d'amélioration proposées pour les répercussions potentielles sur les composantes valorisées **de l'utilisation traditionnelle des terres, des zones marines et des ressources, de la sécurité et de la souveraineté alimentaires, de la santé et du bien-être communautaires, de l'emploi et de l'économie, des infrastructures et des services, de l'utilisation non traditionnelle des terres, des zones marines et des ressources et des ressources patrimoniales**.

Volume 10 : Évaluations et conclusions supplémentaires – Il présente une **évaluation globale**, qui examine les effets collectifs et cumulatifs sur les systèmes naturels et humains découlant du projet, ainsi que la capacité de ces systèmes à maintenir leur structure et leurs fonctions, à soutenir la diversité biologique et écologique ainsi que la culture, la santé et le bien-être des Nunavummiuts; un aperçu de **l'évaluation des effets cumulatifs** qui résume comment les effets cumulatifs ont été évalués pour le projet, le contexte régional qui façonne ces effets, ainsi que les principaux résultats pour toutes les CV; les **répercussions transfrontalières** qui montrent comment le projet peut générer des répercussions qui traversent les frontières territoriales ou provinciales; un aperçu des **accidents et des défaillances** qui sont susceptibles d'entraîner des effets environnementaux négatifs et des **effets de l'environnement sur le projet**, tels que les conditions locales et les dangers naturels, qui pourraient potentiellement avoir des répercussions négatives sur le projet.

Volume 11 : Plans de gestion – Il présente le Système de gestion environnementale (SGE) développé pour le projet, qui fournit le cadre global pour la gestion des effets environnementaux et socio-économiques négatifs potentiels tout au long de la durée de vie du projet; ainsi que les plans de gestion qui définissent des mesures adéquates visant à réduire les répercussions négatives potentielles du projet ainsi que les exigences de surveillance spécifiques.

MD.1.1 Renseignements sur le promoteur

Le projet de la route et du port de Grays Bay (le « projet ») est un projet de port en eaux profondes et d'aménagement routier praticable en toute saison situé dans la région de Kitikmeot au Nunavut. West Kitikmeot Resources Corp. (WKR) est le promoteur du projet. WKR a été fondée par la Kitikmeot Inuit Association en 2014 en tant qu'entreprise détenue et dirigée par des Inuits pour mener des activités de prospection minière, principalement sur les terres inuites dans la région de Kitikmeot au Nunavut.

Coordonnées de l'entreprise

Siège social :

West Kitikmeot Resources Corp.
C.P. 6, 30B rue Mitik

Cambridge Bay (NU) XOB OCO

Bureau du projet

West Kitikmeot Resources Corp.
Suite 2110, 500 4 Ave. S.-O.
Calgary (Alberta) T2P 2V6

On peut aussi communiquer à WKR par courriel à l'adresse suivante : contact@westkit.ca

En plus de son rôle de promoteur du projet, WKR a participé à l'exploration minière dans la région de Kitikmeot. Avant novembre 2023, WKR exerçait ses activités sous le nom « West Kitikmeot Gold Corp ».

Les opérations d'exploration minière précédentes de WKR comprennent l'exploration au projet aurifère d'Arcadia Bay, situé à 20 km à l'ouest du port de Grays Bay, principalement sur la parcelle des terres inuites CO-31. WKR a amarré une barge à Arcadia Bay et exploite actuellement une réserve de carburant sur le site. WKR a également mené des activités de prospection de surface sur le site. WKR exploite Arcadia Bay en vertu du permis d'utilisation de l'eau n° 2BE-ABP1823 de l'Office des eaux du Nunavut et du permis d'utilisation des terres KTL317C015 de la Kitikmeot Inuit Association.

La mission de WKR est de bâtir une entreprise détenue et dirigée par des Inuits développant la région de Kitikmeot au profit des Inuits de la région de Kitikmeot (ci-après appelés les Kitikmiuts). Pour y parvenir, WKR a constitué une équipe de classe mondiale composée de membres possédant des liens étroits avec la région de Kitikmeot, un bilan éprouvé de croissance d'entreprises du Nord prospères, et une expérience de la gestion de certaines des plus grandes entreprises publiques et privées du Nord. L'équipe apporte une vaste expertise en développement d'infrastructures, en exploitation minière, en gestion environnementale, en gouvernance autochtone et en politiques publiques, ce qui met WKR en bonne position pour diriger avec succès le projet d'une manière qui cadre avec les valeurs inuites et les priorités régionales.

MD.1.2 Historique de l'élaboration du projet

Le projet représente l'aboutissement de nombreuses années d'études et de planification. Depuis le début des années 2000, plusieurs versions du projet, ou de ses composantes ont été proposées par d'anciens promoteurs de celui-ci. Ces efforts ont influencé la conception actuelle du projet, en tenant compte des répercussions potentielles dans les domaines biologique, écologique, physique, sanitaire, social, économique et culturel.

Entre 2019 et 2023, la Kitikmeot Inuit Association a dirigé la planification et l'élaboration initiales du projet avant de transférer officiellement les responsabilités de promoteur à WKR dans le cadre d'une série d'ententes officielles. Depuis que WKR assume le rôle de promoteur, elle a mené des programmes de grande envergure sur le terrain tout au long des années 2024 et 2025 afin de recueillir des données environnementales et socio-économiques de base, géotechniques et géophysiques en vue de faire progresser la conception du projet. Les activités ont inclus des opérations sous contrat d'aéronefs à voilure fixe et tournante, des opérations d'affrètement de navires marins et de divers navires de soutien, ainsi que des opérations de forage géotechnique.

MD.1.3 Régime réglementaire

WKR a préparé un énoncé des répercussions environnementales pour repérer et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay (dossier CNER n° 24XN038; CNER 2026). WKR a identifié la législation applicable et les approbations réglementaires requises pour que le projet progresse sur les terres inuites, ainsi que sur les terres régionales, territoriales et fédérales. Le tableau MD.1.1 établit la liste des permis, licences et autorisations requis, ainsi que les organismes responsables de la délivrance de ces permis, licences et autorisations.

Tableau MD.1.1 Permis, licences et autorisations requis pour le projet de la route et du port de Grays Bay

Autorisation	Agence	Activité
Toutes les phases		
Certificat de projet	Commission du Nunavut chargée de l'examen des répercussions	Tous
Permis d'utilisation de l'eau	Office des eaux du Nunavut	Franchissements de cours d'eau, utilisation de l'eau, dépôts de déchets, stockage de combustible et autres matières dangereuses
Permis d'utilisation des terres – Catégorie A	Relations Couronne-Autochtones et Affaires du Nord Canada	Utilisation d'engins lourds; le forage; l'exploitation du campement; le stockage de carburant; le terrassement; la construction de routes; les infrastructures maritimes
Accès aux terres inuites	Kitikmeot Inuit Association	Forage; stockage de carburant; exploitation du campement; construction de routes; exploitation de carrières; recherche
Bail d'utilisation des terrains	Kitikmeot Inuit Association	Utilisation à long terme des terres pour la route et l'exploitation des carrières
Bail de longue durée	Relations Couronne-Autochtones et Affaires du Nord Canada	Exploitation de la route et du port
Autorisation en vertu de la <i>Loi sur les pêches</i> et les lettres d'avis	Pêches et Océans Canada	Construction du port; construction de la route praticable en toute saison (franchissements de cours d'eau, programmes de surveillance)
Approbation de la <i>Loi sur les eaux navigables canadiennes</i>	Transports Canada	Construction de ports, construction de franchissement routier au-dessus des cours d'eau
À déterminer	Transports Canada	Exploitation du port
Approbation de la <i>Loi canadienne sur la protection de l'environnement</i>	Environnement et Changement climatique Canada	Dragage et élimination des matériaux en mer
Permis et licences d'exploitation de carrière	Relations Couronne-Autochtones et Affaires du Nord Canada et Kitikmeot Inuit Association	Développement de la carrière

Autorisation	Agence	Activité
Permis et licence d'explosifs	Natural Resources Canada	Entreposage, transport et utilisation des explosifs
Permis archéologiques	Ministère de la Culture et du Patrimoine du gouvernement du Nunavut	Documentation et fouilles de sites archéologiques ou de spécimens
Licence de recherche scientifique	Institut de recherche du Nunavut	Toute enquête sur le terrain associée au projet
Approbation du Plan d'urgence en cas d'incident environnemental	Environnement et Changement climatique Canada	Stockage en vrac de carburant
Approbation du plan d'urgence en cas de déversement	Ministère de l'Environnement	Stockage en vrac de carburant

MD.1.4 Régime foncier

Le projet implique des activités sur les terres inuites et publiques, qui nécessitent l'obtention de baux et de permis d'utilisation des terres auprès de deux autorités distinctes : la Kitikmeot Inuit Association pour les terres inuites et Relations Couronne-Autochtones et Affaires du Nord Canada pour les terres publiques. Sur les quelque 230 km de routes praticables en toute saison, environ 116 km sont des terres inuites. Le reste de la route et le port se trouvent sur des terres publiques.

Tous les autorisations et permis nécessaires seront déterminés et obtenus à l'achèvement de la conception finale du projet.

MD.1.5 Aperçu et emplacement du projet :

Le projet comporte deux volets principaux :

- La conception et l'exploitation d'un port en eau profonde à Grays Bay, dans le golfe Coronation (le port de Grays Bay)
- La construction et l'exploitation d'une route à accès contrôlé praticable en toute saison de 230 km (la route de Grays Bay), y compris la construction et l'exploitation de la station Jericho. La route reliera le port à l'extrémité nord de la route qui va du lac Tibbitt au lac Contwoyto, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR) à la station Jericho. Le projet comprendra également la construction annuelle d'une route hivernale reliant la route praticable en toute saison à la station Jericho au tracé approuvé de la TCWR sur le lac Contwoyto (*Tahikyoak*) au bord du lac.

Le tableau MD.1.2 fournit l'emplacement approximatif des principales composantes du projet, collectivement appelés le secteur d'aménagement du projet (SAP), y compris le port (à la fois terrestre et maritime), l'aérodrome, le tracé routier et la station Jericho (figure MD.1.1). Les communautés les plus proches du projet sont celles de Kugluktuk (à l'ouest) et de Cambridge Bay (au nord-est), qui sont toutes deux des sources potentielles de main-d'œuvre, de biens et de services.



Remarques
1. Système de coordonnées : WGS 1984, UTM Zone 12N
2. Sources de données : Gouvernement du Nunavut, ESRI, Stantec Consulting Ltd.
3. Droits d'utilisation des services : Earthstar Geographies

- Route de Grays Bay
- Tracé optionnel de la route d'hiver de Grays Bay
- Site d'exploration minérale avancé
- Site minier fermé
- Limite territoriale
- Route d'hiver de Tibbitt à Contwoyto
- Cours d'eau
- Terres appartenant aux Inuit
- Subsurface
- Surface seulement
- Zone d'aménagement de projet (ZAP)**
- Aérodrome
- Station de Jericho
- Port (infrastructures terrestres)
- Port (infrastructures maritimes)

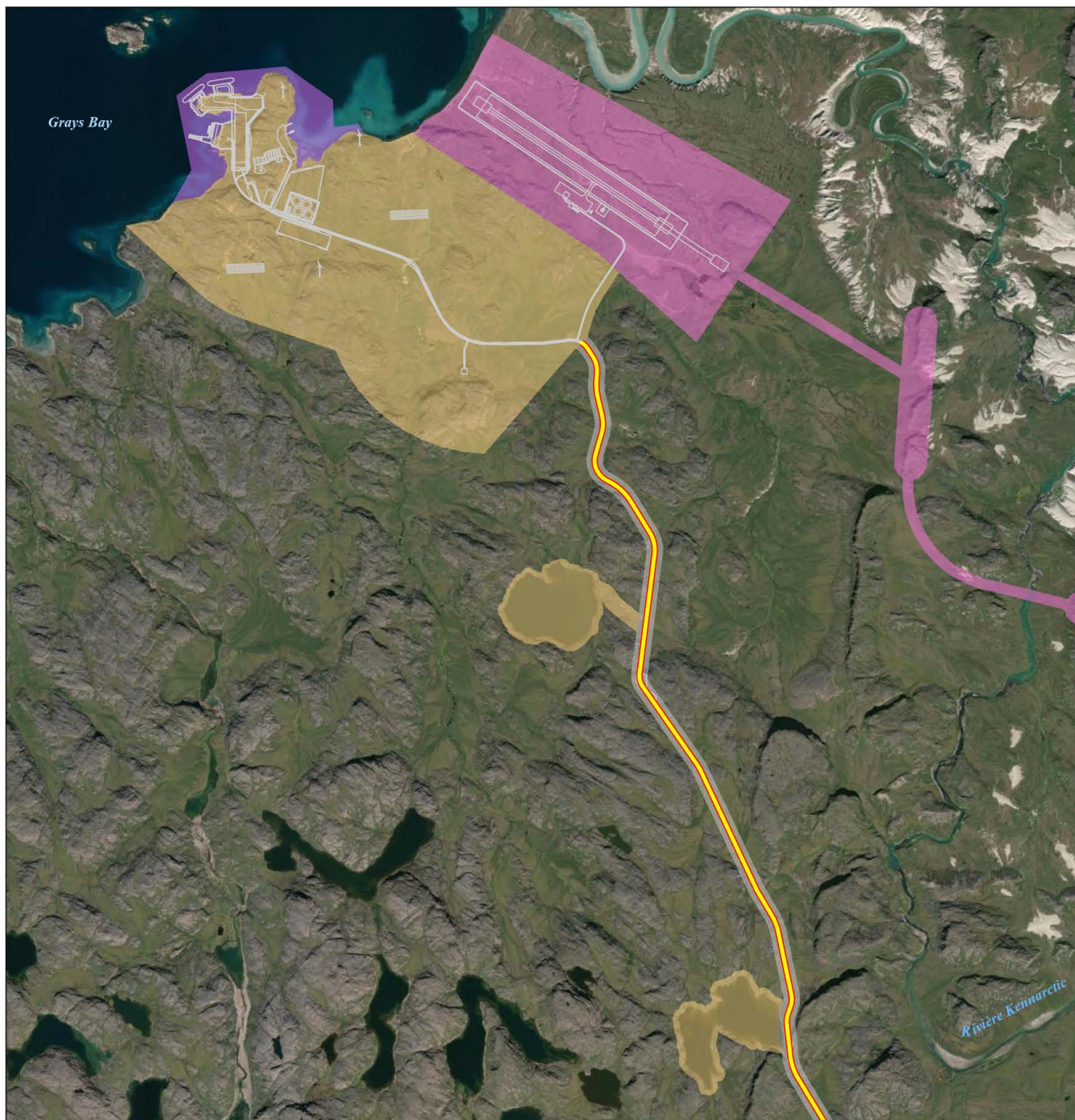
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Emplacement du projet
Région de Kitikmeot Ouest,
Nunavut

Client/Projet
West Kitikmeot Resources Corp.
Route et port de Grays Bay

Figure n°
MD.1.1 1 de 3
Titre
Aperçu du projet



Remarques

1. Système de coordonnées : WGS 1984, UTM Zone 12N
2. Sources de données : Gouvernement du Nunavut, ESRI, Stantec Consulting Ltd.
3. Droits d'utilisation des services : Earthstar Geographies

- Infrastructure portuaire
- Route de Grays Bay
- Zone d'aménagement de projet (ZAP)**
- Aérodrome
- Port (infrastructures terrestres)
- Port (infrastructures maritimes)
- Route

0 500 1,000 Mètres
(au format original du document 8.5x 11)
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Emplacement du projet

Région de Kitikmeot Ouest,
Nunavut

Préparé par SL en 2025-11-19

Examen de la qualité par by BS en 2025-11-19

Cient/Projet

123514868_165

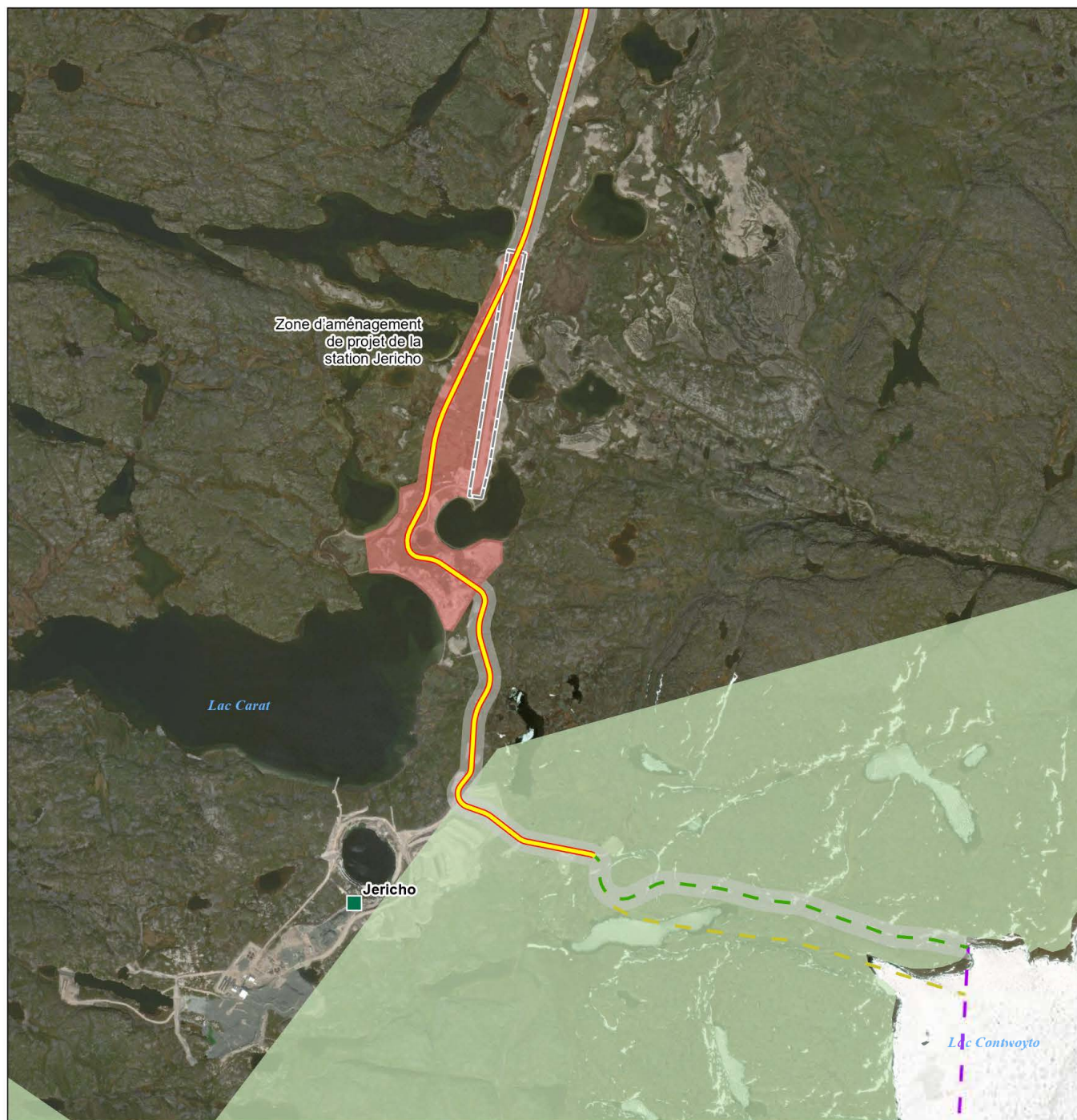
West Kitikmeot Resources Corp.
Route et port de Grays Bay

Figure n°

MD.1.1 2 de 3

Titre

Aperçu du projet



Remarques

1. Système de coordonnées : WGS 1984, UTM Zone 12N
2. Sources de données : Gouvernement du Nunavut, ESRI, Stantec Consulting Ltd.
3. Droits d'utilisation des services : Earthstar Geographies

- Route de Grays Bay
- Route d'hiver de Grays Bay
- Tracé optionnel de la route d'hiver de Grays Bay
- Site minier fermé
- Route d'hiver de Tibbitt à Contwoyto
- Bande d'atterrissage existante
- Terres appartenant aux Inuit
- Surface seulement
- Station de Jericho
- Route

0 500 1,000 Mètres
(au format original du document 8.5x 11)
1:40,000



Emplacement du projet Préparé par SL en 2025-11-19
Région de Kitikmeot Ouest, Examen de la qualité par by BS en 2025-11-19
Nunavut

Client/Projet 123514868_165
West Kitikmeot Resources Corp.
Route et port de Grays Bay

Figure n°
MD.1.1 3 de 3
Titre
Aperçu du projet

Tableau MD.1.2 Emplacements des composantes du projet (approximatifs)

Composante du projet	Coordonnées sur la projection de Mercator (UTM) (en mètre)			Latitude	Longitude
	Zone	Est	Nord		
SAP de la route (terminus nord de la route)	12 O	508826	7518901	67° 47' 5.74" N	110° 47' 26.95" O
SAP de la station Jericho (terminus sud de la route)	12 O	478589	7322534	66° 01' 6.36" N	111° 28' 28.27" O
SAP du port (infrastructures maritimes)	12 O	505413	7521242	67° 48' 21.62" N	110° 52' 17.69" O
SAP du port (infrastructures terrestres)	12 O	505916	7520765	67° 48' 6.2" N	110° 51' 34.87" O
SAP de l'aérodrome	12 O	508954	7520376	67° 47' 53.36" N	110° 47' 15.56" O

MD.1.6 But et besoin du projet

Le but principal du projet est de créer une infrastructure multiutilisateur polyvalente qui permettra l'accès à la région de Kitikmeot par voie terrestre et maritime, au bénéfice des Inuits et des Canadiens. Cette infrastructure vitale répondra aux besoins de développement économique en exploitant la richesse minérale essentielle de la région de Kitikmeot, en créant des infrastructures communautaires résilientes et en renforçant la sécurité et souveraineté des Inuits et du Canada sur le passage du Nord-Ouest. Voici les principaux avantages du projet :

- **Économie – avantages transformateurs**

Avantages économiques importants pour la région de Kitikmeot en exploitant la richesse minière essentielle de la région de Kitikmeot. D'ici 2040, on s'attend à ce que le projet ait permis une croissance annuelle supplémentaire du PIB d'environ 750 millions de dollars. Cette expansion représente une augmentation d'environ 18 % par rapport au PIB du Nunavut en 2024, ce qui a un impact transformateur sur le paysage économique du territoire. De plus, le projet soutiendra une importante croissance de l'emploi en créant environ 890 emplois dans la construction et 5 750 emplois pendant l'exploitation, offrant ainsi des occasions de long terme aux travailleurs et entreprises locaux.

- **Communauté et social – Résilience de la chaîne d'approvisionnement**

Améliorations notables pour les communautés de toute la région de Kitikmeot. Une nouvelle route de transport vers l'Arctique de l'Ouest renforcera la résilience de la chaîne d'approvisionnement et améliorera l'accès aux biens essentiels tout au long de l'année. L'aménagement améliore également la sécurité aussi bien des transports maritimes que terrestres, favorisant des déplacements plus fiables et sécurisés dans le passage du Nord-Ouest. Ces améliorations profiteront aux résidents, aux industries locales et aux prestataires de services essentiels de la région.

- **Souveraineté et sécurité – Présence stratégique**

Établir le premier port en eau profonde de l'Arctique de l'Ouest afin de permettre une présence stratégique essentielle tout au long de l'année dans la région. L'installation permettra l'amarrage et le ravitaillement de divers types de navires canadiens, y compris des navires de la Garde côtière, des navires de patrouille extracôtiers et de l'Arctique de la Marine royale canadienne, des sous-marins de patrouille canadiens et des brise-glaces de classe polaire. Cette capacité supplémentaire renforce la capacité du Canada à agir, à protéger et à affirmer ses intérêts dans le passage du Nord-Ouest de plus en plus actif.

Ces avantages clés représentent une initiative d'infrastructure transformatrice appartenant aux Inuits et dirigée par eux, qui vise à garantir une croissance économique à long terme, une meilleure sécurité et fiabilité de la chaîne d'approvisionnement pour les communautés, ainsi qu'une présence stratégique renforcée dans l'Arctique de l'Ouest — apportant des retombées durables pour les Inuits, le Nunavut et le Canada.

MD.2 Composantes et activités du projet

MD.2.1 Facteurs à prendre en compte pour la conception du projet

La conception du projet a été éclairée par le savoir inuit, autochtone et communautaires, des études techniques, des directives réglementaires et des commentaires reçus dans le cadre de la mobilisation auprès des Kitikmiuts, d'autres groupes autochtones, d'autres communautés potentiellement concernées, des parties prenantes et des organismes de réglementation, y compris la mise en place de contrôles en matière de conception et de mesures d'atténuation. L'emplacement des installations sera déterminé lors de la conception finale, en s'appuyant sur le savoir inuit, autochtone et communautaire, le processus d'évaluation environnementale, les conditions géotechniques, océanographiques, hydrologiques, météorologiques, environnementales et réglementaires du site, ainsi que sur une mobilisation supplémentaire auprès des parties concernées.

En plus de respecter les normes de conception, le projet a été conçu en tenant compte de ses répercussions potentielles sur les conditions écosystémiques, socio-économiques et de bien-être actuelles, telles que définies par des études de référence présentées dans les volumes ultérieurs du présent ERE. De plus, un système global de gestion environnementale (SGE) a été développé pour fournir un cadre de gestion des répercussions environnementales à toutes les phases du projet.

Des contrôles de conception et des mesures d'atténuation ont été établis pour l'environnement biophysique, y compris des mesures ciblées pour le caribou et l'environnement socio-économique. Cela va des rajustements de l'empreinte du projet, de la pente du remblai et des contrôles d'accès à l'élaboration et à la mise en œuvre de plans de gestion et d'intervention. Davantage de renseignements sur ces contrôles de conception et mesures d'atténuation se trouvent dans le volume 2, la section 2 et les sections relatives aux CV.

Les changements climatiques représentent un défi environnemental majeur qui introduit de la complexité et de l'incertitude supplémentaires dans la prévision des conditions futures et dans l'assurance de la fiabilité de la conception des projets, de leurs infrastructures et des stratégies d'atténuation requises. Un objectif clé de la conception du projet est de développer une infrastructure permanente qui réduit au minimum les répercussions négatives potentielles sur l'environnement tout en restant résiliente face aux conséquences des changements climatiques. Pour y parvenir, les risques liés au climat ont été intégrés dans la conception, la planification et la gestion du projet.

MD.2.1.1 Principe de précaution

Le CNER définit le principe de précaution tel qu'énoncé dans le principe 15 de la Déclaration de Rio sur l'environnement et le développement (1992) : « *En cas de risque de dommages graves ou irréversibles, l'absence de certitude scientifique absolue ne doit pas servir de prétexte pour remettre à plus tard l'adoption de mesures effectives visant à prévenir la dégradation de l'environnement.* » De plus, en s'appuyant sur les lignes directrices de l'Union internationale pour la conservation de la nature ([UICN] 2007), le principe de précaution favorise une action préventive pour réduire le risque de dommages graves ou irréversibles à l'environnement résultant de situations où le retard de l'action se fonde sur l'absence de preuves adéquates de la survenue du dommage.

La méthodologie de la présente évaluation environnementale tient compte des directives du CNER des contributions des Inuits, d'autres groupes autochtones et d'autres communautés potentiellement concernées, ainsi que de l'application du principe de précaution. Chaque section sur les composantes valorisées (CV) présente l'influence de la mobilisation et le savoir inuit, autochtone et communautaire sur la CV et l'évaluation, les renseignements de référence, les répercussions potentielles prévues, y compris les hypothèses faites en cas d'incertitude, les mesures d'atténuation proposées, les effets résiduels du projet, les effets cumulatifs, ainsi que les activités de suivi et de surveillance planifiées. WKR s'engage à assurer un suivi et une évaluation continus des effets prévus et de l'efficacité des plans d'atténuation et de gestion élaborés pour le projet et présentés dans le présent ERE. Le SGE développé pour le projet comprend des mesures d'évitement préventives ou d'atténuation et décrit comment WKR améliorera continuellement le rendement environnemental grâce à des examens systématiques des politiques, pratiques et systèmes liés à la protection de l'environnement.

MD.2.2 Phases du projet

Le calendrier de la présente évaluation est conceptuel et suit une approche par phases, comprenant :

- La **phase de construction** du projet sera achevée dans un délai d'environ cinq ans (comprenant aussi bien les activités avant la construction que la construction elle-même), avec une proposition de date de début en décembre 2029.
- La **phase d'exploitation et de maintenance** du projet débutera en 2035 et se poursuivra indéfiniment.

Le calendrier et la durée des deux phases dépendent des approbations réglementaires et peuvent être influencés par des contraintes saisonnières, notamment la courte saison des eaux libres et les restrictions liées à l'accès routier hivernal. La mobilisation de l'équipement et des matériaux devrait généralement se produire sur une période de trois mois en été pour le port de Grays Bay, et sur une période de trois mois en hiver pour la station Jericho. La construction devrait se poursuivre toute l'année, avec des travaux progressant simultanément aussi bien aux extrémités nord (port de Grays Bay) et sud (station Jericho) du projet. Les composantes du projet sont considérées comme des infrastructures permanentes, il n'existe donc aucun plan de fermeture ou de réhabilitation de ces composantes. Les zones requises uniquement pour la construction seront réaménagées en fonction des conditions de permis et selon les indications du plan de récupération progressive qui devra être établi pour le projet.

MD.2.3 Aménagements futurs

Comme défini précédemment, le but principal du projet est de créer une infrastructure multiutilisateur et polyvalente, qui reliera la région de Kitikmeot par voie terrestre et maritime, avec comme principal atout un accès accru permettant de générer des avantages économiques à long terme pour les Inuits et le Nunavut. Ainsi, le plan conceptuel inclut plusieurs considérations pour un projet « prêt pour l'avenir » afin de répondre aux besoins croissants des utilisateurs tiers. Voici le résumé de ces composantes :

- Le projet comprend une piste d'atterrissage en gravier d'environ 1 800 m avec voie de circulation au port de Grays Bay. L'emplacement de la piste d'atterrissage a été choisi de manière à permettre son agrandissement jusqu'à une piste d'environ 2 400 m, si nécessaire. Cet agrandissement nécessiterait également des modifications de la topographie locale afin de répondre aux exigences réglementaires concernant les distances/hauteurs d'approche et de décollage.
- La zone de stockage de carburant en vrac au port de Grays Bay comprendra une plateforme de gravier et une zone de confinement secondaire ayant une capacité de 160 millions de litres au plein potentiel de construction; cependant, les besoins en carburant identifiés pour le projet et les besoins actuellement prévus du groupe d'utilisateurs s'élèvent à 10 millions de litres de carburant, à ce stade. L'installation de deux citernes de gazole léger à faible teneur en soufre de 5 millions de litres sera effectuée dans le cadre du projet. Une capacité accrue de stockage de carburant nécessiterait l'installation de réservoirs supplémentaires à l'avenir. Un stockage de carburant est également prévu pour la station Jericho, avec une capacité initiale d'environ 250 000 litres, et une expansion potentielle future pour un stockage allant jusqu'à 20 millions de litres si nécessaire pour des besoins tiers.
- Une zone de stockage concentrée (190 000 m²) est attribuée dans le plan du site de l'infrastructure portuaire terrestre. La zone sera une plateforme de gravier préparée pour accueillir la construction future d'installations tierces (par exemple, des systèmes de chargement de convoyeurs et de concentrés, des bâtiments d'entreposage).
- L'aménagement futur d'une route permanente praticable en toute saison depuis l'extrémité sud de la route de Grays Bay à la station Jericho jusqu'à la frontière entre le Nunavut et les Territoires du Nord-Ouest a été envisagé. Cette extension serait entreprise comme un projet distinct ou comme une expansion future du projet. Le tracé de cette expansion future dépendra de l'aménagement d'une route praticable en toute saison allant du réseau routier public du Nunavut à la frontière entre le Nunavut et les Territoires du Nord-Ouest.
- La route de Grays Bay pourrait accueillir un futur couloir de services publics. Le tracé de la route a été planifié pour envisager l'installation future d'électricité, de communication ou d'autres services publics à proximité de la route. Bien que la construction de ces services publics ne fasse pas partie de ce projet, un couloir de transport et de services publics non aménagé a été évalué selon les conditions de référence pour soutenir un potentiel aménagement futur.

MD.2.4 Solutions de rechange

Il existe peu de solutions de rechange pour tirer pleinement parti des avantages potentiels que le projet peut offrir. Les concepts du projet évoluent depuis plus de 30 ans; ainsi, un nombre considérable d'études a été mené concernant d'autres moyens d'exécuter diverses composantes du projet. La conception et l'évaluation de solutions de rechange du projet ont été éclairées par le savoir inuit, autochtone et communautaire, des études techniques, des directives réglementaires et des commentaires reçus dans le cadre de la mobilisation auprès des Kitikmiuts, d'autres groupes autochtones, d'autres communautés potentiellement concernées, des parties prenantes et des organismes de réglementation, y compris la mise en place de contrôles en matière de conception et de mesures d'atténuation.

Deux autres options pour l'emplacement (projet de port à l'est de Kugluktuk [Maligut] et route vers le lac Izok; port et route de Bathurst Inlet) ont été écartées lors de l'évaluation en tenant compte du savoir inuit, des répercussions potentielles et du fait qu'elles n'offraient pas d'avantages clés en ce qui concerne la connectivité à de futurs projets miniers et qu'elles ne permettaient pas d'assurer la sécurité et la souveraineté dans le passage du Nord-Ouest. En 2016, un tracé routier de remplacement a été évalué afin d'éviter le chevauchement de la carte publiée par le gouvernement du Nunavut des terrains de mise bas, qui a ensuite été utilisée pour le projet de plan d'occupation des sols du Nunavut établi par la Commission d'aménagement du Nunavut (CNP). Ce tracé n'a pas été retenu, car 50 % supplémentaires de longueur de route entraînerait une perte globale d'habitat plus importante. Un couloir plus long à travers un terrain plus accidenté entraînerait beaucoup plus de perturbations des terres et nécessiterait beaucoup plus de matériaux de construction, élargissant ainsi l'empreinte du projet et augmentant la perte directe d'habitat. La plus grande zone perturbée entraînerait aussi une perte indirecte d'habitat accrue en raison du bruit, de la poussière, de la circulation et de l'activité humaine.

Ces répercussions ne correspondaient pas à l'approche de conception reposant sur le savoir inuit, qui vise à réduire au minimum les perturbations des terres et à protéger les principales zones fauniques. La route évitait également des zones importantes de terres inuites, contredisant l'objectif de conception visant à soutenir l'accès des Inuits à ces terres et leur utilisation par eux.

En plus des préoccupations environnementales mentionnées, la topologie plus accidentée associée à cette solution de rechange entraînerait des coûts de construction et de maintenance à long terme plus élevés, ainsi que des risques accrus pour la sécurité des utilisateurs de la route.

En 2017, l'emplacement de Grays Bay a été identifié comme l'option privilégiée par la Kitikmeot Inuit Association et le gouvernement du Nunavut, en raison de la connectivité et d'un port central pour le transport maritime et la sécurité. Une évaluation supplémentaire de l'option privilégiée a inclus la prise en compte de composantes individuelles, telles que :

- Emplacements portuaires de remplacement à proximité
- Type de structure de quai maritime de remplacement
- Type de route de remplacement

Les options liées à la conception dans la configuration actuelle du projet continueront d'être évaluées durant le processus de conception afin de confirmer la faisabilité de l'option privilégiée et de réduire ou d'éviter les répercussions environnementales potentielles. La mobilisation se poursuivra tout au long de toutes les phases du projet. Les contributions seront prises en compte dans la prise de décision et la planification de la durée de vie du projet.

MD.2.5 Données économiques et sur l'emploi

Les stratégies d'approvisionnement et de formation de WKR sont conçues pour accorder la priorité à la participation locale et des Inuits grâce aux offres d'emploi aux occasions d'affaires associées au projet, renforçant ainsi davantage les liens sociaux solides. Ces stratégies visent à renforcer les revenus familiaux, à réduire l'émigration et à soutenir le transfert de connaissances et de compétences, autant de facteurs qui contribuent à la cohésion communautaire.

La construction du projet prendra environ cinq ans et dépendra d'une main-d'œuvre de type premier entré, premier sorti (PEPS) vivant dans des campements éloignés. L'horaire de rotation de type PEPS permettra aux travailleurs des phases de construction et d'exploitation d'alterner entre la vie dans les campements et dans leurs communautés d'origine, facilitant ainsi l'emploi régional dans le cadre du projet. Les travaux spécialisés pendant la construction nécessitent probablement de faire appel à du personnel provenant de l'extérieur de la région (par exemple, des entrepreneurs/ouvriers spécialisés en construction portuaire), également selon un horaire de rotation de type PEPS. Pour soutenir la formation et l'emploi des Inuits et créer des occasions pour les entreprises inuites et du Nord, WKR développera et mettra en œuvre une stratégie de formation afin d'identifier les besoins en compétences précis du projet en matière d'emploi, de collaborer avec les établissements locaux et régionaux de formation et d'éducation afin d'augmenter les possibilités d'emploi locales pour les Inuits, ainsi que de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail. WKR mettra également en œuvre des politiques en milieu de travail qui favorisent l'embauche, le maintien en poste et l'avancement professionnel inclusifs des employés inuits.

Pendant la construction, on s'attend à ce que 200 à 500 personnes soient employées chaque année, avec environ 10 % de postes de gestion, 50 % de main-d'œuvre qualifiée et 40 % de main-d'œuvre non qualifiée. WKR s'attend à ce que ce soit principalement des entrepreneurs qui soient employés au cours de la phase de construction, car les travaux seront de plus court terme.

Les déplacements vers et depuis le projet se feront par des vols affrétés réguliers depuis des points de prise en charge désignés. Les déplacements vers les points de prise en charge désignés peuvent être effectués par des transporteurs aériens commerciaux. Pendant la construction, la main-d'œuvre sera hébergée dans des campements mobiles et fixes qui se déplacent au fur et à mesure de l'avancement des travaux. Chaque campement fixe peut héberger jusqu'à 80 personnes et chaque campement mobile peut accueillir environ 40 personnes. Les campements mobiles et fixes offriront des services et des installations de santé de base, d'urgence et de loisir.

La main-d'œuvre opérationnelle sera plus réduite et comprendra environ 42 personnes implantées au port pour les opérations portuaires et routières, ainsi que 12 personnes implantées à la station Jericho; dont environ 5 % de gestionnaires, 50 % de main-d'œuvre qualifiée et 45 % de main-d'œuvre non qualifiée. La plupart des travailleurs des phases d'exploitation et de maintenance devraient être des résidents des communautés de la région de Kitikmeot. Les hébergements permanents pour la main-d'œuvre opérationnelle seront équipés de bureaux, de cuisine, d'installations de soins de santé de base, de services d'urgence et d'installations récréatives, et disposeront d'électricité, d'eau potable et d'installations de traitement des eaux usées.

Les activités de fermeture et de remise en état ne nécessiteront que peu de main-d'œuvre, elles seront exécutées en même temps que la construction et la mise en service finales par la main-d'œuvre responsable de la construction.

MD.2.6 Portée détaillée du projet

MD.2.6.1 Composantes du projet

Les composantes et activités faisant partie du projet reflètent son objectif principal – créer une infrastructure multiutilisateur et polyvalente qui reliera la région de Kitikmeot par voie terrestre et maritime, au bénéfice des Inuits de la région de Kitikmeot et des Canadiens. La définition du projet est guidée par les principes suivants :

- exigences en matière de santé et de sécurité
- besoins des utilisateurs (y compris les besoins des communautés, et des utilisateurs des mines ainsi que les besoins en matière de sécurité)
- intégration du savoir inuit, autochtone et communautaire
- facteurs à prendre en compte et exigences techniques et environnementales
- résilience aux changements climatiques
- participation et mobilisation du public

Le secteur d'aménagement du projet (SAP) défini pour le projet englobe l'empreinte physique de toutes les composantes et activités du projet, y compris les perturbations permanentes et temporaires, ainsi que l'espace permettant de prendre en compte d'éventuels changements de conception en fonction des études et des enquêtes continues. Le SAP a été divisé en cinq sous-secteurs en fonction des composantes et des activités du projet :

- **Le SAP du port (infrastructures maritimes)** – Construction de nouvelles infrastructures maritimes, y compris deux quais destinés aux grands navires, un quai pour les remorqueurs et les navires de taille moyenne, un emplacement de débarquement des barges, des aides à la navigation maritime et un port pour petites embarcations incluant une rampe de mise à l'eau

- **Le SAP du port (infrastructures terrestres)** – Construction de nouvelles infrastructures terrestres, y compris des logements permanents et d'autres bâtiments; des routes d'accès en gravier praticables en toute saison; des zones destinées au public; une installation de stockage de carburant en vrac, des conduites de carburant et des installations de ravitaillement en carburant; des prises d'eau, des stations de dessalement et de traitement des eaux; des services publics, des installations de gestion des déchets, des zones de dépôt et de stockage (temporaires et permanentes), des installations de production d'énergie renouvelable et des génératrices diesel
- **Le SAP de l'aérodrome** – Construction d'une nouvelle installation, comprenant une piste d'atterrissage et une voie de circulation d'une longueur d'environ 1 800 m, une aire de relevé, une route d'accès praticable en toute saison, un stationnement pour véhicules et des infrastructures connexes, à l'est du port de Grays Bay.
- **Le SAP de la route** – Construction de nouvelles infrastructures, incluant une route d'accès contrôlée, praticable en toute saison reliant le port de Grays Bay à la station Jericho et une route hivernale reliant la station Jericho à l'extrémité nord de la TCWR sur la rive du lac Contwoyto. L'accès à la route de Grays Bay sera fermé par une barrière et se trouvera sur des terres inuites. Le SAP de la route comprend des zones pour la construction et l'emplacement final de plusieurs franchissements de cours d'eau (ponts et ponceaux), de carrières, de campements mobiles pour la construction, ainsi que des zones de rassemblement et d'entreposage.
- **Le SAP de la station Jericho** – Construction de nouvelles composantes de l'installation et modernisation des infrastructures existantes de la station Jericho (dans le secteur du site minier existant), y compris une piste d'atterrissage et une voie de circulation brun clair, la route d'accès et le stationnement, les zones de rassemblement et d'entreposage, les logements permanents et les infrastructures connexes, ainsi que les installations de ravitaillement.

La conception de ces composantes continuera d'être améliorée, avec des perfectionnements reposant sur la mobilisation continue auprès des membres de la communauté, des organisations, des utilisateurs tiers et du gouvernement, ainsi que sur les résultats des études de référence. Des renseignements supplémentaires sur les composantes du projet figurent dans le tableau MD.2.1.

Tableau MD.2.1 Composantes du projet

Composante du projet	Description
Port de Grays Bay	
Infrastructures maritimes	
Quai pour grands navires	Des structures de quai offrant deux postes d'amarrage en eaux profondes, chacun permettant l'amarrage d'un navire Post-Panamax de catégorie 1A de type minéralier-vraquier-pétrolier, d'environ 100 000 tonnes de port en lourd (TPL). Cette conception peut accueillir des navires avec un tirant d'eau chargé approximatif de m et une longueur d'environ 240 m. Dans la mesure du possible, chaque quai sera conçu pour accueillir d'autres navires de charge (par exemple, transport maritime), des navires de la Garde côtière, des navires militaires et des pétroliers qui naviguent actuellement dans l'Arctique. Un futur chargeur de navire tiers est prévu pour l'un des quais.
Emplacement de débarquement des barges	Une zone de barges en eaux moins profondes, incluant jusqu'à deux quais, est prévue pour être composée d'une structure de quai à chargement latéral ou d'une rampe de barge à chargement frontal. Cette infrastructure, située séparément des autres infrastructures maritimes, facilitera le chargement et le déchargement roulants des barges océaniques et communautaires. Les barges de la conception comprennent une plus grande barge de levage lourd/conteneurs (classe ABS A1) d'environ 13 200 TPL et 123 m de longueur, ainsi qu'une barge de déchargement par allège plus petite (classe non-glace) d'environ 1 500 TPL et 60 m de longueur.
Quai pour navires moyens	Structure de quai offrant un amarrage pour trois remorqueurs (ou navires de taille similaire) au maximum. Des remorqueurs et autres navires de soutien seront déployés au besoin pour faciliter l'arrivée et le départ sécuritaires des navires faisant escale au port de Grays Bay. Dans la mesure du possible, ce quai sera également conçu pour accueillir d'autres navires de taille moyenne, comme les plus petits navires militaires et de la Garde côtière.
Collecteurs de carburant	Connexion à terre avec les navires aux quais des grands navires, au quai des navires moyens ou à l'emplacement de débarquement des barges grâce à des conduites de carburant flottantes flexibles ou un raccordement direct. Les collecteurs de carburant faciliteront le déchargement du carburant en vrac des navires d'importation vers le stockage de carburant à terre, le ravitaillement potentiel de petits navires et le chargement de carburant en vrac depuis les entrepôts terrestres vers les navires d'exportation (par exemple, les barges de ravitaillement communautaires).
Aides à la navigation maritime	L'accès maritime contrôlé au port sera facilité par des systèmes de communication et de navigation, ainsi que par des aides à la navigation maritimes situées sur le promontoire portuaire, le rivage environnant et les îles au large, selon les besoins. L'emplacement, la méthode et le type spécifiques d'infrastructures et d'aides à la navigation répondront aux exigences de Transports Canada et de la Garde côtière canadienne en matière de sécurité maritime et de navigation.
Voie maritime et approche prévue du port	L'approche prévue des navires vers le port se trouve à environ 40 milles nautiques au sud de la voie maritime bien définie existante dans le passage du Nord-Ouest. Les mouvements de navires suivant cette approche se produiraient à la fois pendant les phases de construction, d'exploitation et de maintenance du projet.
Port pour petites embarcations	Mouillage saisonnier pour environ 24 navires d'une longueur maximale d'environ 7 m, séparés des autres infrastructures marines pour la sécurité publique. Des quais flottants, une rampe de mise à l'eau pour bateaux, des bouées d'ancrage au large ou une zone de débarquement sur la plage devraient être disponibles pendant la saison des eaux libres.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 Avril 2026

Composante du projet	Description
Infrastructures terrestres	
Bâtiments	Les installations permanentes comprendront des logements pour environ 80 personnes (y compris des espaces associés pour la restauration, les loisirs, etc.), des espaces administratifs (par exemple, bureaux, espaces de réunion, centre d'opérations portuaires ou de communications, centre d'intervention d'urgence), un bâtiment d'entretien et un entrepôt de fournitures, ainsi que des services et des raccordements aux services publics connexes. Des hébergements supplémentaires à court terme pouvant accueillir jusqu'à environ 150 visiteurs seront également aménagés. On s'attend à ce que ces installations soient des bâtiments préfabriqués ou préconçus.
Stockage de carburant en vrac	Une installation permanente de stockage et de ravitaillement de carburant comprendra des talus de confinement secondaires, des conduites et pipelines, des réservoirs de stockage de carburant et un bâtiment industriel pour abriter l'équipement de distribution, construit avec des matériaux adaptés aux opérations à -45 °C. Les talus de confinement secondaires seront construits pour permettre aux vents de dégager les accumulations de vapeur de carburant, et leurs dimensions seront conformes aux exigences réglementaires en vigueur. Les talus de fondation et de confinement secondaire seront construits à partir de matériaux extraits des carrières avec un matériau membranaire approprié intégré au talus de confinement. Les citernes de stockage du carburant seront installées selon une approche par phase afin de répondre à la demande et auront une capacité initiale d'environ 10 millions de litres. Un espace pour des citernes supplémentaires de stockage de carburant en vrac permettant d'atteindre une capacité totale maximale d'environ 160 millions de litres sera à la disposition de futurs utilisateurs tiers. Dans la mesure du possible les conduites et les pipelines de carburant seront hors-sol plutôt qu'enterrées, comme c'est la norme en milieu arctique.
Pipelines de carburant et distribution	Les installations de distribution comprendront des tuyaux de distribution séparés et de l'équipement selon le carburant et le type de véhicule/équipement, et seront construites avec des matériaux adaptés aux opérations à -45 °C. Les installations de distribution pourront permettre le ravitaillement des camions diesel et de l'équipement (par exemple, des camions-citernes), la distribution de carburant pour avion dans un camion-citerne ravitailleur pour l'aviation, ainsi que le ravitaillement des véhicules à essence.
Zones de dépôt	Des zones de dépôt permanentes seront établies pour être utilisées pendant les phases de construction, d'exploitation et de maintenance du projet. Les zones de dépôt permettront le chargement, le déchargement et l'entreposage de cargaisons conteneurisées ou en vrac provenant de navires maritimes, en servant d'interface grâce à des grues mobiles à terre ou embarquées pour les activités de chargement et de déchargement. L'empreinte prévue de la zone de dépôt adjacente aux quais des grands navires est d'environ 35 000 mètres carrés (m²), avec environ 20 000 m² de zone de dépôt supplémentaire située dans la zone de débarquement des barges. Des zones de dépôt supplémentaires à l'intérieur des SAP des installations terrestres du port et de l'aérodrome, soit adjacentes à des infrastructures maritimes, soit en milieu sec, peuvent être établies selon les besoins des utilisateurs tiers afin d'accueillir le chargement et le déchargement d'avions ou d'expéditions sur véhicule. Les zones de dépôt et les espaces de travail non requis pour les phases d'exploitation et de maintenance du projet (c'est-à-dire utilisés uniquement pendant la construction) seront fermés et récupérés dans le cadre d'un processus de stabilisation de l'érosion, de revégétalisation, de restauration des schémas naturels de drainage et de prévention de l'accès futur des véhicules, selon les besoins.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 Avril 2026

Composante du projet	Description
Zone à usage public	Une zone à usage public sera aménagée à proximité du port pour petites embarcations. Elle comprendra un accès et un stationnement pour les véhicules visant à faciliter une utilisation communautaire à court terme. À mesure que l'intérêt et l'utilisation augmentent, cette zone pourrait aussi inclure l'aménagement d'un bâtiment saisonnier d'hébergements publics et d'installations auxiliaires.
Routes d'accès et stationnement	Des routes de gravier seront construites pour permettre le déplacement sécuritaire de la circulation et de l'équipement dans la zone portuaire. La conception des routes inclura la prise en compte des conditions hivernales sombres et de la circulation lente, ainsi qu'une gestion sécuritaire entre véhicules publics et commerciaux. Les routes locales seront conçues et construites pour accueillir de gros véhicules et équipements (par exemple, des camions de transport). Un stationnement adéquat pour le personnel des opérations portuaires et les utilisateurs sera prévu sur tout le site portuaire.
Entrée et sortie d'eau de mer et usine de dessalement	Si une désalinisation est effectuée, une usine de dessalement préfabriquée sera installée sur une fondation préparée au port. La prise d'eau de mer se trouverait probablement du côté est de la péninsule de Grays Bay, près du port des petites embarcations, et la sortie serait probablement du côté ouest de la péninsule, près de l'emplacement de débarquement des barges.
Systèmes d'extinction et de contrôle des incendies	Un système d'eau d'extinction d'incendie sera disponible pour fournir de l'eau à un débit minimum de 1 000 L/min pendant une heure. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.
Entrée d'eau douce	À l'une ou aux deux sources potentielles du lac d'eau douce le long de la portion nord de la route de Grays Bay, une prise d'eau et une station de pompage préfabriquée seront construites sur des fondations préparées. Le traitement sera soit intégré à l'intérieur de la station de pompage, soit dans une station de traitement d'eau autonome au port. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.
Usine de traitement de l'eau douce	Des services d'eau seront fournis tant pour la consommation humaine que pour l'exploitation et la maintenance du projet. De l'eau potable est nécessaire avec une consommation estimée d'environ 500 L par personne et par jour. L'eau potable respectera <i>les Recommandations pour la qualité de l'eau potable au Canada énoncées dans la Loi sur la santé publique du Nunavut</i> et bénéficiera de l'approbation du directeur général de la Santé publique. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 April 2026

Composante du projet	Description
Système de traitement des eaux usées	Système de traitement des eaux usées pour traiter la production d'eaux usées domestiques qui prend en compte le nombre maximal de personnel logé pour le projet, ce qui peut aussi inclure les eaux usées domestiques des navires de sécurité. Les processus de traitement seront déterminés au cours de la phase de conception. Une option pour une usine mécanique pourrait être une installation préfabriquée autonome de traitement des eaux usées, avec chambre d'aération primaire, clarificateur, ensembles de souffleurs, système de chloration des effluents, toutes les canalisations annexes, panneau de commande et câblage. Les systèmes de commande de l'installation permettront une surveillance à distance depuis des sites externes ainsi qu'un système d'alarme. Le point de rejet des effluents sera confirmé lors de la phase de conception. Une option de rechange est un système de traitement des eaux usées faisant appel à des lagunes et des zones humides artificielles situé près de la zone portuaire. Les processus de traitement et d'élimination pour l'option retenue seront conçus pour respecter toutes les directives environnementales en vigueur.
Installations de stockage, d'incinération et de transfert de déchets	Installations de stockage des déchets solides (c'est-à-dire des sites d'enfouissement non dangereux), d'incinération et de transfert (c'est-à-dire pour les déchets dangereux). Ces zones offriront suffisamment d'espace pour une manipulation sécuritaire du volume et du type de matériel prévu, y compris des possibilités d'espace d'entreposage supplémentaire lorsque le transfert, le traitement ou l'élimination seraient susceptibles d'être interrompus ou retardés.
Système d'énergie renouvelable	Un système d'énergie renouvelable d'une capacité d'environ 1 MW pourrait être installé dans la zone portuaire pour compenser la consommation de diesel et la dépendance à l'énergie produite au diesel. Cela peut inclure une combinaison d'éolienne, d'énergie photovoltaïque solaire ou de stockage par batterie. La mise en place progressive, le nombre, la taille et l'emplacement des éoliennes ou des panneaux solaires seront déterminés à une étape ultérieure du processus de conception.
Centrale diesel	Une centrale diesel comprendra quatre unités génératrices d'une capacité d'environ 6 MW. La demande ne devrait pas dépasser régulièrement 4 MW. Deux des unités fonctionneront régulièrement pour répondre à la demande courante, et deux seront en attente pour les pointes occasionnelles et les usages d'urgence. La centrale électrique sera construite à un endroit précis pour réduire la longueur des lignes de transmission et des conduites de carburant. L'emplacement de la centrale et des infrastructures connexes sera confirmé lors de la conception détaillée du projet. La centrale sera construite en mettant l'accent sur une installation modulaire et montée sur patin sur des fondations préparées.
Future zone de stockage de concentrés de minéraux	Une zone non aménagée est envisagée dans le plan du site pour de futures plateformes ou bâtiments de stockage de concentrés de minéraux, ainsi que de futures infrastructures de manutention de concentrés de minéraux, à aménager par des tiers.
Carrières et bancs d'emprunt	Des carrières temporaires et permanentes ainsi que des bancs d'emprunt seront situés le long du tracé de la route, y compris dans le SAP du port, le SAP de l'aérodrome et le SAP de la station Jericho, en tant que source de matériaux pour les routes. Les carrières devraient être situées environ tous les 7 km le long du tracé de la route, chaque troisième carrière devenant une source permanente de matériaux pour la route. Une carrière permanente à l'intérieur du SAP du port sera maintenue pendant les phases d'exploitation et de maintenance du projet.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 Avril 2026

Composante du projet	Description
Aérodrome	
Composante du projet	Description
Piste d'atterrissage avec voie de circulation	Une piste d'atterrissage en gravier de 6 000 pieds (1 829 m) sera construite à l'est du port de Grays Bay. La piste d'atterrissage sera éclairée et fera environ 45 m de large. L'emplacement de la piste prend en compte une prolongation future prévue jusqu'à 8 000 pieds (2 438 m) pour accueillir des avions plus gros.
Aides à la navigation aérienne	Les approches de non-précision aux instruments vers la piste d'atterrissage utiliseront des systèmes de navigation par satellite. L'utilisation de systèmes basés sur des satellites tels que le système mondial de navigation par satellite (GNSS) au lieu d'aides terrestres à la navigation sera utilisée pour réduire les coûts opérationnels et tirer parti des capacités accrues associées aux systèmes par satellites.
Aire de trafic	Adjacents à la piste d'atterrissage et aux voies de circulation éclairées en gravier, l'aire de trafic comprendra des aires de stationnement pouvant accueillir jusqu'à trois avions à voilure fixe et deux hélicoptères.
Aérogare	Une aérogare sera construite à l'aérodrome pour accueillir un bureau de planification de vol et de communications, un abri météo, des installations sanitaires, un centre électrique de terrain, ainsi que des espaces de stationnement et de service pour véhicules d'entretien.
Route d'accès	Une route d'accès sera construite du port à l'aérodrome. La conception des routes inclura la prise en compte des conditions hivernales sombres et de la circulation lente, ainsi qu'une gestion sécuritaire entre véhicules publics et commerciaux. Les routes locales seront conçues et construites pour accueillir de gros véhicules et équipements (par exemple, des camions-citernes à carburant).
Carrières et bancs d'emprunt	Des carrières temporaires et permanentes ainsi que des bancs d'emprunt seront situés le long du tracé de la route, y compris dans le SAP du port, le SAP de l'aérodrome et le SAP de la station Jericho, en tant que source de matériaux pour les routes. Les carrières devraient être situées environ tous les 7 km le long du tracé de la route, chaque troisième carrière devenant une source permanente de matériaux pour la route.
Route de Grays Bay	
Composante du projet	Description
Route praticable en toute saison	Une route de gravier à accès contrôlé praticable en toute saison. La largeur de la chaussée sera d'environ 10 m de large, ce qui permettra d'accueillir la circulation bidirectionnelle. La largeur de la chaussée peut être plus large dans certaines zones afin de permettre des arrêts, du stationnement et des virages sécuritaires. Le remblai (matériau de revêtement granulaire et remblai de soutien) sera principalement composé de roche et de matériaux de revêtement granulaires obtenus à partir dans des carrières temporaires. Des coupes de roche ou de sol seront nécessaires le long de certaines portions du tracé de la route et, lorsque les conditions géotechniques le permettent, le matériau coupé sera réutilisé pour la construction. Les véhicules autorisés à utiliser la route devraient inclure des semi-remorques, des trains routiers à double propulsion (DPRT) et des véhicules légers. Le volume de la circulation devrait varier selon l'utilisation par des tiers. La vitesse de la circulation sera généralement de 60 km/h, pouvant être augmentée jusqu'à 80 km/h, ou diminuée dans certaines zones, selon les considérations fauniques, les conditions du terrain et les contraintes géométriques. La route sera fermée par des barrières à ses deux extrémités sur les terres inuites, et l'accès approuvé des véhicules sera géré par le personnel. Les déplacements sur la route seront gérés par l'intermédiaire d'un plan de gestion routière.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 Avril 2026

Composante du projet	Description
Route hivernale	Une route hivernale sera construite chaque année de la station Jericho, à l'extrémité nord de la TCWR sur le lac Contwoyto (voir la figure MD.1.1), jusqu'au sud et la déviation vers Lupin. Deux options d'itinéraires sur la portion terrestre du lac Contwoyto à la station Jericho ont été incluses comme options de connexion potentielles en fonction des conditions hivernales et les contraintes de constructibilité.
Carrières et bancs d'emprunt	Des carrières temporaires et permanentes ainsi que des bancs d'emprunt seront situés le long du tracé de la route, y compris dans le SAP du port, le SAP de l'aérodrome et le SAP de la station Jericho, en tant que source de matériaux pour les routes. Les carrières devraient être situées environ tous les 7 km le long du tracé de la route, chaque troisième carrière devenant une source permanente de matériaux pour la route.
Couloir de transport et de services publics	Le couloir des transports et des services publics mesure environ 150 m de large et est centré sur le tracé de la route. Le couloir des transports et des services publics est pris en compte afin d'envisager des services publics supplémentaires potentiels, tels que l'électricité et les communications, ainsi qu'une largeur de route supplémentaire à l'avenir.
Station Jericho	
Composante du projet	Description
Bâtiments	Les installations permanentes comprendront des logements avec environ 40 chambres individuelles (y compris des espaces associés pour cuisine/salle à manger, loisirs, etc.); des bâtiments pour l'exploitation et la maintenance (c'est-à-dire bureaux, salle de réunion, salle de lavage/entretien des véhicules); le stockage de fournitures (chauffé, réfrigéré et stockage couvert en vrac); et une zone de refuge temporaire. On s'attend à ce que ces installations soient des bâtiments préfabriqués ou préconçus.
Piste d'atterrissage et aire de trafic	La piste d'atterrissage en gravier et l'aire de trafic existantes à la station Jericho devraient rester en état de fonctionnement tout au long des phases de construction, d'exploitation et de maintenance.
Installations de stockage et de ravitaillement de carburant	Les installations de stockage et de distribution de carburant à la station de Jericho devraient être minimales, car le port sera le principal lieu de stockage. Les installations de la station Jericho devraient pouvoir stocker jusqu'à 180 000 litres de diesel, 50 000 litres de carburant pour avions et 100 barils d'essence. Le ravitaillement sera livré à la station Jericho par camion-citerne, soit depuis le port, soit par route hivernale depuis Yellowknife.
Zones de dépôt	Des zones de dépôt permanentes seront établies pour être utilisées pendant les phases de construction, d'exploitation et de maintenance du projet. Les zones de dépôt permettront le chargement, le déchargement et l'entreposage de cargaisons dans des conteneurs ou en vrac transportées par avion ou par semi-remorque sur la TCWR. Le nombre, l'emplacement et la taille des zones de dépôt seront confirmés au fur et à mesure que la conception du projet progressera et que les besoins des utilisateurs tiers seront confirmés.
Routes d'accès et stationnement	Des routes de gravier seront construites pour permettre le déplacement sécuritaire de la circulation et de l'équipement dans la station Jericho. Les routes existantes seront utilisées lorsque cela est possible. La conception des routes inclura la prise en compte des conditions hivernales sombres et de la circulation lente, ainsi qu'une gestion sécuritaire entre véhicules publics et commerciaux. Les routes locales seront conçues et construites pour accueillir de gros véhicules et équipements (par exemple, des camions de transport). Un stationnement adéquat sera prévu pour le personnel de la station Jericho et les utilisateurs de la route.

Grays Bay Road and Port Project –Impact Statement
Volume 1: Main Document

Section MD.2: Composantes et activités du projet
 Avril 2026

Composante du projet	Description
Systèmes d'extinction et de contrôle des incendies	Un système d'eau d'extinction d'incendie sera disponible pour fournir de l'eau à un débit minimum de 1 000 L/min pendant une heure. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.
Système de prise et de traitement de l'eau douce	Une prise d'eau douce optionnelle sur le lac Contwoyto pourrait être développée et inclurait une station de pompage préfabriquée construite sur des fondations préparées. Le traitement sera intégré à la station de pompage. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.
Transport et stockage d'eau potable	Des services d'eau seront fournis tant pour la consommation humaine que pour l'exploitation et la maintenance du projet. De l'eau potable est nécessaire avec une consommation estimée de 500 L par personne et par jour. L'eau potable respectera les Recommandations pour la qualité de l'eau potable au Canada énoncées dans la <i>Loi sur la santé publique du Nunavut</i> et bénéficiera de l'approbation du directeur général de la Santé publique. En solution de rechange à une prise d'eau douce, pendant les périodes de faible demande (c'est-à-dire lorsqu'il y a moins de monde pendant la saison estivale), l'eau potable peut être transportée par camion, chaque semaine (ou selon les besoins), du port à la station de Jericho. Selon la demande prévue, un à deux trajets par semaine seront probablement nécessaires. L'eau sera stockée dans des citernes soit à l'intérieur du bâtiment d'entretien, soit dans des bâtiments individuellement desservis. L'infrastructure du réseau d'eau comprendra des tuyaux hors-sol, isolés et autodrainants avec protection contre le gel, ainsi que des systèmes de récupération au dégel pour les réservoirs, prises d'air, bornes d'incendie, bras de remblai de camions et conduites de vidange.
Stockage des déchets et des eaux usées	Le stockage des déchets et des eaux usées à la station Jericho comprendra une installation de transfert disposant d'un espace et d'une infrastructure suffisants pour la manipulation et le stockage sécuritaires des eaux usées et des déchets solides, y compris les déchets organiques, les produits pétroliers et les matières dangereuses telles que les produits chimiques et les solvants. Les déchets et eaux usées seront transportés par camion de la station Jericho au port chaque semaine (ou selon les besoins) pour y être traités et éliminés. Pour réduire le risque d'attraction des animaux dans les campements, tous les déchets alimentaires et contaminés seront entreposés dans des contenants scellés séparés des autres déchets. L'installation d'entreposage et de transfert à la station Jericho sera une zone sécurisée clôturée, non adjacente aux bâtiments occupés.
Centrale diesel	Une centrale diesel comprendra quatre unités génératrices d'une capacité d'environ 3 MW. La demande ne devrait pas dépasser régulièrement 1 MW. Une des unités fonctionnera régulièrement pour répondre à la demande courante, et l'autre unité sera en attente pour les pointes occasionnelles et les usages d'urgence. La centrale électrique sera construite à un endroit précis pour réduire la longueur des lignes de transmission et des conduites de carburant. L'emplacement de la centrale et des infrastructures connexes sera confirmé lors de la conception détaillée du projet. La centrale sera construite en mettant l'accent sur une installation modulaire et montée sur patin sur des fondations préparées.

MD.2.6.2 Activités du projet

Avant la phase de construction, de premières activités de mobilisation se dérouleront pendant six mois (prévues en 2029), y compris l'établissement d'une zone temporaire de stockage et de distribution de carburant, d'hébergements en campement, ainsi que l'entreposage temporaire du matériel et de l'équipement. L'accès initial au projet se fera par air, voie terrestre et mer. Une description plus détaillée de celui-ci sera présentée ultérieurement.

Les principaux travaux de construction devraient commencer en 2029 et durer environ cinq ans (démobilisation finale de l'équipement et de la main-d'œuvre de construction à la fin de 2034). La construction de la route progressera en général en même temps que la construction du port à l'extrémité nord, et depuis la station de Jericho à l'extrémité sud du projet. La construction des composantes terrestres devrait se dérouler toute l'année, sauf pour des arrêts temporaires qui pourraient être nécessaires pour la sécurité ou la protection de la faune. Les infrastructures côtières et marines seront très probablement construites principalement pendant la saison des eaux libres. Les secteurs requis uniquement pour la construction (par exemple, zones de dépôt temporaire, carrières temporaires) seront réaménagés selon les conditions de permis et selon les indications du plan de récupération progressive établi pour le projet.

Les composantes du projet construites par WKR sont des installations multiutilisateurs et polyvalentes qui bénéficieront aux utilisateurs privés ou contractuels à perpétuité; par conséquent, il n'existe donc aucun plan de fermeture ou de réhabilitation de ces composantes. Les installations devraient fonctionner de façon permanente, avec une durée de vie de conception de 75 ans pour les composants majeurs. Les tiers utiliseront les installations; cependant, l'exploitation et la maintenance des installations seront gérées par WKR.

MD.2.6.2.1 Accès au site

L'accès initial au secteur du port de Grays Bay se fera principalement par la mer, en utilisant des routes maritimes établies dans le passage du Nord-Ouest depuis des ports du fleuve Saint-Laurent près de Montréal, avec d'autres options depuis des ports du nord comme Hay River, Inuvik et Tuktoyaktuk ou des ports de l'ouest du Canada selon les besoins.

Une piste d'atterrissage temporaire sera construite dès le début du projet afin que le personnel et les consommables puissent profiter d'un accès aérien essentiel. Celle-ci desservira le port, l'aérodrome et la portion nord du couloir routier jusqu'à ce que les installations permanentes soient opérationnelles. On prévoit qu'elle sera par la suite intégrée dans l'empreinte routière. À la station de Jericho, il existe une piste d'atterrissage, qui devrait être opérationnelle pour le projet. Le transport aérien restera un moyen important de transport de personnel et de réapprovisionnement en matériel pendant les phases de construction, d'exploitation et de maintenance.

Depuis le sud, l'équipement et les fournitures de construction seront transportés sur la TCWR. Chaque année, à partir de la première année de construction, une route hivernale de 3 km (généralement de 10 m de large sur terre) sera construite à partir de décembre/janvier et entretenue jusqu'au début du printemps pour relier la TCWR à la station Jericho. La route hivernale sera utilisée, chaque année, pour la mobilisation initiale de l'équipement de construction et le ravitaillement en équipement, matériaux et carburant jusqu'à la fin de la construction. Cette connexion à la TCWR devrait être requise de façon saisonnière durant la phase d'exploitation et de maintenance, à moins qu'une solution de remplacement permanente, praticable en toute saison ne soit construite. La construction annuelle de la TCWR depuis le rivage du lac Contwoyto jusqu'à la frontière du Nunavut et des Territoires du Nord-Ouest n'est pas considérée comme relevant de la portée du projet, car les travaux liés à cette activité ont déjà été évalués.

MD.2.6.2.2 Préparation du site et travaux de terrassement

Le défrichement de la végétation sera limité aux zones où une perturbation directe est nécessaire pour les composantes et les activités de construction. D'après la topographie du port de Grays Bay, la zone nécessitera des remblais granulaires ou autres, tandis que d'autres zones de substrat rocheux exposé seront dynamitées et nivelées. La profondeur des sections de remblai granulaire sera confirmée après examen du régime du pergélisol grâce à d'autres recherches et analyses géotechniques pendant les phases de conception détaillée. Le substrat rocheux exposé dynamité sera utilisé comme remblai dans les zones appropriées. Le matériel sera entreposé sur place, à différents endroits du SAP, pour être utilisé tout au long de la construction.

Le forage et le dynamitage auront lieu dans les carrières et les talus rocheux en utilisant principalement des explosifs à base de nitrate d'ammonium et de fuel (ANFO) stockés de manière sécuritaire dans des endroits désignés. Bien que la construction des remblais et le dynamitage aient lieu toute l'année, l'ampleur des dynamitages et le calendrier de ceux-ci prendront en compte les périodes sensibles pour la faune, les poissons et les oiseaux migrateurs. Un plan de gestion des explosifs sera établi pour décrire les pratiques de gestion et les exigences relatives aux lois, règlements et permis délivrés pour le projet, qui visent à réduire les risques environnementaux et de sécurité liés à la fabrication, au transport, à l'entreposage, à la manipulation et à l'utilisation des explosifs.

MD.2.6.2.3 Gestion du matériel et de l'équipement

Le transport maritime servira de chaîne d'approvisionnement principale pour la construction, l'exploitation et la maintenance. Pendant la saison des eaux libres, les marchandises, l'équipement et les matériaux seront expédiés annuellement par cargos, barges et pétroliers, la plupart des matériaux devant arriver des ports québécois par transport maritime. Le transport en provenance des ports de l'Ouest canadien pourra aussi être utilisé pour fournir de l'équipement ou des matériaux précis. Au besoin, environ trois barges par an, provenant des ports de Hay River, Inuvik ou Tuktoyuktuk (T.N.-O.), peuvent aussi appuyer le transport de marchandises pendant la courte saison des eaux libres, au cours de la phase de construction.

Des zones de dépôt permanentes seront établies pour être utilisées pendant les phases de construction, d'exploitation et de maintenance du projet. Les zones de dépôt permettront le chargement, le déchargement et l'entreposage de cargaisons dans des conteneurs ou en vrac transportées par avion ou par semi-remorque sur la TCWR. Le nombre, l'emplacement et la taille des zones de dépôt seront confirmés au fur et à mesure que la conception du projet progressera et que les besoins des utilisateurs tiers seront confirmés.

MD.2.6.2.4 Bâtiments et routes d'accès

Divers bâtiments, temporaires et permanents, sont requis pour le projet. Tous les bâtiments devraient être préfabriqués ou préconçus. Les bâtiments temporaires comprennent des campements mobiles et des installations connexes qui seront déplacés au fur et à mesure de l'avancement de la construction du projet. Dans certains cas, ces bâtiments temporaires deviendront une infrastructure permanente à mesure que le projet entrera dans la phase d'exploitation et de maintenance. Les bâtiments temporaires non requis pour l'exploitation et la maintenance du projet seront retirés.

Les bâtiments permanents comprennent des logements et espaces administratifs, des bâtiments pour la maintenance (par exemple, la baie de lavage ou de maintenance des véhicules) et l'entreposage des fournitures (chauffé, réfrigéré et stockage couvert en vrac), un refuge temporaire au port et à la station Jericho, ainsi qu'un terminal aérien pour l'aérodrome. Les installations du port et de la station Jericho seront disponibles pour les voyageurs en situation d'urgence et, pour permettre des déplacements sécuritaires le long de la route de Grays Bay, des abris d'urgence seront construits pour servir lors de conditions météorologiques défavorables ou dans d'autres situations d'urgence.

Les infrastructures requises connexes, telles que les connexions aux services et les raccordements aux services publics, les routes d'accès (c'est-à-dire, les routes de gravier) et les places de stationnement, sont incluses dans le SAP. La conception des routes d'accès locales tiendra compte de l'obscurité hivernale, de la circulation lente et de la sécurité entre les véhicules publics et commerciaux. Elle prendra en charge les gros véhicules et équipements comme les camions-citernes. Les bâtiments permanents, les infrastructures connexes et les routes d'accès seront construits pendant la phase de construction et continueront d'être utilisés durant les phases d'exploitation et de maintenance. La maintenance continue des routes d'accès comprendra le déneigement, le nivellement, l'entretien et la réparation des franchissements de cours d'eau, selon les besoins.

Une zone à usage public sera aménagée à proximité du port pour petites embarcations. Elle comprendra un accès et un stationnement pour les véhicules visant à faciliter une utilisation communautaire à court terme. Pour des raisons de sécurité, cette zone ne sera pas ouverte avant la fin des travaux au port.

MD.2.6.2.5 Route de Grays Bay

La construction de la route se fera simultanément à partir du nord (port) et du sud (gare de Jericho), les travaux progressant vers le point médian. Pour la sécurité des utilisateurs, un contrôle d'accès sera mis en place pendant la construction et se poursuivra pendant l'exploitation et la maintenance de la route. L'exploitation et la maintenance de la route de Grays Bay continueront d'être gérées à la fois au nord et au sud de celle-ci : des bureaux administratifs au port pour la moitié nord de la route à proximité de la station Jericho pour sa moitié sud. Étant donné l'utilisation potentielle de la route par de gros véhicules lourds, des camions de transport, ainsi que des véhicules légers, l'accès à la route sera contrôlé à l'aide de protocoles d'identification et de vérifications radio afin de garantir la sécurité des utilisateurs. L'accès contrôlé vise aussi à répondre aux préoccupations concernant l'augmentation de la pression sur les ressources récoltées exprimées dans le cadre de la mobilisation au sujet du projet. La route sera fermée par des barrières à ses deux extrémités sur les terres inuites, et l'accès approuvé des véhicules sera géré par le personnel. Les déplacements sur la route seront gérés par l'intermédiaire d'un plan de gestion routière.

Les remblais routiers seront construits selon des méthodes de creusement et remplissage, au besoin, le substrat rocheux excavé étant réutilisé pour garantir un meilleur équilibre en ce qui concerne l'utilisation des matériaux locaux. La profondeur des remblais granulaires dépendra du régime du pergélisol et une étude et des analyses géotechniques plus approfondies seront réalisées au cours de la phase de conception détaillée. La figure ES.1 illustre un exemple de section transversale type prévue pour la route de Grays Bay. Cette section transversale type présente une pente latérale de 3H:1V, qui, du point de vue de la sécurité, représente une pente réduisant la probabilité de renversement si un véhicule sort de la chaussée. Du point de vue géotechnique, cette pente est également privilégiée pour les remblais de plus de 3 m de hauteur ainsi que pour les sections chevauchant un terrain de type IV (haute sensibilité au dégel).

La prise en compte des effets potentiels du projet sur la faune, en particulier sur le caribou, a influencé et continuera d'influencer la conception de la route et l'élaboration d'un plan de gestion routière. Voici des exemples précis :

- Des remblais seront construits avec une pente de 3H:1V ou un ratio moins élevé, si nécessaire, pour faciliter les déplacements du caribou sur la route.
- Des études de référence et la surveillance des déplacements du caribou le long de la route détermineront quelles zones présentent le plus grand potentiel de franchissement.
- Dans la mesure du possible, la surface de la pente du remblai aux points de franchissement à fort potentiel sera finie avec un matériau plus fin, similaire à un agrégat bien calibré de moins de 150 mm.

- Dans le cadre de la conception des routes du projet, les limitations de vitesse sont établies en tenant compte de la sécurité des utilisateurs de la route et des répercussions potentielles sur la faune (par exemple, collisions) – En général, la limitation de vitesse est fixée à 60 km/h avec des sections où elle pourra être de 80 km/h lorsque cela est possible. Des réductions de la vitesse peuvent être envisagées pour tenir compte des conditions météorologiques et de l'activité faunique.
- Élaboration d'un plan de gestion routière définissant les procédures d'utilisation routière lorsque la faune (notamment le caribou) est présente, y compris la mise en œuvre de zones à vitesse réduite et de protocoles de communication radio.
- Utilisation routière restreinte pendant les périodes sensibles ou lorsque le caribou est observé à proximité immédiate de la route.

La maintenance continue dépendra d'un réseau de carrières permanentes le long du tracé, fournissant annuellement entre 50 000 et 100 000 m³ de matériaux granulaires pour le resurfacement et les réparations. La maintenance hivernale mettra l'accent sur le déneigement pour assurer la sécurité routière, tandis que les travaux d'été incluront la suppression de la poussière, la réparation des remblais et l'entretien des franchissements de cours d'eau. Des fermetures liées aux conditions météorologiques sont prévues, et des abris d'urgence pourraient être nécessaires pour soutenir les voyageurs bloqués lors des tempêtes. D'autres activités d'exploitation et de maintenance comprennent la surveillance environnementale, ainsi que les interventions en cas de déversements et d'urgences.

MD.2.6.2.6 Bacs d'emprunt et carrières

Des carrières temporaires et permanentes ainsi que des bacs d'emprunt seront situés le long du tracé de la route, y compris dans le SAP du port, le SAP de l'aérodrome et le SAP de la station Jericho, en tant que source de matériaux pour les routes. Les carrières devraient être situées environ tous les 7 km le long de la route, chaque troisième carrière devenant une source permanente de matériaux pour la route aux fins de maintenance. Une carrière permanente au port sera conservée durant la phase d'exploitation et de maintenance pour soutenir les 50 000 m³ à 100 000 m³ de matériaux granulaires nécessaires à la maintenance annuelle.

Les zones de perturbation temporaire qui ne sont plus nécessaires après la construction seront réaménagées selon les conditions du permis et comme cela est décrit dans le plan de récupération progressive établi pour le projet.

MD.2.6.2.7 Franchissements de cours d'eau

Les franchissements de cours d'eau le long de la route comprendront des ponts, des ponceaux à fond ouvert et des structures de franchissement à ponceaux couverts selon la travée, la ligne des hautes eaux des cours d'eau, les conditions des terrains environnants et la navigabilité des cours d'eau. Toutes les structures de franchissement de cours d'eau seront conçues pour répondre aux exigences liées à l'écoulement, au passage des poissons, à la protection de la navigation (le cas échéant) et à la protection des pêches (le cas échéant). Les structures de franchissement seront conçues en fonction des considérations hydrotechniques, halieutiques, environnementales, de navigation et géotechniques à chaque emplacement.

Les franchissements de cours d'eau incluent :

- 18 grands franchissements – structures de plus de 5 m, ponts à travée unique ou à plusieurs travées
- environ 40 franchissements – structures de 1,5 m à 5 m, ponceaux couverts ou à fond ouvert de la taille d'un pont
- environ 74 franchissements mineurs – ponceaux de petit diamètre, inférieur à 1,5 m
- nombre indéterminé – Ponceaux de drainage installés le long du tracé de la route pour éviter la formation de flaques le long du remblai de la route

Dans la mesure du possible, la construction des franchissements de cours d'eau se fera en hiver, mais au besoin, la construction estivale impliquera l'installation de franchissements temporaires pour faciliter le déplacement continu des matériaux et des équipements. Les composants préfabriqués des ponts et des ponceaux seront préparés et livrés par la TCWR ou transport maritime. Pendant les phases de construction et de maintenance, les travaux dans les cours d'eau lors des franchissements de cours d'eau seront conformes aux exigences et règlements de Pêches et Océans Canada (MPO) et de la *Loi sur les pêches*.

Les franchissements de cours d'eau seront entretenus en même temps que la route pendant les phases de construction, d'exploitation et de maintenance.

MD.2.6.2.8 Gestion du carburant et production d'énergie

Les raccordements à terre pour les navires seront établis au port à l'aide de conduites de carburant flexibles ou de raccordements directs, permettant un transfert efficace de carburant en vrac entre les navires et le stockage à terre. La station Jericho disposera d'une capacité de stockage de carburant minimale, la plupart du carburant étant stocké au port et réapprovisionné par camion-citerne. Une installation de stockage de carburant permanente au port comprendra une aire de confinement secondaire, une installation de réservoirs par phases (initialement 10 millions de litres, pouvant s'étendre jusqu'à 160 millions de litres) et des canalisations hors-sol adaptées aux conditions arctiques. Le port pourrait aussi inclure une source d'énergie de substitution de 1 MW (éolien, solaire, batterie) pour réduire la dépendance au diesel. La production d'électricité sera assurée par des centrales diesel modulaires : quatre unités (6 MW au total) au port et deux unités (3 MW au total) à la station Jericho, avec une

capacité conçue pour répondre efficacement aux demandes courantes et de pointe. Ces composantes seront établies pendant la construction et continueront d'être utilisées pendant les phases d'exploitation et de maintenance.

MD.2.6.2.9 Infrastructures maritimes

Le port de Grays Bay comprendra :

- Deux quais en eau profonde conçus pour les grands navires jusqu'à 100 000 tonnes de port en lourd, y compris des minéraliers-vraquiers-pétroliers et d'autres grands navires, tels que des navires de guerre et des pétroliers
- Un quai destiné aux navires moyens avec un amarrage dédié pour l'exploitation de jusqu'à trois remorqueurs pour l'assistance à l'amarrage, ainsi que des navires tels que des navires de patrouille de la Garde côtière et des navires de patrouille extracôtiers et de l'Arctique
- Un emplacement de débarquement des barges doté de deux postes d'amarrage de barge – offrant une rampe pour le chargement et le déchargement à l'avant des barges, ainsi qu'une structure adjacente pour le chargement et le déchargement latéral
- Un port pour petites embarcations pouvant accueillir environ 24 navires
- Une infrastructure de navigation pour guider les marins

Les structures des quais pourront utiliser soit des caissons en béton, soit des pieux en tôle/tuyaux d'acier, nécessitant tous deux une préparation sous-marine, tandis que l'emplacement de débarquement des barges devrait constituer une masse terrestre au-delà du rivage et entourée de roches de digue de confinement, offrant une rampe pour le chargement et le déchargement à l'avant, ainsi qu'une structure adjacente pour le chargement et le déchargement latéral. Le port pour petites embarcations favorisera un accès sécuritaire et saisonnier pour les navires communautaires, et devrait être équipé d'une rampe en béton pour permettre la mise à l'eau des navires à partir de remorques homologuées pour la route.

La construction des infrastructures maritimes devrait commencer pendant la saison des eaux libres de la deuxième année de construction (2030). La construction dans l'environnement marin est prévue principalement pendant la saison des eaux libres, notamment pour les zones de quai, la zone d'embarquement de barges et le port pour petites embarcations, selon les besoins et selon les conditions météorologiques et de glace. Pour faciliter l'accès aux approvisionnements, on accordera la priorité à la construction d'un des postes d'amarrage de barges à l'emplacement de débarquement des barges. La construction sera progressive, le premier poste d'amarrage des barges deviendra opérationnel avant le début de la construction du second poste d'amarrage.

Les quais pour grands navires et les quais pour embarcations moyennes, l'emplacement de débarquement des barges et le port pour petites embarcations au port de Grays Bay seront exploités pendant la période exempte de glace, généralement prévue de fin juin à octobre, avec des variations annuelles en fonction des conditions météorologiques. Chaque année, ils ne seront pas disponibles entre décembre et mai. Pour des raisons de sécurité, l'accès du public au port pour petites embarcations et son utilisation ne seront pas possibles tant que la construction au port ne sera pas terminée (sauf en cas d'urgence).

Pendant les phases d'exploitation et de maintenance, les activités du projet au port devraient inclure les communications, la coordination et la planification des visites et amarrages de navires tiers, l'assistance à l'amarrage par le personnel des remorqueurs et des cordages, la maintenance des infrastructures, l'intervention en cas d'urgence (y compris les déversements) et la surveillance environnementale.

MD.2.6.2.10 Gestion de l'eau

L'eau destinée au projet sera fournie à partir de sources d'approvisionnements locales agréées pour les besoins de construction, d'exploitation et de maintenance, conformément à toutes les exigences réglementaires. Les infrastructures comprendront des canalisations isolées, autodrainantes et protégées contre le gel pour s'adapter aux conditions arctiques. Il existe deux sources potentielles de lacs d'eau douce le long de la portion nord de la route de Grays Bay. À l'un ou l'autre de ces emplacements, une prise d'eau et une station de pompage préfabriquée seront construites sur une fondation préparée. Le traitement sera soit intégré à l'intérieur de la station de pompage, soit dans une station de traitement d'eau autonome au port. Une prise d'eau douce optionnelle et une station de pompage pourraient être aménagées au lac Contwoyto. Des systèmes d'extinction d'incendie seront en place, et toutes les infrastructures hydrauliques seront conçues pour assurer la fiabilité et la protection de l'environnement dans le climat nordique.

Si une désalinisation est effectuée, une usine de dessalement préfabriquée sera installée sur une fondation préparée au port. La prise d'eau de mer se trouverait probablement du côté est de la péninsule de Grays Bay, près du port des petites embarcations, et la sortie serait probablement du côté ouest de la péninsule, près de l'emplacement de débarquement des barges.

Le prélèvement et le traitement de l'eau seront établis pendant la construction, et conservés dans la mesure nécessaire pendant les phases d'exploitation et de maintien.

MD.2.6.2.11 Gestion des déchets et des eaux usées

Tous les déchets seront gérés conformément aux règlements canadiens et territoriaux, guidés par un plan de gestion des déchets et une formation continue du personnel. Les eaux usées des campements et des constructions seront traitées sur place ou transportées pour traitement, tous les rejets respectant les directives canadiennes en la matière. Des systèmes supplémentaires de lutte contre les incendies, d'eau potable et de gestion des eaux pluviales seront mis en place pour respecter les normes environnementales et protéger les plans d'eau locaux ainsi que le pergélisol. Les déchets dangereux et non dangereux seront traités conformément aux exigences réglementaires, avec des procédures de confinement secondaire et de gestion des déversements en place pour protéger la qualité de l'eau.

La gestion de l'eau et des eaux usées sera établie pendant la construction, et conservée dans la mesure nécessaire pendant les phases d'exploitation et de maintien.

MD.3 Perspectives du savoir

L'ERE tient compte du savoir et de perspectives des individus et des groupes susceptibles d'être concernés par le projet. WKR reconnaît l'importance du savoir et des perspectives inuits, autochtones et communautaires dans la planification de projets.

MD.3.1 Savoir inuit, savoir autochtone et savoir communautaire

Le savoir partagé par les Inuits de la région de Kitikmeot (ci-après appelés les Kitikmiuts), d'autres groupes autochtones et d'autres communautés potentiellement concernées offre des perspectives et des observations sur de nombreux phénomènes naturels et humains intrinsèquement liés au savoir et² aux activités traditionnelles, ainsi que des recommandations d'approche pour la conception et le suivi de projets. Lorsqu'il est intégré à la science occidentale, ce savoir est utilisé pour améliorer le développement du projet et sa durabilité.

L'ERE tient compte du savoir et de perspectives des individus et des groupes susceptibles d'être concernés par le projet. Le savoir inuit, autochtone et communautaire ainsi que la science occidentale ont été identifiés comme étant les principales sources de compréhension à utiliser conjointement pour évaluer les répercussions potentielles du projet. Grâce aux activités de mobilisation, trois grandes catégories de savoir ont été prises en compte et intégrées dans le projet et la présente évaluation :

- Le **savoir inuit**, aussi appelé *Qaujimaningit* inuit, qui englobe le savoir traditionnel des Inuits (ou *Qaujimajatuqangit* inuit [ce que les Inuits ont toujours tenu pour vrai]) fait référence au savoir intergénérationnel, y compris les valeurs, croyances, principes et expériences concernant l'environnement humain et naturel (CNER 2018a)³. Il comprend des renseignements sur les pratiques traditionnelles telles que les récoltes, la terre, les zones marines, l'utilisation des ressources et d'autres activités importantes qui permettent la continuité de la culture. Le savoir inuit a été vérifié par plusieurs générations et entre multiples individus.

Le **savoir inuit** vérifié et les perspectives pris en compte et intégrés dans l'ERE ont été transmis par une source principale : un rapport propre au projet intitulé *Kitikmiut Knowledge of the Proposed Koglokoakyok (Grays Bay) Port and Road Project* (Banci et Spicker 2024) compilé par la Kitikmeot Inuit Association et ses consultants du Naonaiyaotit Traditional Knowledge Project (NTKP), un dépôt de savoir inuit tenu à jour dans une base de données du système d'information géographique (SIG). Bien que WKR reconnaisse que le savoir inuit provenant d'autres régions inuites du Nunavut, y compris les régions de Kivalliq et de Qikiqtaaluk, peut fournir du savoir et des perspectives concernant le projet, aux fins de l'ERE, l'accent est mis sur les Inuits de la région de Kitikmeot, ou Kitikmiuts.

²Le savoir et les activités traditionnelles sont conformes aux directives de l'ERE. Pour les besoins de l'ERE, il est analogue à l'utilisation traditionnelle des terres, des zones marines et des ressources.

³La Kitikmeot Inuit Association a recommandé l'utilisation de l'expression « savoir inuit » dans l'énoncé des répercussions environnementales. WKR a adopté cette terminologie et comprend que le savoir inuit englobe les principes inuits *Qaujimajatuqangit*, qui ont été intégrés dans l'ERE.

- Dans l'ERE, **le savoir autochtone** fait référence aux connaissances des peuples et des groupes autochtones originaires d'autres régions que celle de Kitikmeot qui revendiquent l'exercice de leurs droits conférés par l'article 35 de la *Loi constitutionnelle de 1982* dans la région de Kitikmeot, y compris les Inuits, les Premières Nations et les Métis. Les sources de savoir autochtone prises en compte et intégrées dans l'ERE incluent les rétroactions dans le cadre de la mobilisation et la littérature publique sur les groupes autochtones qui exercent leurs droits en vertu de l'article 35 au Nunavut.
- **Le savoir communautaire**, qui comprend le savoir local, reflète souvent les observations et les changements actuels qui peuvent être confirmés par la surveillance. Les sources du savoir et des perspectives communautaires ont été communiquées dans le cadre du Groupe consultatif autochtone, des réunions communautaires et des commentaires du public, ainsi que par des recherches primaires communautaires (61 entrevues ont été menées avec 70 membres de la communauté en personne et virtuellement par Microsoft Teams en octobre et novembre 2024).

WKR, ainsi que les précédents promoteurs, le gouvernement du Nunavut et la Kitikmeot Inuit Association participent au projet depuis 2016. Par l'intermédiaire du programme de mobilisation propre au projet, les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées ont fait part de leurs commentaires, de leurs points de vue, de leurs préoccupations et recommandations liées à l'environnement humain et naturel ainsi qu'à la conception du projet. Après réception de ces renseignements, le matériel a été passé en revue et consolidé dans une base de données interne de suivi du savoir. La base de données a été classée en catégories en fonction de thèmes propres aux composantes valorisées, simplifiant ainsi l'intégration dans l'ERE. Ces renseignements ont été passés en revue, pris en compte et intégrés, au besoin, dans la planification du projet et l'ERE.

La rétroaction a éclairé la compréhension de base, les répercussions potentielles du projet et les aspects de celles-ci, les mesures d'atténuation et d'amélioration, l'évaluation des effets cumulatifs, l'importance des effets, les plans de suivi et de gestion du projet, ainsi que la conception et la planification du projet dans son ensemble. Grâce à ces activités de mobilisation, les communautés ont partagé leur savoir, leurs valeurs et leurs perspectives. Elles ont contribué à la compréhension de base, cerné les effets potentiels des projets et recommandé des mesures d'atténuation et de surveillance. La rétroaction a également identifié des occasions de gestion adaptée, de mesures d'amélioration et de participation. Elle continue d'éclairer la planification du projet et soutient l'engagement de WKR en ce qui concerne le développement du projet de manière à refléter les contributions communautaires, à intégrer le savoir inuit, autochtone et communautaire, et à promouvoir des avantages durables pour la région de Kitikmeot et au-delà.

MD.3.1.1 Gestion des renseignements confidentiels

La collaboration et la représentation significative du savoir inuit, autochtone et communautaire, ainsi que le respect des protocoles du groupe autochtone, constituent les objectifs du partage de renseignements avec les Inuits et d'autres groupes autochtones. Le savoir inuit et autochtone est exclusif et appartient à chaque détenteur de savoir. Les lois sur la propriété intellectuelle protègent ce savoir à l'échelle mondiale (Banci et Spicker 2024).

Afin que WKR puisse passer en revue et intégrer le savoir inuit communiqué par le NTKP, WKR a signé un accord de licence non exclusif relatif au NTKP avec la Kitikmeot Inuit Association. WKR a reçu la permission de prendre en compte et d'intégrer le contenu du NTKP dans la conception et l'évaluation du projet. Les modalités dudit accord ne permettent pas à WKR de rendre public le rapport dans son intégralité, mais permettent que certaines parties de celui-ci soient rendues publiques. Comme aucune autre entente similaire n'a été établie avec d'autres Inuits ou groupes autochtones, le savoir de ces groupes est représenté par la littérature publique (recherche secondaire) et la rétroaction des activités de mobilisation. De même, le savoir communautaire recueilli lors de recherches primaires communautaires menées pour le projet (c'est-à-dire des entrevues socio-économiques) impliquait un processus de consentement éclairé incluant l'examen de l'objectif de la recherche, des risques potentiels, de la protection de la vie privée et de la confidentialité, le retrait de l'étude, ainsi que les conditions de diffusion des renseignements enregistrés.

MD.3.2 Intégration des valeurs et perspectives inuites, autochtones et communautaires

WKR reconnaît que le savoir et perspectives occidentaux, qui ont servi de fondement à la législation, aux politiques, à la réglementation et aux institutions actuelles canadiennes et provinciales, peuvent limiter la manière dont le savoir inuit, autochtone et communautaire est intégré dans la planification du projet. WKR reconnaît également que les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées sont les mieux placés pour identifier leurs priorités et intérêts, pour partager leurs points de vue avec leurs propres mots. WKR reconnaît aussi que ces renseignements doivent être pris en compte de la même manière que toute autre source d'information. À ce titre, il incombe à WKR de présenter et d'évaluer toutes les opinions partagées afin d'éclairer la conception et la planification du projet, et de reconnaître et de s'efforcer de réconcilier les disparités ou les points de désaccord susceptibles d'exister entre WKR et les Kitikmiuts, d'autres groupes autochtones ou d'autres communautés potentiellement concernées.

Grâce à des activités de mobilisation et des recherches primaires communautaires, les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées ont été invités à fournir de la rétroaction concernant les renseignements de base, les répercussions potentielles du projet et les mesures potentielles pour réduire les répercussions ou améliorer les avantages.

MD.3.2.1 Savoir, valeurs et perspectives inuits

Bien que l'évaluation des répercussions potentielles sur les CV identifiés dans le présent ERE ait été catégorisée conformément aux directives du CNER, WKR reconnaît que les compréhensions inuites de la terre et de la manière dont les effets potentiels peuvent être classés en catégorie et évalués peuvent différer. Par exemple, des consultants de la Kitikmeot Inuit Association ont indiqué que la compréhension inuite de l'habitat était différente de la classification écologique des terres scientifique. Il existe quatre grandes catégories de terres selon le savoir inuit : la terre, les endroits élevés, l'eau douce et l'océan. Bien que cela diffère de la classification écologique des terres telles que « zone humide » ou « toundra »,

le savoir inuit partagé dans le cadre du présent ERE doit être compris par le prisme de la vision du monde des Inuits et de leurs perspectives (Banci et Spicker 2025).

De plus, le CNER est guidé par huit *Qaujimaqatugangit* inuits ou principes du savoir inuit (également appelés valeurs sociétales inuites) tels qu'établis par le gouvernement du Nunavut (CNER 2025c). WKR les a intégrés dans la conception et la planification du projet. Ces principes, aussi appelés *Piqujarjuat* (les choses que l'on doit faire pour réussir ou mener une bonne vie, sinon il y aura des conséquences; Karetak et coll. 2017), sont une partie centrale de l'ERE. Le tableau MD.3.1 présente ces principes, ainsi que leur application dans la mobilisation et dans l'ERE.

Tableau MD.3.1 Les principes *Qaujimaqatugangit* inuits et leur application dans la mobilisation et dans l'ERE

Principes <i>Qaujimaqatugangit</i> inuits	Application dans la mobilisation	Application dans l'ERE
<i>Inuuqatigiitsiarniq</i> : Respect de l'autre, rapports avec l'autre et compassion envers les autres	• Écoute respectueuse des Aînés, des récolteurs, des jeunes et des organisations communautaires • Protocoles de réunion accessibles et culturellement adéquats, tels que l'interprétation et la traduction en inuinnaqtun ou inuktitut • Réponses rapides et informatives aux enjeux et demandes	• Reconnaissance des lieux et pratiques importants sur le plan culturel dans les évaluations des CV • Inclusion du savoir inuit, autochtone et communautaire dans la définition des limites spatiales, des renseignements de base, des répercussions du projet et des effets cumulatifs, des mesures d'atténuation et de surveillance ainsi que des critères d'importance
<i>Tunnganarniq</i> : Promouvoir un bon état d'esprit en étant ouvert, accueillant et intégrateur.	• Des rencontres inclusives et respectueuses de la culture, soutenues par la traduction/l'interprétation, et des lieux accessibles • Dialogue ouvert et transparent avec tous les membres de la communauté	• Études de référence inclusives reflétant des perspectives diverses (Aînés, jeunes, hommes et femmes) • Ouverture à différentes formes de savoir parallèlement à la science occidentale
<i>Pijitsirniq</i> : Servir la famille et la communauté.	• Mettre l'accent sur les avantages locaux, la formation et les occasions d'emploi; priorités communautaires intégrées à la conception du projet	• Accent mis sur le bien-être communautaire dans les effets cumulatifs, les critères d'importance et les mesures d'atténuation adaptées aux besoins des Inuits, d'autres groupes autochtones et des communautés
<i>Aajiiqatigiinni</i> : Discuter et développer des consensus pour la prise de décision.	• Ateliers du Groupe consultatif autochtone (IAG) axés sur le consensus • Les comptes rendus des réunions, y compris les rapports Ce que nous avons entendu de l'IAG, sont communiqués aux participants pour plus de transparence et de reddition de comptes (voir la volume 5, section 6)	• Dialogue collaboratif sur les CV, les répercussions des projets, les critères d'importance et les analyses des effets cumulatifs, ainsi que sur les mesures d'atténuation et de surveillance • Le processus du CNER lui-même exige un dialogue et une mobilisation importants entre les parties

Principes Qaujimaqatunqangit inuits	Application dans la mobilisation	Application dans l'ERE
Pilimaksarniq : Le développement des compétences par la pratique, l'effort et l'action.	• Mobilisation des jeunes, sensibilisation scolaire et cartographie dirigée par la communauté qui permet l'acquisition de compétences et de capacités	• Données de base combinant le savoir inuit, autochtone et communautaire avec des travaux techniques sur le terrain • Apprentissage mutuel entre systèmes de savoir
Ikajuqtigiinniq : Travailler ensemble dans un but commun	• Collaboration avec la Kitikmeot Inuit Association, l'IAG, les associations de chasseurs et trappeurs, les conseils de hameau et les organismes communautaires	• Développement conjoint de programmes d'atténuation, de surveillance et de gestion adaptée • Participation des Inuits au projet et évaluation des effets cumulatifs
Qanuqtuurniq : Innovation et ingéniosité dans la recherche de solutions	• Utilisation d'outils de mobilisation personnalisés (visites radio, médias sociaux, sensibilisation numérique) propres aux contextes communautaires	• Intégration des observations climatiques inuites avec la modélisation scientifique • Approches de gestion adaptée pour la résilience et l'atténuation
Avatittinnik Kamatsiarniq : Respect et soin de la terre, de la faune et de l'environnement.	• Un accent constant mis sur la protection des caribous, des pêcheries, d'autres animaux sauvages, ainsi que des terres et des zones de récolte	• Au cœur de la ligne de référence, des répercussions du projet, de l'analyse des effets cumulatifs et des mesures d'atténuation • Acheminement guidé des projets, synchronisation et décisions de suivi

MD.3.2.2 Savoir, valeurs et perspectives autochtones

Comme pour le savoir inuit, le savoir autochtone est un savoir intergénérationnel qui fournit un contexte précieux sur l'environnement naturel et humain dans le cadre du projet. En raison de l'emplacement du projet dans la région de Kitikmeot au Nunavut, la majorité du savoir passé en revue et intégré à l'ERE est du savoir inuit. Cependant, lorsque les renseignements sont disponibles grâce à la mobilisation ou dans la littérature publique, y compris ceux sur les espèces importantes sur le plan culturel ou sur les préoccupations liées au projet, ils sont examinés et intégrés lorsqu'ils sont pertinents pour l'ERE.

WKR reconnaît que le savoir autochtone appartient aux détenteurs individuels du savoir et collectivement au groupe autochtone communiquant l'information. Les valeurs et perspectives partagées par chaque groupe autochtone mobilisé sont propres au groupe autochtone et, lorsque cela est possible, ont été intégrées à l'ERE.

MD.3.2.3 Savoir, valeurs et perspectives communautaires

À l'instar du savoir inuit et autochtone, le savoir communautaire peut fournir des renseignements sur les valeurs individuelles et communautaires en général en ce qui concerne l'utilisation des terres, des zones marine et des ressources, ainsi que sur le bien-être culturel et social. Les intérêts et enjeux liés aux opportunités du projet, y compris, mais sans s'y limiter, l'emploi et la formation, offrent également des perspectives prises en compte dans l'ERE. *Voir la volume 5, section 6.1.1* pour une liste des communautés susceptibles d'être concernées mobilisées dans le cadre du projet, y compris celles ayant participé à des recherches socio-économiques pour le projet.

MD.3.2.4 Méthodologie d'intégration

Le savoir inuit, autochtone et communautaire a été intégré à l'ERE de la manière suivante :

- **Limites spatiales** – représentent les zones pour lesquelles des données suffisantes sont disponibles pour définir les conditions de référence afin d'étayer les évaluations des répercussions propres au projet et des effets cumulatifs. Elles reflètent le savoir inuit, autochtone et communautaire, selon le cas.
- **Conditions de référence** – reflètent à la fois le savoir inuit, autochtone et communautaire, ainsi que les données scientifiques mesurées.
- **Répercussions du projet et aspects des effets** – les effets anticipés et les préoccupations communiquées par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées ont aidé à cibler et valider les aspects potentiels des effets.
- **Effets transfrontaliers** – WKR a mené des activités de mobilisation à l'extérieur de la région de Kitikmeot pour comprendre si les activités du projet pouvaient affecter les ressources, la faune ou les zones importantes sur le plan culturel partagées entre plusieurs régions.
- **Effets des changements climatiques** – observations des changements météorologiques, de la glace et des schémas d'activités fauniques avec la science du climat occidentale afin d'identifier comment les changements climatiques pourraient interagir avec le projet et ses effets potentiels, ce qui peut orienter la planification des mesures adaptatives et la résilience à long terme.
- **Évaluation des effets cumulatifs** – WKR a combiné les perspectives inuites, autochtones et communautaires avec la science occidentale afin de développer une vision globale de la façon dont les multiples changements pourraient affecter les moyens de subsistance terrestres, la continuité culturelle et l'intégrité environnementale au fil du temps.
- **Importance des répercussions** – En plus d'autres sources, la rétroaction reçue de l'IAG a permis d'identifier les priorités suivantes lorsqu'on examine les changements inacceptables résultant du projet :
 - Que les perspectives inuites soient prises en compte dans la conception de projets
 - Que le projet soit situé là où les membres de la communauté peuvent en bénéficier
 - Que le projet n'affecte pas négativement la capacité des populations à récolter des caribous et à mettre de la nourriture sur la table

- Que l'eau et la faune soient protégées
- Que des troupeaux de caribous en bonne santé soient soutenus (y compris la gestion des prédateurs)
- Que le projet offre un accès aux chasseurs et des fournitures pour les chasseurs à Grays Bay et à Jericho
- Que le projet réduise le coût de la vie
- Que le projet offre des occasions d'emploi
- Que le projet offre des occasions de formation
- **Mesures d'atténuation, de gestion et d'amélioration** –des ajustements ont été faits selon les conseils des membres de l'IAG et de la Kitikmeot Inuit Association, ainsi que des groupes autochtones et d'autres communautés potentiellement touchées grâce à la mobilisation; les commentaires ont également aidé à orienter la conception du projet sur des moments et des lieux sensibles pour la surveillance et l'atténuation.

MD.3.3 Mobilisation du public

WKR reconnaît qu'une mobilisation importante auprès des communautés de la région de Kitikmeot est fondamentale pour un développement responsable au Nunavut. Conformément à la *Loi sur l'évaluation des projets et l'aménagement du Nunavut* et le *Guide du promoteur* du CNER (CNER 2020), les activités de mobilisation pour le projet accordent la priorité aux cinq communautés Kitikmeot de Cambridge Bay, Kugluktuk, Gjoa Haven, Taloyoak et Kugaaruk, ainsi qu'aux organisations inuites de la région de Kitikmeot, y compris les organisations de chasseurs et de trappeurs et les institutions régionales. WKR a également entrepris des actions de sensibilisation plus larges en dehors de la région de Kitikmeot, afin de considérer et d'intégrer des perspectives autres que celles des Kitikmiuts lorsque cela est applicable. Cela comprend la mobilisation auprès des groupes suivants : d'autres groupes autochtones qui revendiquent l'exercice de leurs droits conférés par l'article 35 de la *Loi constitutionnelle* de 1982 au Nunavut, tels que le gouvernement Tłıchǫ, la Première Nation des Dénés Yellowknives et la Athabasca Denesūlinés Né Né Land Corporation; des groupes autochtones transfrontaliers, tels que la Sahtu Secretariat Incorporated et le Conseil tribal des Gwich'in; des organismes de réglementation et de recherche, dont le CNER, l'Office des eaux du Nunavut, l'Institut de recherche Aurora et Transports Canada; ainsi que des organismes socio-économiques, notamment la Chambre des mines du Nunavut et des Territoires du Nord-Ouest, des bureaux de développement économique et des établissements d'enseignement.

La mobilisation doit être opportune, respectueuse, accessible et réactive. L'approche de WKR en matière de mobilisation met l'accent sur la fourniture de renseignements accessibles, la création d'occasions de dialogue ouvert et l'établissement de mécanismes clairs et appropriés sur le plan culturel pour documenter et répondre aux contributions de la communauté.

Les méthodes de mobilisation ont été sélectionnées en fonction du public visé et de l'objectif de chaque séance. Ces méthodes ont été retenues pour soutenir la participation des Aînés, des récolteurs, des jeunes, des organisations locales, des détenteurs de droits inuits et du grand public. Voici quelques-unes des méthodes utilisées :

- **Réunions communautaires et journées portes ouvertes**, utilisées pour une large communication publique et des discussions collectives dans des lieux communautaires accessibles.
- **Rencontres avec des organisations locales** telles que les conseils de hameau et les organisations de chasseurs et de trappeurs, soutenant des discussions ciblées sur la récolte, l'utilisation des terres et des facteurs à prendre en compte propres à chaque communauté.
- **Séances du Groupe consultatif autochtone (IAG)**, offrant à certains Aînés, détenteurs du savoir et utilisateurs des terres des occasions structurées d'offrir des conseils sur les facteurs à prendre en compte sur le plan environnemental, de la faune, culturel et terrestre.
- **La mobilisation auprès des jeunes et des écoles**, sur invitation, afin de les sensibiliser et d'appuyer la capacité à long terme en exposant les jeunes à des renseignements sur le projet.
- **La participation à des événements communautaires**, tels que les salons professionnels, les salons de l'emploi et les rassemblements culturels, permet une mobilisation informelle en personne dans des espaces communautaires familiers.
- **La programmation des radios locales**, y compris des segments d'appels ou d'entrevues, afin de communiquer avec les membres de la communauté participant par des canaux de communication orale.
- **Communication numérique**, utilisant le site Web de WKR, les pages de médias sociaux communautaires et les listes de distribution par courriel, pour communiquer avec les résidents entre les visites en personne ou à distance.
- **Affiches et avis imprimés**, traduits au besoin, distribués dans des lieux communautaires très visibles pour partager de l'information en temps opportun et en langage clair.
- **Des rencontres individuelles et en petits groupes** organisées sur demande ou lorsque des sujets confidentiels ou sensibles nécessitent une discussion ciblée.

Grâce à ces activités de mobilisation, les communautés ont partagé leur savoir, leurs valeurs et leurs perspectives. Elles ont contribué à la compréhension de base, cerné les effets potentiels des projets et recommandé des mesures d'atténuation et de surveillance. Les enjeux clés soulevés comprenaient les répercussions potentielles sur le caribou et d'autres animaux sauvages, la préservation des zones importantes sur le plan culturel, les occasions d'emploi et de formation des Inuits, la nécessité d'une communication claire sur le calendrier du projet et les processus réglementaires connexes, ainsi que l'intégration du savoir inuit, autochtone et communautaire dans la planification et la prise de décision. Ces enjeux ont contribué à façonner la portée de l'ERE et à orienter la conception des stratégies d'atténuation et de surveillance.

La rétroaction a également identifié des occasions de gestion adaptée, de mesures d'amélioration et de participation. Elle continue d'éclairer la planification du projet et soutient l'engagement de WKR en ce qui concerne le développement du projet de manière à refléter les contributions communautaires, à intégrer le savoir inuit, autochtone et communautaire, et à promouvoir des avantages durables pour la région de Kitikmeot et au-delà.

MD.3.4 Aperçu historique régional

L'Aperçu historique régional offre un récit qualitatif régional de l'histoire naturelle et humaine de la région de Kitikmeot avant les conditions de référence du projet de la route et du port de Grays Bay (le projet) (années 2024-2025) décrites dans les volumes 5 à 9 de l'ERE. Le but de l'aperçu historique régional est d'offrir une meilleure compréhension du contexte géographique du projet, en reconnaissant les changements dans le paysage naturel et humain survenus dans la région au fil du temps. Ces renseignements complètent les données de référence présentées dans les évaluations des CV et reconnaissent l'importance des événements passés dans la détermination des conditions environnementales et socio-économiques actuelles. WKR reconnaît que les Inuits vivent dans la région de Kitikmeot depuis la nuit des temps et ont développé des systèmes culturels, économiques et de gouvernance essentiels à la subsistance et à la continuité culturelle, qui reflètent des générations de vivants sur la terre.

L'aperçu historique régional résume environ 13 000 ans d'histoire. Compte tenu de ce large calendrier, l'aperçu historique régional ne vise pas à être une description exhaustive de l'histoire naturelle et humaine, mais offre plutôt un aperçu des changements survenus en raison de l'activité humaine dans la région et de leur contribution aux effets résiduels et cumulatifs du projet dans la région.

MD.4 Méthodologie de l'évaluation des répercussions

L'approche et les méthodes utilisées pour préparer l'ERE suivent les *lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay proposé par WKR* (dossier CNER n° 24XN030), émise par le CNER (CNER 2025), et ont été élaborées pour répondre aux facteurs énoncés au paragraphe 7.1 des Lignes directrices pour l'élaboration d'un ERE. En plus de s'aligner sur les Lignes directrices pour l'élaboration d'un ERE et les guides réglementaires du CNER, l'approche s'appuie sur l'expérience du processus réglementaire, des exigences en matière d'information et des précédentes évaluations des répercussions tant au Nunavut qu'à l'extérieur de la province.

WKR reconnaît que l'expérience et la culture inuites reflètent la vision globale des Inuits sur l'« environnement » en tant que terre, océan, faune et ressources reliées par des modes de vie. L'approche de l'évaluation de WKR reflète avant tout cette perspective inuite, complétée par l'approche occidentale d'évaluation distincte des CV, comme cela a été le cas lors des évaluations précédentes du CNER.

Les méthodes d'évaluation mettent l'accent sur l'évaluation des répercussions sur chaque CV, tout en intégrant une évaluation globale qui aborde les interconnexions entre les environnements biophysique et humain, y compris la prise en compte importante du savoir inuit. La mobilisation et le savoir inuit sont essentiels à l'évaluation, de la conception et de l'établissement de la portée du projet jusqu'au suivi et à la surveillance; ils éclairent les liens et l'interprétation des évaluations des CV dans le contexte de l'évaluation globale qui suit.

MD.5 Résumé du volume – Portée de l'évaluation du milieu atmosphérique

Les changements du milieu atmosphérique ont été enregistrés et transmis par l'intermédiaire du savoir inuit, tant pour comprendre les saisons que pour vivre sur l'océan et sur la terre ferme. Pour les Inuits, la terre, l'eau et la glace sont des lieux de paix, où le calme fait partie de la vie et est essentiel pour la chasse, les déplacements et la connexion à la terre.

« Moins de neige rendait les déplacements en hiver plus difficiles. La poussière et les contaminants ont affecté la qualité de la neige » (Banci et Spicker, 2024).

« On voyageait à l'intérieur des terres pour chasser les caribous. Au printemps, la glace des rivières et des lacs dégèle plus vite que sur l'océan, et l'eau s'écoule dans les lacs et ruisseaux. Avec les changements climatiques, le processus va être plus rapide. Nous devons protéger les plans d'eau contre la contamination comme les routes de glace. On entend parler de tracteurs qui traversent la glace. Les gens devraient faire attention s'ils construisent des routes de glace. Le gravier fait fondre la glace plus vite » (Banci et Spicker 2024).

Le bruit et les vibrations à court ou long terme peuvent perturber la faune, rendre la récolte plus difficile et changer l'expérience de paix et de tranquillité sur la terre. La présente évaluation respecte ces valeurs et se concentre sur la protection à la fois de l'environnement naturel sain et de la capacité des Inuits à utiliser la terre comme ils l'ont toujours fait.

« Les caribous semblent toujours s'éloigner des nuisances sonores, tout comme les gens. Ils restent très sensibles au bruit » (Banci et Spicker 2024).

La valeur du milieu atmosphérique est globale; il est important d'évaluer les effets potentiels sur la qualité de l'air et les changements climatiques, le bruit et les vibrations afin de respecter ces valeurs et de se concentrer sur la protection du milieu atmosphérique naturel ainsi que sur la capacité des Inuits à utiliser la terre comme ils l'ont toujours fait. West Kitikmeot Resources (WKR) a recueilli des renseignements de référence sur la situation en combinant la collecte de connaissances menée par les Inuits et collaborative (y compris les ateliers du Naonaiyaotit Traditional Knowledge Project [NTKP] et du Groupe consultatif autochtone [IAG] propres au projet), des renseignements publics provenant de groupes autochtones pris en compte dans le cadre du projet, ainsi que de la rétroaction sur la mobilisation communiquée par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées, avec des études techniques recueillies par des méthodes scientifiques occidentales. La combinaison de ces perspectives du savoir et de la science occidentale a été utilisée pour éclairer et évaluer l'énoncé des répercussions environnementales des trois éléments du milieu atmosphérique.

Le projet de la route et du port de Grays Bay (le « projet ») est un port en eaux profondes et un aménagement routier praticable en toute saison de 230 km proposé par West Kitikmeot Resources Corp. (WKR), situé dans la région de Kitikmeot au Nunavut. Le port sera situé dans le golfe Coronation, à environ 50 km au sud de la voie du passage du Nord-Ouest par l'Arctique, et reliera par route en toute saison le site fermé de la mine Jericho à la station Jericho, sur la rive nord-ouest du lac Contwoyto (NU). Chaque année, la route praticable en toute saison sera reliée toute la saison à la route hivernale qui va du lac Tibbitt au lac Contwoyt, officiellement appelée Tibbett to Contwoyto Winter Road (TCWR). WKR a préparé un énoncé des répercussions environnementales pour repérer et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions (dossier CNER n° 24XN038; CNER 2026). Le présent volume de l'ERE présente l'évaluation des effets environnementaux potentiels sur la qualité de l'air, le bruit et les vibrations, et inclut des énoncés sur le climat.

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le secteur d'aménagement du projet (SAP) comprend l'emprise au sol de toutes les composantes du projet, y compris les perturbations permanentes et temporaires (par exemple, l'étendue de l'infrastructure du projet, le défrichement prévu et les zones de déblaiement). La zone d'évaluation locale (ZEL) est la zone maximale où les effets environnementaux propres au projet peuvent être estimés de manière qualitative avec un degré raisonnable de précision et de confiance. Pour l'évaluation de la qualité de l'air, la ZEL a été définie comme une zone tampon de 5 km autour du SAP, qui respecte les exigences réglementaires et est suffisamment grande pour discuter de manière qualitative de la portée de l'influence des émissions de contaminants atmosphériques potentiellement intéressants (CAPI) provenant des activités du projet. La ZEL pour le bruit et les vibrations a été définie comme une zone tampon de 1,5 km autour du SAP, ce qui est conforme aux directives réglementaires pour les zones d'étude d'évaluation du bruit.

La zone d'évaluation régionale (ZER) met en contexte les effets propres au projet et représente la zone dans laquelle des effets cumulatifs avec d'autres projets et activités peuvent survenir. La ZER pour la qualité de l'air a été définie comme une zone tampon de 5 km autour du SAP et a été établie pour respecter les exigences réglementaires et pour saisir les effets sur la qualité de l'air des composantes spécifiques faisant l'objet de l'évaluation. La ZER est de la même taille que la ZEL parce que les effets cumulatifs sur la qualité de l'air attribuables à d'autres projets (passés, présents ou raisonnablement prévisibles) devraient être négligeables en dehors de la ZEL en raison de l'atténuation atmosphérique naturelle (par exemple, dilution naturelle due au mélange atmosphérique) des émissions de CAPI découlant du projet. Pour l'évaluation du bruit et des vibrations, une ZER plus petite a été établie (zone tampon de 3 km autour du SAP) en reconnaissance de l'atténuation atmosphérique naturelle et de l'absorption par le sol du bruit et des vibrations.

Les limites de l'évaluation spatiale n'ont pas été définies pour la section Climat, car l'évaluation des gaz à effet de serre (GES) a pris en compte les émissions de GES libérées par les activités du projet et a comparé ces émissions aux émissions de GES du Nunavut et du Canada aux fins de contexte.

MD.5.1 Qualité de l'air

La qualité de l'air a été évaluée en raison de son importance pour la santé et le bien-être des personnes, de la faune, de la végétation et d'autres biotes des écosystèmes. L'évaluation de la qualité de l'air a pris en compte les changements potentiels de la qualité de l'air ambiant durant les phases de construction, d'exploitation et de maintenance. Les changements potentiels relatifs aux CAPI ont été comparés aux normes, objectifs et lignes directrices établis en matière de qualité de l'air ambiant. Les CAPI qui ont fait l'objet de l'évaluation comprenaient les particules en suspension totale (PST), les particules inhalables d'un diamètre aérodynamique inférieur à 10 µm (P₁₀), les particules respirables d'un diamètre aérodynamique inférieur à 2,5 µm (P_{2,5}), le dioxyde de soufre (SO₂), le dioxyde d'azote (NO₂) et le monoxyde de carbone (CO). Les changements prévus ont ensuite été évalués pour d'autres sections des CV pour leurs effets potentiels sur la végétation, les caribous, les poissons d'eau douce et leur habitat, sur l'utilisation traditionnelle des terres, des zones marines et des ressources, ainsi que sur la santé et le bien-être communautaires.

MD.5.1.1 Base de référence

Le projet est situé dans la région de Kitikmeot, dans une zone isolée où la qualité de l'air n'est pour ainsi dire pas touchée par les activités industrielles, résidentielles et de transport locales. La qualité de l'air de référence de la région de Kitikmeot peut généralement être classée comme intacte en raison du nombre limité de sources de CAPI de grande envergure. Les émissions atmosphériques locales comprennent des sources stationnaires (par exemple, génératrices d'électricité, chauffage) et mobiles (par exemple, camions, motoneiges, véhicules tout-terrain [VTT]), tandis que la circulation des navires a une incidence sur la qualité de l'air local pendant la saison des eaux libres. Le transport à longue distance de contaminants atmosphériques peut également avoir des incidences sur la qualité de l'air dans la région de Kitikmeot. Des concentrations de référence représentatives de qualité de l'air ont été établies pour le projet en fonction des concentrations de CAPI mesurées pour d'autres projets récemment proposés dans la région du Kitikmeot. Les concentrations de référence du projet sont inférieures aux normes, lignes directrices et objectifs correspondants. Dans l'ensemble, la qualité de l'air de référence dans la ZEL pour la qualité de l'air est considérée comme très bonne.

MD.5.1.2 Répercussions du projet

Les activités du projet durant les phases de construction, d'exploitation et de maintenance généreront des émissions de CAPI et pourraient entraîner un changement de la qualité de l'air. Des effets potentiels sur la qualité de l'air lors des phases de construction, d'exploitation et de maintenance du projet sont attendus du fait du fonctionnement de la centrale électrique fonctionnant au diesel au port et à la station Jericho, de l'utilisation d'équipements et de véhicules équipés de moteurs à combustion (par exemple, équipements routiers et hors route, véhicules légers et navires), de la détonation d'explosifs dans les carrières, de l'exploitation des aéronefs et de l'incinération des déchets domestiques. On s'attend aussi à des effets sur la qualité de l'air liés à la génération de poussières diffuses lors du forage et du dynamitage dans les carrières, des activités de perturbation de la surface, y compris l'utilisation des routes et de l'érosion éolienne. Un modèle numérique de dispersion atmosphérique a été utilisé pour prédire de

manière quantitative les concentrations au niveau du sol pour les CAPI en dehors des limites du SAP. L'approche de modélisation, qui suivait les directives réglementaires, est considérée comme conservatrice (c'est-à-dire exagérée plutôt que sous-estimée), car elle supposait l'utilisation d'équipements plus anciens avec des émissions plus élevées, évaluait les taux d'émissions de l'année de pointe pour la construction, l'exploitation et l'entretien, et incluait des taux d'émission conservateurs. Ce scénario de modélisation conservateur prédit des émissions et des concentrations futures liées aux projets plus élevées par rapport à celles qui sont susceptibles d'être générées.

Les concentrations prévues par le modèle pour les CAPI ont été comparées aux normes de qualité de l'air ambiant du Nunavut définies dans les lignes directrices environnementales du Nunavut pour la qualité de l'air ambiant (Nunavut Environmental Guideline for Ambient Air Quality), ainsi qu'à d'autres références provinciales et fédérales. Des prévisions du modèle ont été établies pour plusieurs emplacements de récepteurs en dehors des limites du SAP et dans la ZEL, y compris aux deux sites de récepteurs potentiellement sensibles les plus proches : le camp d'exploration minérale de High Lake et le camp d'exploration minérale d'Ulu. Les effets potentiels sur la santé humaine de ces deux récepteurs ont été évalués dans le rapport d'évaluation des risques pour la santé humaine et l'environnement (annexe 26A).

Voici le résumé des résultats de la modélisation de la dispersion atmosphérique en ce qui concerne la prévision des effets potentiels liés au projet sur la qualité de l'air :

- La plupart des concentrations prévues de contaminants atmosphériques restent en dessous des NOLD établis dans la plupart des emplacements à l'intérieur de la ZEL en dehors des limites du SAP.
- Pour certains CAPI – notamment les PST et les P10 pendant la construction, et le NO₂ pendant la construction et l'exploitation – on prévoit un dépassement des NOLD applicables en dehors des limites du SAP.
- Les dépassements de PST et de P10 pendant la construction sont rares (moins de 5 jours par année) et limités aux zones se trouvant immédiatement autour des limites du SAP.
- Pendant la construction, les dépassements maximaux de NO₂ pendant une heure au-dessus des normes canadiennes de qualité de l'air ambiant s'étendent jusqu'à 2 km le long du rivage et 6 km au-dessus de Grays Bay, avec la fréquence la plus élevée le long des limites du SAP (jusqu'à 127 jours/année).
- Les dépassements de NO₂ diminuent avec la distance, descendant à moins de 30 jours par an dans un rayon de 1,5 km du rivage.
- Pendant la phase d'exploitation et de maintenance, les dépassements de NO₂ d'une heure sont rares (moins de 14 jours/année) et sont limités aux zones à proximité immédiate des limites du SAP.
- Au récepteur sensible le plus proche (camp d'exploration minérale de High Lake), toutes les concentrations de CAPI restent en dessous des NOLD applicables pendant la construction, l'exploitation et la maintenance.

Bien qu'il y aura des émissions de CAPI à la station Jericho, ces émissions seront nettement plus faibles qu'à l'emplacement du port en raison des niveaux d'activité plus faibles à la station Jericho, et donc ces émissions n'ont pas été modélisées numériquement. Voici le résumé des effets résiduels sur la qualité de l'air (c'est-à-dire après application des mesures d'atténuation et de gestion décrites ci-dessous) :

- Les effets résiduels sur la qualité de l'air pendant la phase de construction devraient être défavorables et varier d'une magnitude faible à élevée (selon les concentrations prévues pour les CAPI), ils devraient être limités à la ZEL en ce qui concerne l'étendue géographique, et survenir sur une courte durée (pendant la phase de construction). Bien que les émissions soient générées continuellement pendant cette période, la fréquence d'un changement de qualité de l'air est considérée comme un événement irrégulier, car les concentrations ambiantes prévues à un endroit donné varient dans le temps en fonction des conditions météorologiques.
- Les effets résiduels sur la qualité de l'air pendant la phase d'exploitation et de maintenance devraient également être défavorables et varier d'une magnitude faible à élevée; ils devraient être limités à la ZEL en termes d'étendue géographique, et survenir en tant qu'événement irrégulier sur le long terme.

MD.5.1.3 Effets cumulatifs

Les effets cumulatifs provenant d'autres sources, y compris les activités associées à des projets passés, présents, passés et raisonnablement prévisibles ou raisonnablement prévisibles induits, ont été pris en compte dans l'évaluation de la qualité de l'air. Les activités physiques passées n'ont pas le potentiel d'interagir cumulativement avec les effets résiduels sur la qualité de l'air pour le projet, car les projets passés n'ont pas d'émissions qui se chevauchent temporellement avec celles du projet. Les effets croisés des activités physiques actuelles et de l'utilisation des ressources, telles que le trafic maritime et les projets d'exploration minérale, ont été saisis dans les concentrations de référence représentatives établies pour le projet. Les projets raisonnablement prévisibles (RP) et raisonnablement prévisibles induits (RPI) qui sont en dehors de la ZER sont éloignés du projet et l'étendue de leurs émissions ne chevauche pas spatialement l'étendue des émissions du projet. Les activités RP et RPI à l'intérieur de la ZER peuvent entraîner une augmentation du trafic automobile et des émissions occasionnelles de faible magnitude qui ne contribuent pas à une augmentation substantielle des émissions du projet. Les activités RP et RPI, si elles se poursuivent, seront soumises à un processus d'examen réglementaire qui étudiera les interactions cumulatives potentielles avec le projet. Au cours de ces processus d'examen, des mesures d'atténuation supplémentaires peuvent être identifiées afin de réduire davantage le risque d'effets indésirables importants. En résumé, les effets environnementaux résiduels cumulatifs sur la qualité de l'air ne devraient pas augmenter considérablement par rapport aux effets environnementaux résiduels sur la qualité de l'air provenant du projet seul.

MD.5.1.4 Importance

L'évaluation par modélisation de la dispersion a démontré que les concentrations maximales prévues pour la plupart des CAPI lors des phases de construction, d'exploitation et de maintenance du projet restent inférieures aux NOLD établis en dehors des limites du SAP. Bien que certains CAPI (PST, P₁₀ et NO₂) puissent parfois dépasser les NOLD à l'extérieur des limites du SAP, ces dépassements sont censés être localisés à proximité des limites du SAP et surviennent rarement. Avec la mise en œuvre des pratiques exemplaires de gestion et des stratégies de gestion adaptées, les effets résiduels du projet et les effets résiduels cumulatifs sur la qualité de l'air pendant les phases de construction, d'exploitation et de maintenance du projet ne devraient pas être significatifs.

MD.5.1.5 Mesures d'atténuation, de gestion et d'amélioration

Le projet mettra en œuvre un Plan de surveillance et de gestion de la qualité de l'air qui comprendra des pratiques exemplaires de gestion de la qualité de l'air, notamment :

- des mesures relatives à l'exploitation et à l'entretien des véhicules et des équipements pour réduire les émissions de CAPI des moteurs et des systèmes d'échappement;
- la conception de dynamitage pour réduire les émissions de CAPI;
- la conception du projet et des pratiques opérationnelles visant à réduire les émissions de poussière diffuses;
- le dépoussiérage (par exemple, application d'eau) pour réduire les retombées de poussière sur la végétation, les cours d'eau ou les plans d'eau.

Un programme de surveillance de la qualité de l'air et de gestion adaptée mesurera les concentrations en particules ambiantes (P₁₀, PST). Les exigences de surveillance seront passées en revue et des techniques de gestion adaptée seront utilisées pour réduire les émissions dans une fourchette acceptable, au besoin.

MD.5.2 Climat

Les changements climatiques et ses conséquences sont d'une importance notable pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées, car ils ont une incidence sur l'environnement ainsi que sur l'utilisation traditionnelle des terres, des zones marines et des ressources (par exemple, les déplacements, les migrations animales, la chasse). Ces groupes ont souligné que les conditions météorologiques sont devenues moins prévisibles et que les changements climatiques dans la région de Kitikmeot comprennent l'augmentation des feux de forêt, des conditions de glace imprévisibles, la fonte du pergélisol, une diminution des précipitations et des fluctuations des niveaux d'eau. Les conséquences observées des changements climatiques et météorologiques comprennent l'érosion côtière, la modification de la qualité, de la quantité et de la couverture des neiges, ainsi que des changements au niveau de la faune et de la flore. Parmi les exemples de l'impact des changements climatiques sur les communautés, on peut citer la glace plus mince et sa fonte plus précoce qui ont une incidence sur les déplacements saisonniers et les activités fauniques (par exemple,

mouvements migratoires des caribous), la baisse des niveaux d'eau qui a des conséquences sur les déplacements et la vie aquatique (par exemple, omble chevalier), la baisse de la qualité de la neige pour la construction d'igloos d'urgence, ainsi que le rythme rapide du dégel du pergélisol et ses effets sur l'environnement global et les activités traditionnelles.

Les changements climatiques anthropiques représentent un défi environnemental majeur et ajoute de la complexité et de l'incertitude tant aux projections des conditions futures qu'à la fiabilité de la conception des projets, de leurs infrastructures et des stratégies d'atténuation requises. Le projet est susceptible à la fois d'influencer les changements climatiques par les émissions de gaz à effet de serre (GES) et d'être influencé par les changements climatiques. Le projet est susceptible d'être influencé par des changements à long terme des conditions climatiques (par exemple, modifications de la couverture et de la concentration de la glace de mer, l'activité des vagues océaniques) ainsi que par des événements météorologiques (par exemple, fortes précipitations, fortes chutes de neige, vents violents).

La section 12 présente des discussions sur les changements climatiques observés dans la région de Kitikmeot Ouest, un profil climatique, une évaluation des émissions de GES (de quelle façon le projet pourrait contribuer aux changements climatiques) et une évaluation des risques liés aux changements climatiques (de quelle façon le projet pourrait subir l'incidence des changements climatiques et des événements météorologiques). Ces discussions et évaluations climatiques ont été éclairées par la mobilisation et les connaissances des Inuits, des Autochtones et des communautés en ce qui concerne l'évaluation. Le profil climatique, l'évaluation des émissions de GES et l'évaluation des risques liés aux changements climatiques sont brièvement résumés ci-dessous.

MD.5.2.1 Profil climatique

Le projet est linéaire et s'étend de l'extrémité nord à Grays Bay à l'extrémité sud à la station Jericho, 230 km séparent les deux extrémités. Le climat de la région se caractérise par des extrêmes. Le *Rapport sur le climat changeant du Canada* (Cohen et coll. 2019) indique que, dans le Nord du Canada (défini comme la région géographique située au nord de la latitude 60° nord), la température moyenne annuelle a augmenté de 2,3 degrés Celsius (°C) durant la période 1948-2016, la plus forte augmentation étant observée durant la saison hivernale (4,3 °C). Dans le cadre du Profil représentatif d'évolution de concentration (RCP 8.5) des émissions élevées, la température moyenne annuelle dans le Nord du Canada devrait augmenter d'environ 2,7 °C pour la période 2031-2050 et de 7,8 °C pour la période 2081-2100, par rapport à la période 1986-2005. En raison du réseau d'observation (stations météorologiques) clairsemé dans le Nord du Canada, les changements historiques à long terme des précipitations sont difficiles à quantifier. Cependant, tous les sites disponibles utilisés dans le rapport indiquent une augmentation des précipitations. Selon le RCP8,5, la moyenne annuelle des précipitations pour le Nord du Canada devrait augmenter de 11,3 % (%) pour la période 2031-2050 et de 33,3 % pour la période 2081-2100, par rapport à la période 1986-2005.

MD.5.2.2 Émissions de gaz à effet de serre

Le projet libérera des émissions de GES dans l'atmosphère lors des activités des phases de construction, d'exploitation et de maintenance. Le gouvernement du Canada a établi des lois, des politiques et des documents d'orientation relatifs aux émissions de GES afin d'aider à atténuer les changements climatiques mondiaux.

La combustion des combustibles fossiles (par exemple, diesel, carburéacteur Jet A) dans les équipements lourds (par exemple, chargeurs, camions à benne, aéronefs) est la principale source d'émissions de GES du projet. Certaines émissions de GES se produiront aussi à la suite du dynamitage (combustion d'explosifs). On prévoit que la surveillance de la consommation de carburant, ainsi que l'entretien et l'utilisation d'équipements de construction de taille appropriée atténueront les émissions de GES découlant des activités du projet.

Une estimation prudente (c'est-à-dire potentiellement surévaluées plutôt que sous-évaluées) des émissions de GES provenant des activités de construction indique qu'elles seront les plus élevées au cours de la troisième année de construction où elles atteindront 145 566 t de CO_{2e}. Elles devraient ensuite s'établir à environ 87 326 t de CO_{2e} par an pour les années de construction restantes, en excluant les émissions liées au changement d'utilisation des sols. Les émissions de GES pendant la construction représenteront environ 15 à 20 % des émissions annuelles de GES du Nunavut et environ 0,02 % des émissions annuelles de GES du Canada.

Une estimation prudente des émissions de GES découlant des activités d'exploitation et de maintenance est d'environ 57 789 t de CO_{2e} par année lorsque le diesel est utilisé pour la production d'électricité. Les émissions de GES pendant l'exploitation représenteront environ 8 % des émissions annuelles de GES du Nunavut et environ 0,001 % des émissions annuelles de GES du Canada.

MD.5.2.3 Évaluation des risques liés aux changements climatiques

Une évaluation des risques liés aux changements climatiques a été réalisée pour le projet dans le but de cerner les risques associés aux effets des changements climatiques actuels et à venir sur l'infrastructure et les actifs prévus du projet. Des recommandations de stratégies d'adaptation ont également été élaborées pour atténuer les risques, améliorer la résilience du projet et orienter la conception ainsi que le suivi des plans. Les recommandations concernant le fonctionnement et l'entretien (F et E) visent à atténuer les risques potentiels liés au climat et à orienter l'élaboration des politiques et procédures relatives à l'entretien, à l'exploitation ainsi qu'à la santé et à la sécurité du personnel. Voici des exemples de recommandations de stratégies d'adaptation figurant dans le rapport de l'évaluation des risques liés aux changements :

- Prendre en compte des critères de conception adaptés au climat pour promouvoir la résilience à long terme. Par exemple, intégrer les changements prévus en ce qui concerne les précipitations extrêmes dans la conception des ponts (dimensionnement). Une résilience accrue du système de drainage aidera à réduire les conséquences associées aux précipitations extrêmes sur les remblais et la structure des routes ainsi que sur les pistes et les bandes d'atterrissage. De

plus, on examinera les volumes de ruissellement sans végétation pour prendre des décisions au sujet des critères de conception (en permettant la prise en compte de la perte de végétation due au feu de toundra).

- Concevoir et installer des mesures permanentes de contrôle de l'érosion (par exemple, gabion, maille, filet, géotextile tissé) dans des zones susceptibles d'être sujettes à l'érosion, comme les remblais construits avec des matériaux de type Terrain II.
- Là où il y a du pergélisol, assurer la surveillance et concevoir des renforts.
- Établir une politique de F et E pour effectuer des inspections régulières des tuyaux et des canalisations en surface lors d'épisodes de froid extrême et les dégeler manuellement au besoin afin de réduire les risques de canalisations endommagées ou d'arrêt du fonctionnement des installations d'approvisionnement en eau et d'assainissements des eaux usées.
- Envisager l'installation d'une filtration d'air avec une valeur minimale de déclaration de l'efficacité (MERV) élevée dans les bâtiments afin d'améliorer la qualité de l'air intérieure, particulièrement lors de mauvaises conditions de qualité de l'air dues à la fumée des incendies de toundra ou à la production de poussière lors d'événements de vents forts. Effectuer des inspections régulières et nettoyer ou remplacer les filtres.

MD.5.3 Bruit et vibration

Pour les Inuits, la terre, l'eau et la glace sont des lieux de paix, où le calme fait partie de la vie et est essentiel pour la chasse, les déplacements et la connexion à la terre. Le bruit et les vibrations à court ou long terme peuvent perturber la faune, rendre la récolte plus difficile et changer l'expérience d'être sur la terre. La CV du bruit et des vibrations vise à protéger à la fois l'environnement sonore naturel et la capacité des Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées à utiliser la terre comme ils l'ont toujours fait. L'évaluation se concentre sur les zones où les Inuits et d'autres utilisateurs des terres vivent, travaillent et se déplacent, y compris les zones d'utilisation traditionnelle des terres, des zones marines et des ressources (TLMRU), les hébergements permanents et les campements mobiles. Les récepteurs situés le long ou à proximité du SAP, y compris des limites du SAP de la station Jericho et du SAP de la route de Grays Bay ont également été évalués. Les effets du bruit et des vibrations sur la faune, y compris sur les caribous, les oiseaux, les mammifères marins, les poissons et les habitats marins sont abordés dans leurs CV respectives.

MD.5.3.1 Base de référence

Les perspectives des connaissances inuites, autochtones et communautaires, les rétroactions de la mobilisation, la surveillance des bruits de référence et la modélisation des vibrations ont été utilisées pour caractériser les conditions de bruit et de vibration de référence. Les niveaux de bruit et de vibration au sein de la ZEL sont actuellement généralement faibles, la plupart des sons provenant de sources naturelles comme le vent, l'eau et la faune. Les mesures de référence du niveau sonore pour le projet suivent les approches prescrites par la directive 038, Noise Control de l'Alberta Energy Regulator (AER) dans laquelle le niveau sonore moyen jour-nuit (DNL) de référence de 45 dBA a été utilisé comme seuil de référence pour le projet. Certains bruits liés aux activités humaines sont générés dans les camps

existants et le long des itinéraires de déplacements saisonniers. L'utilisation des terres par les Inuits dans ces régions est souvent saisonnière, et des activités comme la chasse et la pêche peuvent être sensibles à des niveaux élevés de bruit ou de vibration.

MD.5.3.2 Répercussions du projet

Les activités du projet pendant les phases de construction, d'exploitation et de maintenance généreront du bruit et des vibrations qui pourraient déranger les résidents permanents et saisonniers, ainsi que les utilisateurs des terres. Ces activités comprennent la construction de routes, l'exploitation des carrières, le dynamitage, les activités associées aux aéronefs et à la circulation, ainsi que l'utilisation d'équipement. Des modélisations prédictives ont été réalisées pour prévoir les niveaux de bruit et de vibration au sein des ZEL et ZER afin d'estimer l'exposition des récepteurs, d'évaluer les changements par rapport aux niveaux de référence ainsi que la conformité aux directives réglementaires. Voici un résumé des effets prévus du projet sur le bruit et les vibrations :

Changement des niveaux de bruit :

- Les conséquences de la phase de construction en matière de bruit devraient respecter les seuils réglementaires à tous les récepteurs, avec la mise en place de mesures propres au site ou à la situation requises pour certains récepteurs situés à proximité des limites des SAP de la station Jericho et de la route Grays Bay.
- Les conséquences des phases d'exploitation et de maintenance en matière de bruit devraient respecter les seuils réglementaires à tous les récepteurs, avec la mise en œuvre de mesures propres au site ou à la situation requises aux limites de la route et de la carrière permanente où des conséquences à court terme sont prévues en matière de bruit.
- Les activités d'exploitation et de maintenance au port de Grays Bay et à la station Jericho devraient entraîner des effets sonores à long terme, bien que ces effets soient gérés par l'utilisation de pratiques normalisées de conception et d'exploitation.
- On prévoit que les effets résiduels sur les niveaux de bruit seront d'ampleur modérée au sein de la ZER. Ils devraient se produire continuellement sur une courte durée pendant la phase de construction et à moyen terme pendant la phase d'exploitation et de maintenance. Ces effets seront réversibles lorsque les activités du projet cesseront.

Modification des niveaux de vibration :

- Les effets de vibration, y compris les effets liés aux explosions pendant les phases de construction, d'exploitation et de maintenance, devraient respecter les seuils réglementaires avec la mise en œuvre de mesures propres au site ou à la situation requises dans les hébergements permanents, les campements mobiles et dans les limites du SAP du port de Grays Bay.
- Les effets résiduels sur les niveaux de vibration seront intermittents, de courte durée pendant la phase de construction et de durée moyenne pendant les phases d'exploitation et de maintenance, et ne surviendront que lors d'activités spécifiques de construction, d'exploitation ou de maintenance (par exemple, dynamitage, pieux). Ces effets seront réversibles lorsque les activités du projet cesseront.

Le bruit et les vibrations du projet ne devraient pas être perçus en dehors de la ZER et ne devraient pas entraîner d'effets transfrontaliers dans les régions ou communautés voisines.

MD.5.3.3 Effets cumulatifs

Les émissions de bruit fixe et mobile provenant d'autres activités du projet actuelles et raisonnablement prévisibles induites peuvent interagir avec les effets sonores résiduels du projet si ces activités se chevauchent avec le projet sur le plan temporel et spatial. Ces autres projets et activités physiques incluent : l'exploration minière actuelle; les mines raisonnablement prévisibles induites, le trafic maritime et le transport terrestre; et la récolte actuelle et raisonnablement prévisible des ressources renouvelables, le tourisme terrestre et la recherche scientifique.

Les bruits liés au projet devraient s'atténuer à des niveaux bien en dessous du niveau de fond dans un rayon de 3 km autour de leur source et les effets cumulatifs des bruits ne devraient pas dépasser les seuils de bruit applicables aux récepteurs. Étant donné la nature très localisée et intermittente des vibrations liées au projet, le chevauchement avec d'autres sources de vibration est jugé improbable et n'a donc pas été pris en compte dans l'évaluation des effets cumulatifs.

On prévoit que les effets cumulatifs des bruits seront d'ampleur modérée et se limiteront à la ZER. Le calendrier serait continu pendant les périodes d'activité, mais la durée resterait à moyen terme.

MD.5.3.4 Importance

Après leur atténuation, les effets résiduels des bruits et des vibrations du projet ne devraient pas être importants. Les seuils de bruit et de vibration applicables établis par les directives réglementaires ne seront pas dépassés. L'ampleur des effets demeurera modérée et de courte à moyenne durée. Les effets ne causeront pas de dommages durables aux utilisateurs des terres, à la faune ou au bien-être des communautés.

On prévoit que les effets cumulatifs des bruits ne soient pas importants. Aucun effet cumulatif des vibrations n'est prévu.

MD.5.3.5 Mesures d'atténuation, de gestion et d'amélioration

Le projet utilisera des contrôles d'ingénierie, de bonnes pratiques d'exploitation et des mesures propres au site pour maintenir un niveau bas de bruits et de vibrations. Ces mesures seront orientées par une mobilisation continue auprès des communautés inuites. Les principales mesures comprennent :

- la conception du dynamitage pour réduire les vibrations et les bruits au niveau du sol;
- la réduction des bruits et des vibrations de l'équipement au ralenti et l'utilisation des barrières naturelles ou construites lorsque c'est possible;
- l'orientation des camps pour qu'ils ne fassent pas face aux sources de bruit;

- dans des zones précises où des dépassements peuvent survenir, la planification des activités de projet en dehors des périodes sensibles de récolte ou de migration, par l'intermédiaire d'activités de mobilisation auprès des utilisateurs des terres Kitikmiut;
- l'utilisation de la gestion adaptée pour rajuster les mesures d'atténuation si la surveillance révèle des effets inattendus.

MD.5.4 Énoncé des répercussions sur le milieu atmosphérique

Une évaluation de l'influence potentielle du projet de la route et du port de Grays Bay R sur la qualité de l'air ou les bruits et les vibrations prévoit que les effets résiduels et cumulatifs ne seront pas importants.

MD.6 Résumé du volume – Portée de l'évaluation du milieu terrestre

Le milieu terrestre est constitué des composantes fondamentales du paysage arctique, fournissant les bases physiques de la mobilité des Inuits et de leurs pratiques de récolte et de chasse traditionnelle. La perturbation des terres peut modifier ses caractéristiques physiques, porter atteinte à l'intégrité du pergélisol et affecter l'utilisation des terres tant par la faune que par les Inuits. La présente évaluation accorde la priorité à la préservation du paysage naturel tout en protégeant la capacité des Inuits à interagir et à utiliser la terre selon des pratiques culturelles anciennes.

Pour les Kitikmiuts, la végétation peut être vitale pour la santé et le bien-être des personnes, de la faune et des écosystèmes. Elle peut aussi avoir une valeur socio-économique et culturelle. La présente évaluation respecte ces valeurs et met l'accent sur la protection à la fois de ce milieu de végétation naturelle et de la capacité des Kitikmiuts à utiliser la terre de manière traditionnelle.

Le caribou (*tuktuut*) est l'élément vital des Kitikmiuts et constitue une espèce clé d'un point de vue culturel. Le caribou et d'autres animaux sauvages sont importants pour la sécurité alimentaire, mais ils sont bien plus qu'une simple source de nourriture. Ils fournissent aussi des matériaux pour les vêtements, les outils et les abris. Le cycle de vie du caribou définit la façon dont les Kitikmiuts utilisent la terre, y compris les lieux de déplacement, de chasse et de campement. Les liens profonds que les Kitikmiuts entretiennent avec le caribou ont permis d'obtenir une connaissance collective transmise de génération en génération pour préserver ce lien spirituel et garantir la santé des troupeaux de caribous. Les Kitikmiuts ne reconnaissent que trois types de *tuktuut* : le caribou continental, le caribou insulaire et le caribou de Peary; le projet interagit avec le caribou continental et le caribou insulaire.

Les migrations printanières et automnales des tuktuuts étaient des périodes d'abondance au niveau de la faune. Les Inuits chassaient l'omingmak (boeuf musqué) lorsque les tuktuuts n'étaient pas disponibles ou en tant que nourriture pour leurs chiens. De petites proies comme les hikhik (écureuils terrestres) et les okalik (lièvres arctiques) étaient chassées en parallèle à d'autres activités et utilisées comme nourriture lorsqu'il n'y avait pas de viande fraîche ou cachée disponible. Pour les Inuits des zones côtières, le printemps était une période importante pour chasser les grands rassemblements d'oiseaux aquatiques migrateurs. En été, ils ramassaient des œufs et chassaient les oiseaux aquatiques au stade de la mue (Banci et Spicker 2024). Les oiseaux (kopanoak) sont importants pour les Inuits car ils fournissent leur subsistance grâce à leur récolte et à leurs œufs, fournissent un duvet utilisé pour isoler les vêtements, et la présence ainsi que le départ des espèces migratrices signifient le changement des saisons.

West Kitikmeot Resources (WKR) a recueilli des renseignements de référence sur la situation en combinant la collecte de connaissances menée par les Inuits et collaborative (y compris le rapport sur les connaissances des Inuits propres au projet, établi à partir des renseignements de la base de données du Naonaiyaotit Traditional Knowledge Project [NTKP] et des ateliers du Groupe consultatif autochtone [IAG]), des renseignements publics provenant de groupes autochtones pris en compte dans le cadre du projet, ainsi que de la rétroaction sur la mobilisation communiquée par les Kitikmiuts, d'autres groupes

autochtones et d'autres communautés potentiellement touchées, avec des études techniques recueillies par des méthodes scientifiques occidentales.

WKR a utilisé ces connaissances intégrées pour éclairer l'établissement des limites d'évaluation des projets et soutenir l'évaluation des effets du projet et des effets cumulatifs sur toutes les composantes valorisées. Le savoir inuit combiné ainsi que les renseignements scientifiques occidentaux ont également directement influencé la détermination de l'importance et la conception de mesures d'atténuation, de gestion et d'amélioration. Cette base de connaissances est essentielle pour garantir que l'évaluation du projet reflète les points de vue des Kitikmiuts, les expériences vécues et les conditions environnementales observées. Le partage continu du savoir, la collaboration et l'intégration de nouveaux renseignements tout au long de la durée du projet seront essentiels pour affiner les prévisions, améliorer la gestion adaptée et améliorer les résultats du projet pour les Inuits et autres communautés potentiellement concernées.

Le projet de la route et du port de Grays Bay (le « projet ») est un port en eaux profondes et un aménagement routier praticable en toute saison de 230 km proposé par West Kitikmeot Resources Corp. (WKR), situé dans la région de Kitikmeot au Nunavut. Le port sera situé dans le golfe Coronation, à environ 50 km au sud de la voie du passage du Nord-Ouest par l'Arctique, et reliera par route en toute saison le site fermé de la mine Jericho à la station Jericho, sur la rive nord-ouest du lac Contwoyto (NU). Chaque année, la route praticable en toute saison sera reliée toute la saison à la route hivernale qui va du lac Tibbitt au lac Contwoyt, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR). WKR a préparé un énoncé des répercussions pour cerner et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay proposé par WKR (dossier CNER n° 24XN038; CNER 2026). Le présent volume de l'énoncé des répercussions présente l'évaluation des effets environnementaux potentiels sur le terrain, les sols et le pergélisol, la végétation, le caribou, les oiseaux et d'autres éléments de la faune terrestre.

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le secteur d'aménagement du projet (SAP) comprend l'emprise au sol de toutes les composantes du projet, y compris les perturbations permanentes et temporaires (par exemple, l'étendue de l'infrastructure du projet, le défrichement prévu et les zones de déblaiement). La zone d'évaluation locale (ZEL) est la zone maximale où les effets environnementaux propres au projet peuvent être estimés de manière qualitative avec un degré raisonnable de précision et de confiance. Pour les composantes valorisées du terrain, des sols, du pergélisol, et de la végétation, la ZEL a été définie comme une zone tampon de 1 km centrée sur le SAP. La ZEL de la CV de la végétation comprend également une zone tampon de 100 m autour de deux lacs de prise d'eau potentiels. La ZEL pour les CV du caribou, des oiseaux et d'autres éléments de la faune terrestre tient compte de l'étendue maximale prévue des effets directs et indirects et a été définie comme une zone tampon de 4 km autour du SAP.

La zone d'évaluation régionale (ZER) englobe le SAP et la ZEL et fournit un contexte régional expliquant comment les effets liés au projet peuvent influencer les CV respectives, ainsi que la manière dont ces effets peuvent interagir cumulativement avec ceux d'autres projets passés, présents ou raisonnablement prévisibles. Pour les composantes valorisées du terrain, des sols, du pergélisol, et de la végétation, la ZER a été définie comme une zone tampon de 30 km autour du SAP. La CV des oiseaux utilise une zone tampon de 20 km autour du SAP, et la CV du caribou ainsi que celle des autres éléments de la faune terrestre définissent différentes ZER en tenant compte de l'aire de répartition des espèces, la plus grande ZER étant établie pour la CV du caribou afin de tenir compte de l'étendue spatiale potentielle totale de l'aire de répartition du troupeau de caribous de Bathurst.

MD.6.1 Terrain, sols et pergélisol

Le terrain, les sols et le pergélisol ont été sélectionnés comme composante valorisée (CV) en raison des répercussions potentielles que le projet de la route et du port de Grays Bay (le « projet ») pourrait avoir sur les formes de relief, le terrain, les propriétés du sol et la stabilité du terrain dans un environnement de pergélisol. L'article 14 du volume 6 de l'Énoncé des répercussions environnementales offre une évaluation complète des effets potentiels sur le terrain, les sols et le pergélisol, liée aux phases de construction, d'exploitation et de maintenance du projet dans la région de Kitikmeot du Nunavut. Cette évaluation est essentielle en raison de l'environnement sensible du pergélisol et de son rôle capital dans le soutien des activités inuites, des écosystèmes nordiques, du développement des sols et de la stabilité du terrain.

MD.6.1.1 Base de référence

La zone du projet se trouve dans le Bouclier canadien et se caractérise par des dépôts ondulés de roche et de glaciers. Les dépôts superficiels sont composés de till, de dépôts fluvioglaciaires et glaciolacustres et marins, ainsi que de sols organiques et de substratum. La topographie est variable, elle peut être plane, doucement ondulée ou bosselée. Il existe quelques pentes abruptes; mais leur longueur est généralement courte. Le pergélisol est continu dans toute la ZER (c'est-à-dire en dessous de 90 à 100 % des terres), et dans certaines zones, on s'attend à ce qu'il soit riche en glace, ce qui le rend sensible au dégel. Des formes de relief uniques sont présentes dans la ZER, telles que les eskers et les zones humides, qui peuvent être importants sur le plan culturel et écologique pour les communautés inuites et la faune. Les sols dans la ZEL sont constitués de gélisols et de régosols, les gélisols étant dominants en raison du pergélisol continu.

MD.6.1.2 Répercussions du projet

Les répercussions et les voies potentielles découlent principalement de perturbations du sol pendant les phases de construction, d'exploitation et de maintenance. Trois répercussions du projet sur le terrain, les sols et le pergélisol ont été cernées :

- **Changement des formes de relief et des conditions du terrain :** Un effet direct sur les formes de relief et les conditions du terrain résultera d'une perturbation du sol qui modifiera la diversité topographique et les formes de relief uniques. Les répercussions indirectes sont liées à des changements dans les schémas de drainage des eaux de surface et au dégel du pergélisol pouvant découler des perturbations du sol. Le dégel du pergélisol riche en glace entraîne la fonte de la glace et des changements dans les conditions de surface du sol (par exemple, humidité de la surface du sol, couverture végétale). En fonction de la mise en œuvre des pratiques exemplaires, ainsi que du respect des normes, des mesures d'atténuation et des procédures généralement recommandées pour les mesures de contrôle de l'érosion et des sédiments, les répercussions sur la condition du terrain devraient se limiter au SAP et être permanentes et irréversibles.
- **Changement des propriétés du sol :** Les changements dans les propriétés du sol incluent une augmentation de l'érosion, de la perte, de la compaction, de la contamination et un changement de l'adéquation de la réhabilitation progressive des terres en raison de perturbations du sol au cours des phases de construction, d'exploitation et de maintenance. Le développement et l'utilisation d'espaces de travail temporaires au sein du SAP peuvent entraîner des perturbations du sol et des changements possibles dans la structure du sol, la porosité, la matière organique et l'adéquation de la réhabilitation progressive des terres. Lorsque la perturbation permanente est inévitable, les effets sur les propriétés du sol devraient être limités au SAP, permanents et irréversibles. L'enlèvement des couches organiques et superficielles du sol ainsi que l'utilisation de ce matériau dans la réhabilitation progressive de ces espaces de travail temporaires rendront réversibles ces répercussions sur les sols.
- **Changement de stabilité du terrain :** Les perturbations du sol résultant des activités du projet peuvent avoir une incidence sur la stabilité du terrain lors de glissements de terrain sur des sols susceptibles de se déplacer massivement. Le dégel du pergélisol suit généralement un changement de régime thermique de la surface du sol en raison de la construction même de la route, du détournement des schémas de drainage de l'eau, ce qui entraîne une érosion thermique et une accumulation de neige le long du remblai routier. La fonte de la glace de sol est susceptible de générer une subsidence du sol et de l'instabilité pour les infrastructures. Comprendre la stabilité du terrain et les conditions du pergélisol dans le SAP est essentiel pour l'achèvement de conception finale du projet. Dans une certaine mesure, la construction sur le pergélisol est inévitable, et une certaine dégradation localisée du pergélisol est inéluctable (par exemple, dans des terrains sensibles où des sols riches en glace pourraient être présents) en raison du changement de régime thermique résultant des perturbations du sol et des effets permanents des changements climatiques. Les répercussions sont donc attendues à long terme, car le port, la route et la station Jericho seront permanents et irréversibles.

MD.6.1.3 Effets cumulatifs

L'évaluation des effets cumulatifs sur le terrain, les sols et le pergélisol s'est concentrée sur les projets et activités au sein de la ZER, car leurs répercussions sont spatialement limitées à l'empreinte de la zone perturbée et à son environnement immédiat. En raison de l'importance des eskers comme forme de relief unique, leur évaluation a adopté une approche quantitative qui compilait la surface totale des eskers concernés par d'autres projets et activités au sein de la ZER. Les effets cumulatifs sur les eskers sont considérés comme peu importants, puisque la superficie totale concernée par d'autres projets et activités s'élève à 276,3 ha. Combiné aux 33,3 ha touchés par le projet, cela représente un total de 309,6 ha, soit seulement 1,6 % de la surface totale des eskers au sein de la ZER.

MD.6.1.4 Importance

En tenant compte des méthodes, mesures de gestion, stratégies et efforts de surveillance visant à prévenir ou à atténuer les effets négatifs résultant de la perturbation du pergélisol, les répercussions sur les formes de relief et les conditions du terrain, les propriétés du sol et la stabilité du terrain sont considérées comme peu importantes.

Pour les effets cumulatifs, la zone de perturbation du projet dans la ZER est limitée, donc les effets cumulatifs ne devraient pas être importants.

MD.6.1.5 Mesures d'atténuation, de gestion et d'amélioration

Les stratégies d'atténuation visent à réduire au minimum les perturbations du sol et à protéger le pergélisol, l'intégrité du sol et la stabilité du terrain. Les principales mesures d'atténuation comprennent (sans toutefois s'y limiter) :

- Dans la mesure du possible, utiliser les zones précédemment perturbées pour les activités, infrastructures et espaces de travail du projet;
- Choisir un tracé routier qui réduit au minimum les répercussions environnementales;
- Dans la mesure du possible, défricher lorsque le sol est gelé;
- Privilégier autant que possible une approche de remplissage seulement;
- Éviter autant que possible les formes de relief uniques;
- Éviter autant que possible le pergélisol sensible;
- Appliquer les meilleures pratiques de gestion pour le contrôle de l'érosion et la prévention de la contamination;
- Élaborer et mettre en œuvre un plan de contrôle de l'érosion et des sédiments;
- Développer et mettre en œuvre des mesures de contrôle du ruissellement et un plan d'entretien des ponceaux;
- Suivre les lignes directrices générales pour la construction sur le pergélisol;

- Réaliser des enquêtes géotechniques pour éclairer la conception et réduire les répercussions au minimum;
- Mener une surveillance continue et des activités de mobilisation auprès des Inuits afin de s'assurer que les mesures de gestion sont efficaces et que les effets imprévus sont pris en compte.

MD.6.2 Végétation

L'évaluation de la CV de la végétation se concentre sur les zones où les Kitikmiuts et autres usagers des terres vivent, travaillent et se déplacent, y compris les campements de travaux, les zones de récolte traditionnelles et d'autres lieux sensibles. Elle évalue les effets potentiels des activités liées au projet sur la végétation, en accordant une priorité aux espèces végétales et aux écosystèmes importants sur le plan culturel.

MD.6.2.1 Base de référence

Le projet est situé dans l'écorégion des hautes terres du lac Takijuk, dans l'écozone du Bas-Arctique, composée principalement de roches non végétalisées et d'un écoclimat du Bas-Arctique. La végétation se compose principalement de toundra arbustive comprenant des bouleaux glanduleux (*Betula pumila*), des saules (*Salix* spp.), de petit thé du Labrador (*Rhododendron tomentosum*), des benoîtes (*Dryas* spp.) et d'espèces de bleuets (*Vaccinium* spp.). Des épicéas (*Picea* spp.) sont dispersés le long de la limite sud de l'écorégion. Plusieurs plantes importantes sur le plan culturel ont été repérées grâce aux connaissances des Inuits, des Autochtones et des communautés ainsi qu'aux rétroactions formulées au cours de la mobilisation, y compris des plantes utilisées à des fins médicinales, alimentaires, rituelles, spirituelles ou servant de matériaux de construction et de carburant domestique. Certaines perturbations liées aux activités humaines sont générées dans les campements existants et le long des itinéraires de déplacements saisonniers. L'utilisation des terres des Kitikmiuts dans ces régions est souvent saisonnière, et des activités comme la récolte peuvent être sensibles aux changements de végétation.

MD.6.2.2 Répercussions du projet

Le projet affectera la végétation à l'intérieur et autour du SAP par l'intermédiaire d'activités telles que le défrichage, la construction de routes, l'exploitation des carrières et l'utilisation d'équipement. Les répercussions sur la diversité des communautés et des espèces et la fonction des zones humides ont été évaluées au cours des phases de construction, d'exploitation et de maintenance du projet. Voici le résumé des résultats :

Changement dans la diversité des communautés

- La construction du projet entraînera la perte de communautés végétales, avec la perte directe ou la modification de jusqu'à 4 950,7 ha de types de couvertures terrestres (9,9 % de la ZEL). Aucune catégorie de couverture terrestre, y compris des catégories peu communes, ne sera complètement supprimée du fait du projet. Les effets devraient se faire ressentir à long terme, car les infrastructures opérationnelles (par exemple, route, port, aéroport) resteront en place après la construction. La réhabilitation des zones non requises pour l'exploitation et la maintenance sera entreprise à la fin de la phase de construction du projet.
- Des effets indirects sur la diversité des communautés végétales, par exemple le dépôt de poussière, peuvent survenir, on s'attend à ce que les effets indirects se fassent ressentir à une distance de 40 m du SAP. Un changement de la composition des espèces est probable dans les zones exposées à la poussière. Le dépôt de poussière et le risque d'introduction d'espèces végétales non indigènes et envahissantes à proximité du SAP seront permanents.
- Avec la grande superficie restante de tous les types de couverture terrestre dans la ZEL, et la réhabilitation progressive des composantes du projet non requis pour l'exploitation et la maintenance, l'ampleur des répercussions sur la diversité des communautés est considérée comme faible dans la ZEL. Les effets se produiront sous forme d'événements irréguliers de fréquence multiples et seront réversibles dans les zones temporairement perturbées et irréversibles dans les zones où une infrastructure permanente est présente.

Changement dans la diversité des espèces

- Le projet entraînera la perte d'occurrences d'espèces végétales dont la conservation est préoccupante et d'espèces végétales d'importance culturelle pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées, y compris la drave à longs pédicelles (*Draba juvenilis*), une espèce végétale dont la conservation est préoccupante et dont la seule occurrence connue dans la ZER se trouve dans le SAP. Des répercussions indirectes sur les espèces végétales dont la conservation est préoccupante et sur les espèces végétales d'importance culturelle pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées surviendront également du fait du dépôt de poussières, de l'introduction d'espèces végétales non indigènes et envahissantes, des changements du régime d'humidité causés par la perturbation du sol et, éventuellement, l'altération du drainage.
- Les effets directs surviennent généralement pendant la phase de construction du projet; cependant, le dépôt de poussière et le risque d'introduction d'espèces végétales non indigènes et envahissantes à proximité du SAP seront permanents pendant les phases d'exploitation et de maintenance.

- L'ampleur des répercussions sur la diversité des espèces végétales sera élevée, car il y aura des effets directs et indirects mesurables sur la diversité des espèces végétales et la perte potentielle de la seule occurrence connue de la drave à longs pédicelles dans la ZER. Les effets surviendront lors de multiples événements irréguliers et devraient durer dans le long terme, car la route sera permanente. Par ailleurs les conséquences du dépôt de poussière se feront ressentir tout au long de la durée du projet.

Modification des fonctions des zones humides

- Le projet devrait concerner directement environ 124,6 ha de zones humides, dont 541 zones humides représentant un total de 74,0 ha concernées par une suppression complète, entraînant une perte totale de fonction pour les zones humides touchées. Des effets indirects sur les zones humides peuvent aussi survenir en raison de changements hydrologiques, d'altérations du pergélisol, de dépôts de poussière et de l'établissement d'espèces non indigènes et envahissantes.
- Les effets devraient être de faible ampleur puisque les zones humides et leurs fonctions connexes continueront d'être présentes dans la ZEL et la ZER. Les effets sont principalement limités aux zones humides se trouvant dans le SAP ou proches de celui-ci, bien que les effets puissent s'étendre jusqu'à la ZEL qui est traversée par de grandes zones humides. Les effets se feront ressentir à long terme, sous forme d'événements irréguliers de fréquence multiples.

MD.6.2.3 Effets cumulatifs

Des effets cumulatifs sur la diversité des communautés végétales, la diversité des espèces (y compris les espèces végétales dont la conservation est préoccupante et les espèces végétales d'importance culturelle pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées), ainsi que sur la fonction des zones humides résultant de projets et d'activités passés, présents, raisonnablement prévisibles et raisonnablement prévisibles induits se sont produits et continueront probablement de se produire. Les effets cumulatifs devraient être défavorables en direction et de faible ampleur grâce aux mesures d'atténuation, mais ils persisteront sur le long terme en raison de la longue durée d'exploitation de plusieurs projets et activités. Les effets seront probablement aussi irréversibles, car plusieurs projets seront permanents. Les relevés de plantes rares avant la construction aideront à éclairer les mesures d'atténuation des espèces végétales dont la conservation est préoccupante, ce qui réduira les effets cumulatifs sur la diversité des espèces.

MD.6.2.4 Importance

Un effet résiduel négatif important sur la végétation et les zones humides est celui qui, après l'application de mesures d'évitement et d'atténuation, menace la persistance ou la viabilité à long terme des communautés ou des espèces végétales, y compris celles des ressources végétales d'importance culturelle pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées. Avec l'application de mesures d'atténuation, les effets résiduels du projet et cumulatifs sur la diversité communautaire, les plantes d'importance culturelle et la fonction des zones humides ne sont pas importants.

MD.6.2.5 Mesures d'atténuation, de gestion et d'amélioration

Le projet utilisera des contrôles techniques, de bonnes pratiques opérationnelles et des mesures propres au site afin de réduire les répercussions négatives sur la végétation. Les principales mesures comprennent ce qui suit :

- La réduction au minimum du secteur d'aménagement du projet (SAP) afin de diminuer la perte d'habitat.
- L'utilisation de zones précédemment perturbées pour les activités du projet.
- L'établissement d'un plan d'atténuation des espèces végétales dont la conservation est préoccupante, lorsque cela est nécessaire.
- L'établissement d'un plan de restauration progressive, incluant la surveillance de la remise en état des espaces de travail temporaires.
- La mise en œuvre d'un programme de contrôle de la poussière.
- La programmation d'activités pour éviter les périodes sensibles de la végétation, dans la mesure du possible.
- L'utilisation de la gestion adaptée pour rajuster les mesures d'atténuation si la surveillance révèle des effets inattendus.

MD.6.3 Caribou

Compte tenu de leur importance critique, le caribou est considéré comme une composante valorisée (CV) dans l'évaluation des effets du projet. Pour s'aligner sur les perspectives des Kitikmiuts, des évaluations distinctes sont réalisées pour le caribou continental, mieux représenté par le troupeau de caribous de Bathurst (TCB), et le caribou insulaire représenté par le troupeau de Dolphin-et-Union (TDU). Les répercussions potentielles du projet et les perturbations cumulées des terres sont prises en compte pour la perturbation de l'aire de répartition, de l'habitat, des déplacements, du risque de mortalité et de la santé. Les principales limites d'évaluation sont celles de la ZER1 du TCB pour le caribou continental et la ZER du TDU pour le caribou insulaire; ces limites couvrent l'utilisation de l'aire de répartition par les caribous du continent et insulaires représentatifs sur la partie continentale du Nunavut.

MD.6.3.1 Base de référence

Les caribous du continent et insulaires ont connu des déclin démographiques depuis les années 1980, selon les connaissances inuites et la science occidentale. Ces déclin sont probablement le résultat de plusieurs facteurs, notamment le climat, la prédation et la récolte. Le savoir inuit suggère que le développement industriel a également joué un rôle dans le déclin. Le caribou du continent, notamment les membres du TCB, migre sur de longues distances entre les zones d'hivernage dans les Territoires du Nord-Ouest (à proximité ou en dessous de la limite forestière) et les zones d'été ou de vêlage du Nunavut. Le caribou insulaire comme les membres du TDU hiverne sur la partie continentale du Nunavut et passe la saison de croissance (y compris le vêlage) sur l'île Victoria en traversant le golfe Coronation lorsqu'il est gelé. Le savoir inuit identifie des caractéristiques importantes de l'habitat (par exemple, les

eskers, les zones humides [natingnak]) et les corridors migratoires (y compris les rétrécissements d'eau [nadlok]) à proximité du projet sur la partie continentale du Nunavut. Le savoir inuit suggère aussi que les perturbations sensorielles existantes causées par les mines et les routes près du projet sont une préoccupation pour le caribou.

MD.6.3.2 Répercussions du projet

Le projet peut entraîner des perturbations de l'aire de répartition du caribou, de son habitat, de son déplacement, du risque de mortalité et de sa santé du fait d'activités telles que le défrichement des terres (par exemple, l'enlèvement de la végétation et de la couche arable), le développement d'infrastructures, le dynamitage et la circulation des véhicules, qui, tous, causent aussi des perturbations sensorielles chez le caribou (c'est-à-dire des perturbations qui concernent le bruit, la vue, le goût). Voici le résumé des répercussions prévues du projet sur les caribous du continent et insulaires :

Changement des perturbations de l'aire de répartition (caribou du continent) :

- La perturbation de l'aire de répartition est le résultat de perturbations cumulées des terres qui produisent des effets directs (défrichement des terres) et indirects (zone d'influence [ZDI]) qui ont une incidence sur la résilience du paysage.
- Cette évaluation suit le cadre cumulatif de perturbations des terres du *Plan pour l'aire de répartition du caribou de Bathurst* pour quantifier les perturbations qui touchent l'aire de répartition.
- L'infrastructure du projet devrait augmenter les perturbations de l'aire de répartition dans la ZER1 du TCB de 1 804,2 km² pour atteindre un niveau global de perturbation de 4 863,6 km² (une augmentation de 59 %), soit un total de 6,3 % de perturbations dans la zone de répartition (77 400 km²). Cependant, le projet n'augmente pas le risque pour le caribou et son habitat. Les niveaux de perturbation restent dans une fourchette souhaitable (< 6 000 km²).
- Le changement prévu des perturbations de l'aire de répartition du TCB est de faible ampleur et se produit dans la ZER1 du TCB. Les effets seront continus sur une longue durée et irréversibles, car le projet sera permanent.

Changement de l'habitat

- Les effets sur l'habitat peuvent être directs (suppression de l'habitat) ou indirects (diminution de la qualité due à une ZDI) du fait de l'infrastructure et des activités du projet.
- La présente évaluation utilise les fonctions de sélection des ressources (FSR) pour quantifier les changements de l'habitat « sélectionné » (préféré) dus au projet au cours des différentes saisons (TCB : vêlage/post-vêlage, été et automne; TDU : migration hivernale, avant le printemps et après l'automne).
- Le projet affecte directement et indirectement jusqu'à 55,2 km² (ou 0,8 %) d'habitat saisonnier sélectionné dans la ZER1 du TCB. Les répercussions les plus importantes se font ressentir au niveau de l'habitat estival.

- Le projet affecte directement et indirectement jusqu'à 158,6 km² (ou 1,5 %) d'habitat saisonnier sélectionné dans la ZER du TCB. Les répercussions les plus importantes surviennent à l'étape de la migration avant le printemps et de l'habitat après l'automne.
- Les répercussions directes devraient être réduites au minimum grâce à la conception du projet, et les répercussions indirectes seront réduites au minimum avec une réduction des ZDI grâce à un Plan d'action en cas d'événements déclencheurs pour le caribou.
- L'ampleur des changements prévus dans l'habitat du TCB et du TDU est faible. Ils se limitent à la ZEL. Les effets seront continus sur une longue durée et irréversibles, car le projet sera permanent.

Changement au niveau des déplacements

- Les effets peuvent se faire ressentir sur les déplacements à cause de filtres physiques et perceptifs (c'est-à-dire basés sur les sens) causés par l'infrastructure et les activités du projet. Ces effets peuvent être locaux (par exemple, franchissements) ou de plus grande envergure (par exemple, migration).
- La présente évaluation utilise les voies migratoires passées du caribou et les niveaux d'exposition aux perturbations humaines pour prédire les effets futurs sur les déplacements découlant du projet.
- Du fait du projet, le TCB devrait connaître une augmentation nette annuelle de l'exposition aux perturbations humaines de 1,5 jour. La migration printanière du TCB, y compris son couloir de migration central, devrait chevaucher la route du projet à son terminus sud.
- Du fait du projet, le TDU devrait connaître une augmentation nette annuelle de l'exposition aux perturbations humaines de 4,2 jours. La migration printanière du TDU, y compris son couloir de migration central, devrait chevaucher le port du projet.
- L'ampleur des changements prévus dans les déplacements du TCB et du TDU est modérée. Ils se produisent dans la ZEL pour les déplacements locaux et couvrent la ZER1 du TCB et la ZER du TDU au cours de la migration. Les effets seront continus sur une longue durée et irréversibles, car le projet sera permanent.

Changement dans le risque de mortalité

- Des répercussions sur le risque de mortalité peuvent survenir en raison d'événements de mortalité directs (par exemple, collisions avec des véhicules) et indirects (par exemple, prédateurs et chasse).
- La présente évaluation mesure de manière qualitative le risque de mortalité en fonction du risque de collisions avec des véhicules ainsi que du risque accru de prédation et de récolte du fait du projet. L'accroissement de la mortalité annuelle découlant du projet devrait être minimal pour le TCB (1 à 5 décès) ainsi que pour le TDU (1 à 7 décès).

- Les répercussions directes sur le risque de mortalité devraient être atténuées par le Plan d'action en cas d'événements déclencheurs pour le caribou, la gestion de la circulation et les protocoles d'utilisation routière et de rencontres avec des animaux sauvages. L'accès contrôlé pour la chasse et la gestion facilitée des prédateurs permettront de traiter les effets indirects sur le risque de mortalité.
- L'ampleur des changements prévus en ce qui concerne le risque de mortalité du TCB et du TDU est faible. Ils se limitent à la ZEL. Les effets seront continus sur une longue durée et irréversibles, car le projet sera permanent.

Changement en matière de santé

- Des polluants et d'autres dangers liés aux activités du projet peuvent être à l'origine de répercussions sur la santé. Les expositions par inhalation et ingestion peuvent entraîner une accumulation de contaminants dans les tissus du caribou.
- La présente évaluation utilise l'évaluation des risques écologiques (ERE) du projet comme cadre pour déterminer les effets sur la santé liés au projet.
- Ni le TCB ni le TDU ne risquent de subir d'effets sur la santé liés au projet. Aucun contaminant lié au projet n'a été détecté dans le sol, l'eau ou les sédiments, et l'ERE n'a pas identifié de voies d'exposition pour la faune. Ces résultats sont cohérents avec ceux des études sur la contamination des tissus du caribou dans l'Arctique canadien.
- L'ampleur des changements prévus en ce qui concerne la santé du TCB et du TDU est négligeable en ampleur. Ils ne sont pas retenus dans l'évaluation des effets cumulatifs.

MD.6.3.3 Effets cumulatifs

Les effets résiduels du projet, combinés à des activités physiques raisonnablement prévisibles induites, peuvent cumulativement affecter les perturbations de l'aire de répartition du caribou, de son habitat, de son déplacement et de son risque de mortalité.

Changement concernant les perturbations de l'aire de répartition

- Combinées, les activités physiques du projet et raisonnablement prévisibles induites augmentent la perturbation de l'aire de répartition dans la ZER1 du TCB de 5 759,2 km² pour atteindre un niveau global de perturbation de 8 818,6 km², soit 11,4 % de l'aire de répartition totale de la ZER1 du TCB (77 400 km²). Les effets combinés des activités physiques du projet et raisonnablement prévisibles induites augmentent le niveau des perturbations de la ZER1 du TCB à une ampleur de prudence (6 000 km² à 12 000 km²). Par conséquent, les effets cumulatifs sur la perturbation des aires de répartition devraient être d'ampleur modérée.

Changement de l'habitat

- Les activités physiques du projet et raisonnablement prévisibles induites affectent directement et indirectement jusqu'à 218,4 km² (ou 3,0 %) de l'habitat saisonnier sélectionné dans la ZER1 du TCB. Les répercussions les plus importantes se font ressentir au niveau de l'habitat estival.
- Les activités physiques du projet et raisonnablement prévisibles induites affectent directement et indirectement jusqu'à 193,2 km² (ou 1,8 %) de l'habitat saisonnier sélectionné dans la ZER du TDU. Les répercussions les plus importantes se font ressentir au niveau de l'habitat hivernal.

Changement au niveau des déplacements

- Le TCB devrait connaître une augmentation nette annuelle de l'exposition aux perturbations humaines de 4,3 jours du fait des activités physiques du projet et raisonnablement prévisibles induites. La migration printanière du TCB, y compris son couloir central de migration, devrait chevaucher la route du projet à son terminus sud et plusieurs routes d'accès minières ayant des effets raisonnablement prévisibles induits.
- Le TDU devrait connaître une augmentation nette annuelle de l'exposition aux perturbations humaines de 7,3 jours du fait des activités physiques du projet et raisonnablement prévisibles induites. La migration printanière du TDU, y compris son couloir central de migration, devrait chevaucher le port du projet, mais aucune des activités physiques raisonnablement prévisibles induites.

Les effets cumulatifs devraient être réduits au minimum en utilisant les mêmes mesures d'atténuation que celles proposées pour le projet. Les effets cumulatifs sur le TCB et le TDU devraient être des effets à long terme et s'étendre sur la ZER1 du TCB et la ZER du TDU, mais sont différents pour les activités physiques du projet et raisonnablement prévisibles induites. Le projet devrait être permanent et ses effets seront irréversibles, tandis que les activités physiques raisonnablement prévisibles induites ont généralement une durée de vie plus courte (par exemple, deux à trois décennies) et leurs effets sont réversibles.

MD.6.3.4 Importance

Les évaluations relatives aux caribous du continent et insulaires tiennent compte des effets potentiels sur les perturbations de l'aire de répartition, de l'habitat, des déplacements, du risque de mortalité et de la santé. Ces effets sont considérés comme importants si, combinés, ils contribuent à dépasser les seuils établis pour la conservation ou menacent la persistance du troupeau, même si des mesures d'atténuation sont appliquées. Avec l'application des mesures d'atténuation, y compris celles identifiées comme prioritaires par l'IAG, les effets résiduels du projet et les effets cumulatifs sur les caribous du continent et insulaires ne devraient pas être importants.

MD.6.3.5 Mesures d'atténuation, de gestion et d'amélioration

WKR mettra en œuvre un plan de gestion et de surveillance de la faune (PGSF) qui contient des mesures d'atténuation, de gestion et d'amélioration pour réduire les changements potentiels en matière de perturbations de l'aire de répartition du caribou, de son habitat, de son déplacement et de son risque de mortalité. Voici les principales mesures proposées :

- La conception du projet aide à réduire au minimum les répercussions sur l'habitat et les déplacements. L'empreinte du projet est considérablement plus petite que le SAP, ce qui apporte une certaine souplesse pour rajuster le tracé afin d'éviter des caractéristiques sensibles de l'habitat. La route du projet sera construite afin de réduire au minimum les différences d'altitude et les pentes, et utilisera des revêtements de petite taille.
- Le PGSF du caribou contribuera à réduire au minimum le risque direct de mortalité (par exemple, les collisions avec les véhicules) ainsi que les effets indirects sur l'habitat et les déplacements. Ce cadre général permettra des fermetures de route adaptées, au besoin, et éclairera les protocoles de gestion de la circulation.
- L'accès contrôlé (permis) à la route du projet pour la récolte réduira au minimum les événements de mortalité indirecte liés à la chasse. Faciliter les activités de gestion des prédateurs réduira au minimum les événements de mortalité indirecte causés par la prédation.

MD.6.4 Oiseaux

Dans le cadre du projet, les oiseaux et l'habitat des oiseaux ont été identifiés en tant que composante valorisée (CV) dans les lignes directrices de la Commission du Nunavut chargée de l'examen des répercussions. L'évaluation a regroupé les oiseaux (kopanoak) en trois guildes – les passereaux, les oiseaux aquatiques et rapaces nichant en falaise – en raison de leurs différences écologiques.

L'évaluation a intégré à la science occidentale le savoir inuit, autochtone et communautaire, en particulier celui du Naonaiyaotit Traditional Knowledge Project (NTKP) et du Groupe consultatif autochtone (IAG). Les renseignements obtenus par l'intermédiaire du savoir inuit, autochtone et communautaire ont fourni des renseignements de référence sur les espèces d'oiseaux importantes sur le plan culturel, les périodes de migration, les habitats de nidification, la compréhension de leur importance et l'influence des changements climatiques sur la présence des oiseaux.

MD.6.4.1 Base de référence

La détermination des conditions de référence pour les oiseaux a impliqué la collecte et la compilation de renseignements provenant de plusieurs sources de données, y compris le savoir inuit, autochtone et communautaire, les recensements d'espèces, les études régionales et d'autres publications régionales, des discussions avec des biologistes régionaux, des relevés sur le terrain, ainsi que la classification et la modélisation de l'habitat pour certaines espèces. Selon ces sources de données, au total, 92 espèces d'oiseaux ont été observées ou sont susceptibles d'être présents dans les zones d'étude marines et terrestres. Huit espèces, confirmées ou potentiellement présentes dans les zones d'étude terrestres et

marines, sont inscrites à la liste fédérale comme étant en voie de disparition ou menacées, ou dont la survie est préoccupante en vertu de la *Loi sur les espèces en péril* (LEP). De plus, le gouvernement du Nunavut a déterminé que 21 espèces étaient gravement en péril, en péril ou vulnérables. L'Arctique abrite des habitats importants pour les espèces d'oiseaux terrestres et marins, notamment les polynies (espace de pleine eau enclos dans un environnement marin totalement glacé), les zones côtières et les zones humides, ainsi que les habitats de falaises.

MD.6.4.2 Répercussions du projet

L'évaluation des répercussions du projet sur les oiseaux a mis l'accent sur deux effets potentiels :

Changement de l'habitat

- L'évaluation des changements d'habitat prend en compte les effets à la fois de la perte directe d'habitat (dans le SAP) et de l'altération indirecte de l'habitat causée par des perturbations sensorielles (par exemple, bruit, poussière, activité humaine) sur un habitat adapté à trois guildes d'oiseaux : passereaux, oiseaux aquatiques ou de rivage et rapaces nichant en falaise.
- La perte directe d'habitat due à la préparation du site (c'est-à-dire le défrichage du sol et l'enlèvement de la végétation) durant la phase de construction a été calculée en fonction de l'habitat adéquat dans l'empreinte du SAP. L'altération ou la perte indirecte d'habitat due à des perturbations sensorielles (bruit, poussière, activité humaine) associées aux activités des phases de construction, d'exploitation et de maintenance ont été évaluées de manière quantitative dans une zone d'influence (ZDI) variant selon la guilde des oiseaux (300 m pour les passereaux, 250 m pour les oiseaux aquatiques et 1 500 m pour les rapaces nichant en falaise). Le pourcentage total d'habitat adéquat concerné par le projet (perte directe + perte indirecte) s'élevait à 2,6 pour cent (%) pour les passereaux, 2,1 % pour les oiseaux aquatiques et 7,9 % pour les rapaces dans la ZER.
- On prévoit que les effets résiduels sur le changement d'habitat seront négatifs, mais de faible ampleur, car la zone concernée est peu importante et ne devrait pas affecter de manière importante la quantité ou la qualité globale de l'habitat des oiseaux au sein de la ZER. Les effets se produiront en continu sur une longue période et le projet étant permanent, ils seront irréversibles.

Changement dans le risque de mortalité

- Le changement dans le risque de mortalité est lié à la capture accidentelle (perturbation ou destruction du nid), aux collisions avec des véhicules, des équipements, des aéronefs, des navires marins et à l'éclairage des infrastructures. Le risque indirect est également pris en compte en raison des changements potentiels dans l'accès à la chasse/collecte d'œufs ainsi que dans la dynamique prédateur-proie. Ces répercussions peuvent survenir pendant les phases de construction, d'exploitation et de maintenance du projet et ont été évaluées de manière qualitative.

- Le risque de mortalité (par exemple, par collision ou capture accidentelle) est considéré comme faible en raison des faibles volumes de circulation prévus, de la faible densité d'oiseaux et de la mise en œuvre de mesures d'atténuation et de gestion, qui devraient être très efficaces. Seul un petit nombre d'oiseaux est censé être à risque et ces effets surviendront de façon irrégulière au cours de la vie du projet.

MD.6.4.3 Effets cumulatifs

L'évaluation des effets cumulatifs a pris en compte les effets résiduels du projet en combinaison avec d'autres projets et activités passés, présents et raisonnablement prévisibles induits.

- L'influence cumulative sur la perte d'habitat adéquat des oiseaux est faible : 3,2 % pour les passereaux, 2,7 % pour les oiseaux aquatiques et 10,1 % pour les rapaces dans la ZER.
- L'effet cumulatif sur le risque de mortalité demeure de faible ampleur, car les décès devraient être des incidents isolés.

MD.6.4.4 Importance

Les effets résiduels du projet et les effets cumulatifs sur les oiseaux sont jugés non importants, car les effets prévus ne devraient pas entraîner un changement défavorable dans la viabilité et la persistance des populations d'oiseaux qui interagissent avec la ZER au-delà d'un niveau acceptable.

MD.6.4.5 Mesures d'atténuation, de gestion et d'amélioration

Des mesures d'atténuation, de gestion et d'amélioration ont été intégrées à la conception du projet et aux procédures opérationnelles afin de réduire les effets négatifs, notamment :

- Limiter l'empreinte du SAP.
- Terminer, dans la mesure du possible, le défrichement et la perturbation du sol en dehors de la période de nidification des oiseaux migrateurs (du 10 mai au 20 août) ou effectuer des ratissages de la faune.
- Mettre en œuvre la suppression de la poussière, la réduction des limites de vitesse et l'utilisation d'équipements d'étouffement des bruits.
- Établir des zones tampons sans perturbation autour des caractéristiques fauniques sensibles identifiées, lorsque cela est nécessaire.

MD.6.5 Autres éléments de la faune terrestre

La présente évaluation pour le projet de la route et du port de Grays Bay (le « projet ») met l'accent sur les répercussions potentielles du projet sur quatre espèces indicatrices clés représentant la composante valorisée (CV) des autres éléments de la faune terrestre : le bœuf musqué (*omingmak*; *Ovibos moschatus*), l'orignal (*tuktukvak*; *Alces alces*), l'ours grizzli (*akhak*; *Ursus arctos horribilis*), et le carcajou (*kalvik*; *Gulo gulo*). Ces espèces sont importantes pour les Inuits en matière de continuité culturelle, de sécurité alimentaire et de viabilité économique. Les répercussions du projet et les effets cumulatifs pour les espèces mentionnées sont décrits dans les paragraphes 6.5.1, 6.5.2, 6.5.3 et 6.5.4. La détermination de l'importance et les mesures globales d'atténuation pour la CV des autres éléments de la faune terrestre sont décrites dans les paragraphes 6.5.5 et 6.5.6, respectivement.

MD.6.5.1 Bœuf musqué

MD.6.5.1.1 Base de référence

Les bœufs musqués sont largement répartis dans toute la ZER et revêtent une importance pour la région de Kitikmeot sur le plan culturel, nutritionnel et économique. Leur population, autrefois proche de l'extinction au début du XX^e siècle, s'est redressée et est actuellement considérée comme à l'abri, avec des densités particulièrement élevées dans les parties nord et centrale de la ZER. Le savoir inuit et les études scientifiques s'accordent à indiquer une augmentation du nombre de bœufs musqués, bien que des déclin occasionnels aient été attribués à des maladies. Leur aire de répartition est relativement petite, s'étendant en été et se resserrant en hiver. Les bœufs musqués se déplacent aussi entre les îles et le continent en se servant la glace de mer, un comportement bien documenté dans le savoir inuit. La récolte est gérée selon des cadres de récolte totale autorisée afin de garantir la durabilité de l'espèce, bien que ces quotas ne soient généralement pas atteints. Il existe une prédation par les loups et les ours grizzlis, mais elle n'a pas entraîné une baisse importante du nombre de bœufs musqués dans la région. Dans l'ensemble, tant le savoir inuit que les données scientifiques indiquent que les populations de bœufs musqués sont stables et résilientes au sein de la ZER.

MD.6.5.1.2 Répercussions du projet

L'évaluation des répercussions du projet sur les bœufs musqués met l'accent sur trois effets :

Changement de l'habitat

- Le défrichement, le déblaiement et le nivellement entraîneront une perte directe de l'habitat adéquat des bœufs musqués dans le SAP. Des répercussions indirectes découleront des activités de projet qui produisent des perturbations sensorielles (par exemple, bruit provenant des explosions ou de la circulation de véhicules, stimuli visuels provenant de l'infrastructure ou de l'équipement) ou modifient la qualité du fourrage (par exemple, dépôt de poussière).

- La perte ou l'altération directe et indirecte de l'habitat du bœuf musqué dans la ZEL et la ZER a été évaluée à l'aide de modélisation du caractère adéquat de l'habitat, en s'appuyant sur les préférences documentées du bœuf musqué en matière d'habitat fournies par le savoir inuit et l'analyse documentaire. La perte directe et indirecte de l'habitat estival adéquat est prévue à 2,4 % et l'habitat de fin d'hiver représente 2,7 % de l'habitat adéquat total de la ZER.
- On prévoit que les changements d'habitat soient de faible ampleur parce que la quantité de perte ou d'altération de l'habitat sera très faible par rapport à la quantité actuellement disponible dans la ZER. Cette répercussion sera limitée à la ZEL, car les perturbations sensorielles dues aux activités du projet ne devraient pas se faire ressentir à plus de 4 km du SAP. Les répercussions seront permanentes et à long terme et on estime qu'elles seront irréversibles dans les endroits où l'infrastructure du projet est considérée comme permanente.

Changement au niveau des déplacements

- Le savoir inuit a fourni des renseignements pour évaluer les effets potentiels du projet sur le déplacement du bœuf musqué, principalement en décrivant les réponses comportementales aux perturbations.
- Les obstructions physiques et les perturbations sensorielles causées par les activités et les composantes du projet affecteront le déplacement du bœuf musqué pendant les phases de construction, d'exploitation et de maintenance, bien que les composantes du projet ne créeront pas de filtre imperméable. Le déplacement causé par des perturbations sensorielles sera atténué par des mesures comme les limites de vitesse et la conception des routes, ce qui entraînera des répercussions de faible ampleur limitées à la ZEL.
- Les répercussions du projet sur le déplacement du bœuf musqué se feront tout au long de l'année, mais seront les plus importantes durant l'hiver, lorsque les amas de neige se forment le long de la route. Pendant la phase de construction, les effets sensoriels sur le déplacement du bœuf musqué se feront ressentir sous forme d'événements irréguliers associés à diverses activités de construction localisées. Pendant les phases d'exploitation et de maintenance, les perturbations sensorielles peuvent affecter de manière continue le déplacement du bœuf musqué, mais les mesures d'atténuation, de gestion et d'amélioration réduiront les effets sensoriels sur les déplacements des bœufs musqués pendant une partie de leur période de vêlage. Le projet se veut permanent, et ses effets sur les déplacements du bœuf musqué se feront ressentir à long terme. Ils seront irréversibles.

Changement dans le risque de mortalité

- Les activités du projet durant les phases de construction, d'exploitation et de maintenance peuvent avoir des répercussions directes sur le risque de mortalité du bœuf musqué dans la ZER, tant directement (par exemple, collisions entre un véhicule et un bœuf musqué) qu'indirectement (par exemple, un accès accru à la chasse au bœuf musqué).
- On prévoit que la mortalité directe due aux collisions avec des véhicules sera faible. La répercussion la plus importante sera l'augmentation indirecte de la récolte due à l'accès des chasseurs, mais cela restera dans le cadre réglementé de la récolte totale autorisée.

- On prévoit que les répercussions du projet sur le risque de mortalité du bœuf musqué seront négatives, mais de faible ampleur, car les interactions entre le bœuf musqué et les véhicules du projet seront rares, et toute augmentation de la récolte de bœuf musqué due à l'infrastructure du projet restera dans les limites fixées et surveillées par les autorités gouvernementales. Les répercussions indirectes du projet sur le risque de mortalité du bœuf musqué se produiront principalement à l'automne et en hiver, sous forme d'événements irréguliers multiples, et s'étendront à la ZER alors que les chasseurs quittent la route et voyagent en motoneige au-delà de la ZEL. Les répercussions du projet sur le risque de mortalité du bœuf musqué sont prévues à long terme et, puisque le projet est destiné à être permanent, irréversibles.

MD.6.5.1.3 Effets cumulatifs

La perte cumulative d'habitats adéquats (projets et activités raisonnablement prévisibles induites) est projetée entre 3,3 % et 3,8 % (faible intensité). Les effets cumulatifs sur le déplacement et le risque de mortalité sont également évalués comme de faible ampleur, principalement en raison de l'augmentation de la circulation routière et de l'accès facilité des chasseurs, mais qui sera géré dans le cadre réglementaire.

MD.6.5.2 Orignal

MD.6.5.2.1 Base de référence

L'orignal est très rarement présent au Nunavut. Il reste principalement dans les zones arborées des régions de Kivalliq et de Kitikmeot, ainsi que dans la toundra côtière où de hauts arbustes et saules fournissent leur nourriture. Le savoir inuit décrit la présence de l'orignal dans la région de Kitikmeot comme étant relativement récente, mais croissante. Les membres de la communauté les observent le long de la côte du golfe Coronation – de l'ouest de la rivière Tree jusqu'à l'estuaire à Bathurst – et plus à l'intérieur des terres le long des rivières James, Hood (*Hivogahik*) et Tree, ainsi qu'au lac Contwoyto, ce qui reflète une expansion graduelle vers le nord conforme aux changements écologiques plus larges. Ce savoir autochtone cadre avec des observations scientifiques qui montrent que la densité de l'orignal est très faible dans la ZER. Leur présence se concentre principalement dans les systèmes arbustifs riverains ainsi que dans les vallées de ruisseaux et rivières riches en saules à proximité de Grays Bay, High Lake et des SAP du port et de l'aérodrome.

Les niveaux de récolte dans la ZER demeurent faibles en raison de l'accès limité, même si les chasseurs inuits ont longtemps capturé l'orignal de façon opportuniste, surtout près de Kugluktuk où leur nombre a augmenté ces dernières années. Alors que les loups peuvent s'attaquer opportunément à l'orignal, le savoir inuit souligne que l'écologie des loups dans la région est plus étroitement liée au caribou. Dans l'ensemble, les données scientifiques et le savoir inuit illustrent une faible présence d'originaux, mais en augmentation progressive, étroitement liée à l'habitat arbustif riverain et aux déplacements localisés au sein de la ZER.

MD.6.5.2.2 Répercussions du projet

L'évaluation des répercussions du projet sur l'original met l'accent sur trois effets :

Changement de l'habitat

- Les travaux de terrassement (y compris le défrichage et l'enlèvement de la couche arable) pendant la phase de construction entraîneront une perte directe de l'habitat adéquat de l'original dans le SAP. Des répercussions indirectes découleront des activités de projet qui produisent des perturbations sensorielles (par exemple, bruit provenant des explosions ou de la circulation de véhicules, stimuli visuels provenant de l'infrastructure ou de l'équipement) ou modifient la qualité du fourrage (par exemple, dépôt de poussière).
- La perte ou l'altération directe et indirecte de l'habitat de l'original a été évaluée par modélisation du caractère adéquat de l'habitat et, spécifiquement pour les pertes ou altérations indirectes, quantifiée à l'aide d'une approche de ZDI s'appuyant sur la littérature scientifique concernant la sensibilité de l'original aux composantes ou activités du projet.
- La perte directe d'habitat au sein du SAP inclura 16,0 km² d'habitat arbustif pour l'original. Une autre surface de 39,9 km² d'habitat arbustif devrait être indirectement concernée par le projet (dans la portion de ZDI de la ZEL), ce qui représente, au total, une surface de 55,9 km² d'habitat subissant les répercussions directes ou indirectes du projet. Au sein de la ZER, cela représente une diminution de 0,8 % de l'habitat arbustif par rapport aux conditions de référence. Ce changement prévu d'habitat est considéré comme négligeable, bien que les effets soient continus sur une longue durée et irréversibles puisque le projet est permanent.

Changement au niveau des déplacements

- Le savoir inuit a fourni de l'information pour évaluer les effets potentiels du projet sur le déplacement de l'original en documentant son utilisation spécialisée du paysage et ses récents schémas d'expansion vers le nord.
- Les changements dans les déplacements de l'original peuvent se produire par des filtres physiques (par exemple, clôtures, talus routiers) et des filtres perceptifs (par exemple, perturbations sensorielles) durant toutes les phases du projet et peuvent survenir à l'intérieur ou autour du PDA.
- Les changements au niveau des déplacements devraient être de faible ampleur pendant la construction et négligeables pendant l'exploitation et la maintenance, car l'original devrait finir par s'habituer à l'activité humaine, limitant ainsi les répercussions à l'intérieur de la ZEL.

Changement dans le risque de mortalité

- Le savoir inuit a contribué à évaluer les répercussions potentielles du projet sur le risque de mortalité de l'original en identifiant les préférences de l'espèce en matière d'habitat et en indiquant indirectement les risques de perturbation, y compris l'influence potentielle du dynamitage sur l'original.

- Le projet peut avoir une incidence sur la mortalité de l'orignal du fait de collisions avec des véhicules ou des aéronefs, d'interactions avec des travaux dans les carrières et des activités de dynamitage, ainsi qu'un accès potentiel accru des chasseurs dans des zones, qui, auparavant, ne disposaient pas d'un accès.
- Le risque de mortalité causé par des collisions avec des véhicules est faible en raison de la faible densité d'originaux. L'augmentation du risque de récolte due à un meilleur accès est la principale répercussion indirecte, mais elle est considérée comme de faible ampleur compte tenu de la gestion réglementaire existante. Dans l'ensemble, les changements du risque de mortalité devraient s'étendre à la ZER (en raison de l'accès accru), être de longue durée et irréversibles puisque le projet est permanent.

MD.6.5.2.3 Effets cumulatifs

Les effets résiduels du projet, combinés à ceux des projets raisonnablement prévisibles induits, auront un des effets cumulatifs sur l'habitat, les déplacements et le risque de mortalité de l'orignal. L'effet cumulatif sur le changement d'habitat est évalué de manière quantitative comme représentant une perte de faible ampleur de 1,6 % de l'habitat adéquat. Les effets cumulatifs sur les déplacements et le risque de mortalité devraient être de faible ampleur, avec principalement des effets découlant de l'augmentation de la circulation sur le réseau routier élargi. Ces effets cumulatifs seront régionaux, très sensibles au moment des interactions durant la fin de l'hiver (la période la plus sensible pour l'orignal), de longue durée, et surviendront soit de façon continue (pour des effets cumulatifs sur l'habitat ou les déplacements), soit comme événements irréguliers (pour des effets cumulatifs sur le risque de mortalité).

MD.6.5.3 Ours grizzli

MD.6.5.3.1 Base de référence

L'ours grizzli est considéré comme une espèce dont la survie est préoccupante en vertu de la LEP en raison de leur sensibilité aux perturbations et de leur faible taux de reproduction. Le savoir inuit et les études scientifiques montrent qu'il se trouve partout dans la ZER, avec des densités plus élevées dans le sud et le long des grandes rivières. Les populations sont restées stables ou ont légèrement augmenté, selon de récentes études sur l'ADN. Comparativement à d'autres populations d'Amérique du Nord, l'ours grizzli de l'Arctique central a de très vastes aires de répartition et vit à faible densité dans des zones à faible productivité et qualité d'habitat. Cet ours occupe de vastes aires de répartition à faible densité et migre saisonnièrement pour accéder à des sources de nourriture telles que les caribous et les poissons côtiers. La sélection d'habitats inclut couramment des eskers, des zones arbustives riveraines, de la toundra et des zones riches en lichens, avec quelques différences entre mâles, femelles et femelles avec des petits. L'ours grizzli est de plus en plus commun dans la région, s'étendant vers le nord dans des zones comme l'île Victoria et on le rencontre plus fréquemment à proximité des communautés, ce qui entraîne des préoccupations croissantes en matière de sécurité. Les Inuits peuvent chasser l'ours grizzli toute l'année selon leurs besoins culturels, sociaux et économiques, tandis que les non-bénéficiaires (résidents et non-résidents) font face à des restrictions saisonnières et à des limites de chasse sportive basées sur des quotas. Les registres de récolte montrent généralement des chiffres faibles et stables, surtout dans la région centrale de Kitikmeot.

MD.6.5.3.2 Répercussions du projet

L'évaluation des répercussions du projet sur l'ours grizzli met l'accent sur trois effets :

Changement de l'habitat

- L'évaluation du changement d'habitat a pris en compte à la fois les pertes directes et indirectes (par exemple, dues à des perturbations sensorielles, des effets de limite, des filtres perceptifs, des dépôts de poussière) de l'habitat de l'ours grizzli. Le savoir inuit a fourni de l'information spatiale et descriptive sur l'endroit où vit l'ours grizzli et où il préfère passer son temps.
- La perte ou l'altération directe et indirecte de l'habitat de l'ours grizzli a été évaluée par modélisation du caractère adéquat de l'habitat et, spécifiquement pour la perte ou l'altération indirecte, quantifiée en appliquant un facteur de réduction du caractère adéquat de l'habitat au sein de la ZDI (c'est-à-dire une zone au-delà du SAP où les activités du projet pourraient avoir une incidence indirecte sur l'utilisation de l'habitat de l'ours grizzli, réduisant ainsi l'efficacité de celui-ci).
- Le défrichement du site dans le SAP pour la construction devrait entraîner la perte directe de jusqu'à 44,2 km² d'habitat adéquat pour l'ours grizzli, tandis que les deux phases du projet devraient entraîner une perte indirecte de 140,8 km² supplémentaires, ce qui représente 0,6 % de l'habitat adéquat de référence de la ZER. Cette prévision de changement d'habitat est considérée comme négligeable en ampleur et limitée à la ZEL. Les effets seront continus sur une longue durée et irréversibles, car le projet sera permanent.

Changement au niveau des déplacements

- Le savoir inuit indiquait que l'infrastructure et les activités humaines, y compris la circulation, le dynamitage et la gestion des déchets, pouvaient influencer les schémas de déplacement de l'ours grizzli, formant ainsi la base de l'analyse des répercussions du projet sur les déplacements de l'ours grizzli.
- Des changements dans les déplacements de l'ours grizzli sont possibles par l'intermédiaire de filtres physiques (par exemple, talus, bâtiments) et perceptifs (par exemple, perturbations sensorielles) durant toutes les phases du projet. L'accent était mis sur diverses composantes du projet pouvant influencer les déplacements quotidiens et saisonniers de l'ours grizzli, en tenant compte du fait que les répercussions sur les déplacements à grande échelle pourraient entraîner des répercussions sur les populations, notamment une réduction de la connectivité génétique.
- On prévoit que le changement de déplacement sera de faible ampleur pendant la construction et négligeable pendant l'exploitation et la maintenance, car la conception des routes permettra la perméabilité et l'établissement de vastes zones de répartition tampon qui amortiront les contraintes de déplacement au niveau de la population. Comme la route et le port sont permanents, les répercussions du projet sur les déplacements se produiront à long terme et seront irréversibles.

Changement dans le risque de mortalité

- Le savoir inuit a apporté des contributions à l'évaluation des répercussions potentielles du projet sur le risque de mortalité de l'ours grizzli en identifiant les comportements, les relations écologiques et les facteurs externes qui augmentent leur vulnérabilité.
- Les sources potentielles de mortalité résultant du projet incluent des collisions avec un ours grizzli sur la route, des interactions potentiellement mortelles avec des infrastructures ou des activités spécifiques du projet (par exemple, piste d'atterrissage, dynamitage), un contrôle légal des animaux à problèmes, ainsi qu'une augmentation de la chasse et du piégeage facilitée par l'existence du port et de la route.
- Les répercussions directes du projet sur les changements dans le risque de mortalité devraient être atténuées par la mise en œuvre du PGSF et des mesures connexes, cependant un faible effet résiduel sur la mortalité de l'ours grizzli subsistera. Les effets induits par l'augmentation des taux de récolte au sein de la ZER, facilités par l'accès du projet, sont plus difficiles à atténuer, cependant, compte tenu de la supervision réglementaire, la mortalité résiduelle induite liée à la récolte devrait également être faible. Les répercussions sur le risque de mortalité seront continues durant toutes les phases du projet sur une longue durée, et seront irréversibles.

MD.6.5.3.3 Effets cumulatifs

Les effets résiduels du projet, combinés aux activités physiques raisonnablement prévisibles induites, risquent d'avoir des effets cumulatifs sur l'ours grizzli, notamment en ce qui concerne leur habitat (perte directe et indirecte), leurs déplacements et leur mortalité. On prévoit que la perte cumulative d'habitat adéquat sera de faible ampleur (1,2 %). Les effets cumulatifs sur les déplacements et le risque de mortalité devraient également être de faible ampleur en raison de l'efficacité des mesures d'atténuation requises et du cadre réglementaire régissant la récolte. Ces effets cumulatifs devraient être irréversibles, de longue durée et très sensibles au calendrier, en raison d'un chevauchement potentiel avec les stades critiques de vie de l'ours grizzli.

MD.6.5.4 Carcajou

MD.6.5.4.1 Base de référence

Les carcajous de la région de Kitikmeot sont des carnivores solitaires avec de vastes aires de répartition et des densités de population modérées. Ils se nourrissent principalement de caribous et de bœufs musqués, ainsi que de petits mammifères, d'oiseaux et de végétation selon les saisons. Le savoir inuit décrit le carcajou comme un animal intelligent et important sur le plan culturel, bien qu'il soit parfois considéré comme un nuisible en raison du pillage des caches. Il utilise fortement les terrains rocheux et accidentés, les falaises et les crevasses pour assurer sa sécurité, rechercher des charognes et établir sa tanière. Bien que certaines observations des Inuits suggèrent un déclin des repérages dans certaines parties de la ZER, des études scientifiques montrent que les populations sont stables ou en augmentation au Nunavut et dans les Territoires du Nord-Ouest, avec des densités comparables à d'autres régions arctiques et des preuves d'expansion de leur aire de répartition. Les relevés du projet et le savoir inuit indiquent tous deux une utilisation accrue du carcajou dans les parties nord et sud de la

ZER, des déplacements sur la glace de mer, ainsi qu'une concentration d'habitats de haute qualité (particulièrement la toundra de carex et la toundra parsemée de touffes de gazon) dans une bande allant de Grays Bay à Ulu, ce qui fait qu'environ un tiers de la ZER est classée comme habitat adéquat. Le carcajou est largement récolté dans tout le Nunavut pour leur pelage résistant au gel. Bien que les récoltes historiques dans l'ouest de Kitikmeot aient été plus élevées, les chiffres déclarés ont diminué depuis le milieu des années 2000, bien qu'il ne soit pas clairement établi si cela reflète une baisse du nombre des animaux ou une diminution des activités de piégeage. Les incidents concernant le carcajou lié aux mines ont diminué au fil du temps grâce à de meilleures pratiques d'atténuation, et la mortalité liée aux maladies demeure rare dans l'Arctique.

MD.6.5.4.2 Répercussions du projet

L'évaluation des répercussions du projet sur le carcajou met l'accent sur trois effets :

Changement de l'habitat

- L'évaluation du changement d'habitat a pris en compte à la fois les pertes directes et indirectes (par exemple, dues à des perturbations sensorielles, des effets de limite, des filtres physiques et perceptifs de l'utilisation de l'habitat, et les dépôts de poussière) de l'habitat du carcajou. Le savoir inuit a fourni des données de référence et un contexte écologique pour évaluer les répercussions du projet sur l'habitat du carcajou en définissant le terrain préféré, les besoins en tanière et les dépendances critiques en matière de sources alimentaires.
- La perte ou l'altération directe et indirecte de l'habitat du carcajou a été évaluée par modélisation du caractère adéquat de l'habitat et, spécifiquement pour la perte ou l'altération indirecte, quantifiée en appliquant un facteur de réduction du caractère adéquat de l'habitat au sein de la ZDI (c'est-à-dire une zone au-delà du SAP où les activités du projet pourraient avoir une incidence indirecte sur l'utilisation de l'habitat du carcajou, réduisant ainsi l'efficacité de celui-ci).
- Le défrichement du site dans le SAP pour la construction devrait entraîner la perte directe de jusqu'à 18,5 km² d'habitat adéquat du carcajou, tandis que combinées, les deux phases du projet devraient entraîner une perte indirecte d'habitat de 33,1 km². Par ailleurs, 148,0 km² d'habitat devrait aussi subir une altération indirecte de l'habitat à cause du projet, mais demeure adéquat pour le carcajou. La perte totale directe et indirecte d'habitat est estimée à 0,3 % de l'habitat adéquat dans la ZER. Cela représente un changement négligeable de l'habitat du carcajou. Les effets sur l'habitat devraient persister tout au long de la durée de vie de l'infrastructure du projet, entraînant des effets irréversibles et à long terme.

Changement au niveau des déplacements

- Le savoir inuit a fourni des contributions pour évaluer les répercussions potentielles du projet sur le déplacement du carcajou en documentant son schéma de déplacement à l'échelle du paysage, son comportement saisonnier et sa réponse aux perturbations industrielles.

- L'évaluation des changements potentiels liés au projet dans le schéma de déplacement du carcajou prend en compte des effets potentiels tels que l'obstruction physique aux déplacements, les perturbations sensorielles (par exemple, bruit, lumière, présence humaine, circulation automobile) et la fragmentation de l'habitat entre les phases du projet.
- L'envergure du projet par rapport aux déplacements du carcajou est relativement faible, et on ne s'attend pas à ce que le projet crée des filtres imperméables aux déplacements du carcajou une fois les mesures d'atténuation prises en compte. On prévoit que les répercussions soient de faible ampleur au sein de la ZEL, bien que le calendrier des répercussions soit très sensible en raison du chevauchement avec l'établissement des tanières natales. Les effets devraient être ressentis à long terme et irréversibles, car l'infrastructure du projet sera permanente et pourrait continuer à avoir une incidence sur le déplacement local du carcajou.

Changement dans le risque de mortalité

- Le savoir inuit a contribué à l'évaluation du risque de mortalité du carcajou en identifiant les vulnérabilités comportementales de l'animal, ses relations écologiques changeantes avec d'autres espèces, ainsi que les risques associés à l'infrastructure du projet.
- On s'attend à ce que les composantes routières et portuaires du projet aient une incidence sur la mortalité du carcajou. On s'attend à ce que la route devienne un vecteur à la fois de mortalité directe due aux collisions avec les véhicules et de mortalité induite par l'accès accru à la chasse et au piégeage. Les installations portuaires ainsi que les campements de travailleurs et les installations de déchets pourraient être associés à un risque accru de mortalité due à l'euthanasie d'animaux problématiques en raison des déchets alimentaires et d'autres substances attractives.
- Le risque direct de mortalité lié aux collisions et au contrôle légal est atténué au point d'être négligeable. Le risque de récolte induit lié à un accès accru est l'effet principal restant, mais on prévoit qu'il soit faible. Les répercussions du projet sur le risque de mortalité persisteront à long terme et seront probablement irréversibles puisque le projet restera permanent.

MD.6.5.4.3 Effets cumulatifs

Les effets résiduels du projet, combinés aux activités physiques raisonnablement prévisibles induites, risquent d'avoir des effets cumulatifs sur le carcajou, notamment en ce qui concerne son habitat (perte directe et indirecte), son déplacement et sa mortalité. Le projet sera le principal contributeur à la perte d'habitat adéquat pour le carcajou dans la ZER, représentant 51,6 km² de la perte cumulée totale estimée à 80,4 km² (soit 64 % de la perte cumulative); comparée aux 15 502,4 km² d'habitat adéquat pour le carcajou disponible dans la ZER, la perte cumulative totale est inférieure à 1 %, ce qui représente un effet cumulatif d'ampleur négligeable. Les effets cumulatifs sur les déplacements et le risque de mortalité sont généralement évalués comme étant de faible ampleur, à condition que la gestion réglementaire maintienne des niveaux de récolte durables et que l'atténuation soit réussie.

MD.6.5.5 Importance

L'évaluation considère trois voies possibles de répercussions sur d'autres éléments de la faune terrestre : le changement d'habitat, le changement dans les déplacements et le changement du risque de mortalité. Pour chaque espèce indicatrice, les effets résiduels prévus du projet, après la mise en œuvre des mesures d'atténuation, ainsi que les effets cumulatifs avec d'autres activités existantes et futures, ont été jugés non importants, car les effets ne devraient pas modifier la viabilité et la persistance des populations d'espèces indicatrices interagissant avec la ZER au-delà d'un niveau acceptable (par exemple, lorsqu'elle n'est pas durable, ou n'est pas disponible pour contribuer à la biodiversité et au fonctionnement des écosystèmes, ou n'est pas disponible pour la récolte gérée).

MD.6.5.6 Mesures d'atténuation, de gestion et d'amélioration

WKR mettra en œuvre un PGSF qui comprend un ensemble complet de mesures d'atténuation, de gestion et d'amélioration afin de réduire les changements potentiels de l'habitat, des déplacements et du risque de mortalité pour d'autres éléments de la faune terrestre. Voici le résumé des principales mesures :

- Le défrichement du site sera limité au SAP afin de réduire au minimum la perte d'habitat.
- Les perturbations sensorielles seront réduites grâce à la suppression de la poussière, au contrôle du bruit et à des restrictions de calendrier pendant les activités du projet.
- Un plan de gestion des bancs d'emprunt et des carrières ainsi qu'un plan de gestion des explosifs seront mis en œuvre pour limiter les perturbations de la faune.
- Des mesures de protection de la faune, telles que les contrôles d'accès, la gestion de la circulation, les limites de vitesse affichées et les procédures de droits de passage pour la faune, seront appliquées afin de réduire au minimum les risques de collision et de mortalité.
- Des pratiques de gestion des substances attractives, y compris le stockage sécurisé des déchets, l'incinération quotidienne des déchets et les directives de conduite des travailleurs, seront appliquées pour prévenir les conflits entre humains et faune.
- Les infrastructures et les infrastructures routières seront conçues pour maintenir les déplacements de la faune, y compris des remblais compacts et des tracés perméables près des éléments clés de l'habitat, lorsque cela s'avère possible.
- Des activités de suivi de la faune et des zones tampons liées au calendrier propres à chaque espèce seront mises en œuvre à proximité des zones sensibles comme les habitats de tanière.
- Une formation sur la sensibilisation à la faune et la sécurité sera dispensée à tout le personnel afin de garantir la mise en œuvre uniforme des mesures d'atténuation.

MD.6.6 Énoncé des répercussions sur le milieu terrestre

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur le terrain, les sols et le pergélisol, la végétation, le caribou, les oiseaux et d'autres éléments de la faune terrestre a prévu que les effets résiduels et cumulatifs ne seraient pas importants.

MD.7 Résumé du volume – Portée de l'évaluation du milieu d'eau douce

Pour les Inuits, le milieu d'eau douce est une ressource essentielle sur laquelle ils comptent pour la chasse, les déplacements et la connexion à la terre. Les poissons d'eau douce font partie intégrante du régime saisonnier des Inuits et sont essentiels en période de pénurie alimentaire (Banci et Spicker 2024).

Les ekalok (les poissons) faisaient partie intégrante du régime saisonnier des Inuits, et étaient essentiels en période de pénurie alimentaire, surtout lorsque les caribous n'arrivaient pas en raison d'un changement de voie migratoire ou de zone de vêlage. Les gens pêchaient partout où ils installaient leurs campements et où ils se déplaçaient, principalement au printemps et à l'automne, ce qui correspondait à la migration de frai. (Banci et Spicker 2024).

Au fil du temps, les Inuits et les détenteurs du savoir ont observé d'importants changements significatifs en matière de qualité et de disponibilité de l'eau. Cela comprend l'assèchement des sources, la baisse du niveau d'eau dans les lacs et les rivières, ainsi que des changements du goût de l'eau et de sa clarté de l'eau. Les Inuits attribuent ces modifications à un ensemble de changements climatiques, notamment la réduction des précipitations, la fonte du pergélisol et une contamination accrue causée par des activités industrielles telles que l'exploitation minière (KIA 2003). Le milieu d'eau douce revêt une importance écologique et socio-économique, soutenant les écosystèmes aquatiques et terrestres, la santé humaine, ainsi que l'utilisation traditionnelle des terres, des zones marines et des ressources.

West Kitikmeot Resources (WKR) a recueilli des renseignements de référence sur la situation en combinant la collecte de connaissances menée par les Inuits et collaborative (y compris le rapport sur les connaissances des Inuits propres au projet, établi à partir des renseignements de la base de données du Naonaiyaotit Traditional Knowledge Project [NTKP] et des ateliers du Groupe consultatif autochtone [IAG]), des renseignements publics provenant de groupes autochtones pris en compte dans le cadre du projet, ainsi que de la rétroaction sur la mobilisation communiquée par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées, avec des études techniques recueillies par des méthodes scientifiques occidentales.

WKR a utilisé ce savoir intégré pour éclairer l'établissement des limites d'évaluation des projets et soutenir l'évaluation des effets du projet et des effets cumulatifs sur toutes les composantes valorisées. Le savoir inuit combiné ainsi que les renseignements scientifiques occidentaux ont également directement influencé la détermination de l'importance et la conception de mesures d'atténuation, de gestion et d'amélioration. Cette base de connaissances est essentielle pour garantir que l'évaluation du projet reflète les points de vue des Kitikmiuts, les expériences vécues et les conditions environnementales observées. Le partage continu du savoir, la collaboration et l'intégration de nouveaux renseignements tout au long de la durée du projet seront essentiels pour affiner les prévisions, améliorer la gestion adaptée et améliorer les résultats du projet pour les Inuits et autres communautés potentiellement concernées.

Le projet de la route et du port de Grays Bay (le « projet ») est un port en eaux profondes et un aménagement routier praticable en toute saison de 230 km proposé par West Kitikmeot Resources Corp. (WKR), situé dans la région de Kitikmeot au Nunavut. Le port sera situé dans le golfe Coronation, à environ 50 km au sud de la voie du passage du Nord-Ouest par l'Arctique, et reliera par route en toute saison le site fermé de la mine Jericho à la station Jericho, sur la rive nord-ouest du lac Contwoyto (NU). Chaque année, la route praticable en toute saison sera reliée toute la saison à la route hivernale qui va du lac Tibbitt au lac Contwoyt, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR). WKR a préparé un énoncé des répercussions pour cerner et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions pour le projet de la route et du port de Grays Bay proposé par WKR (dossier CNER n° 24XN038; CNER 2026). Le présent volume de l'ERE présente l'évaluation des répercussions environnementales potentielles sur les ressources en eau, y compris la quantité d'eau de surface, la qualité des eaux de surface et des sédiments, ainsi que la qualité des eaux souterraines, les poissons d'eau douce et l'habitat des poissons.

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le secteur d'aménagement du projet (SAP) comprend l'emprise au sol de toutes les composantes du projet, y compris les perturbations permanentes et temporaires (par exemple, l'étendue de l'infrastructure du projet, le défrichement prévu et les zones de déblaiement). La zone d'évaluation locale (ZEL) est la zone maximale où les impacts environnementaux propres au projet peuvent être estimés de manière qualitative avec un degré raisonnable de précision et de confiance. Pour la CV des ressources en eau et la CV des poissons d'eau douce et de l'habitat des poissons, la ZEL a été définie comme une zone tampon de 1 km centrée sur le SAP. La ZEL comprend également une zone tampon de 100 m autour des SAP du port, de l'aérodrome de la station Jericho Station, ainsi qu'une extension au nord-ouest de la rivière Kennarctic à l'ouest du SAP de l'aérodrome et englobe le SAP de la route, y compris une zone s'étendant sur 100 m en amont et en aval de l'axe de la route.

La zone d'évaluation régionale (ZER) englobe le SAP et la ZEL et fournit un contexte régional expliquant comment les effets liés au projet peuvent influencer les CV respectives, ainsi que la manière dont ces effets peuvent interagir cumulativement avec ceux d'autres projets passés, présents ou raisonnablement prévisibles. Pour la CV des ressources en eau, la ZER comprend une zone tampon terrestre de 10 km autour du SAP et s'étend jusqu'au bassin versant de la rivière Kennarctic ainsi qu'au bassin versant sans nom qui se déverse dans l'océan Arctique. La ZER de la CV des poissons d'eau douce et de l'habitat des poissons comprend également une zone tampon terrestre de 10 km autour du SAP du port et de l'aérodrome, mais pour la portion routière de la ZER, elle inclut une zone tampon de 10 km autour du SAP pour les bassins versants du sud, ainsi que l'ensemble des bassins versants vers l'océan Arctique et de la rivière Kennarctic à l'extrémité nord du SAP.

MD.7.1 Ressources en eau

Les ressources en eau ont été sélectionnées comme composante valorisée (CV) en raison du potentiel de répercussions négatives des activités du projet sur la qualité et la quantité d'eau de surface, la qualité des eaux souterraines et la qualité des sédiments. Ces répercussions négatives potentielles peuvent survenir pendant la phase de construction, d'exploitation et de maintenance, ou d'autres perturbations liées au projet qui modifient les processus hydrologiques naturels.

MD.7.1.1 Base de référence

Les ressources en eau douce au sein de la ZEL demeurent en grande partie à l'état naturel. Les cours d'eau de surface sont alimentés par la fonte des neiges et les précipitations, avec des débits très saisonniers et des périodes de faible niveau d'eau à la fin de l'été et en hiver. Les lacs et étangs sont reliés par des canaux peu profonds, et le pergélisol limite l'échange d'eaux souterraines. Dans l'ensemble, le débit d'eau souterraine de référence présente une connectivité limitée entre les systèmes profonds et peu profonds en raison de la présence de pergélisol, qui agit comme une barrière dans la plupart des cas.

La qualité de l'eau dans les lacs et les plans d'eau se caractérise généralement par de faibles niveaux de nutriments et de turbidité ainsi qu'une influence anthropique minimale. Les variations saisonnières naturelles surviennent en raison de la couverture glacée, d'impulsions de fonte et de conditions météorologiques. La pêche et les déplacements le long des lacs et des chenaux de rivière reposent sur des niveaux d'eau prévisibles et une eau claire et propre.

MD.7.1.2 Répercussions du projet

Le projet est susceptible d'avoir une incidence sur la quantité des eaux de surface, la qualité des eaux de surface et des sédiments, ainsi que sur la qualité des eaux souterraines du fait de la construction de routes, de franchissements de cours d'eau, de sources d'emprunt, de ports et d'aérodromes côté ville, ainsi que de campements. Les aspects des répercussions potentielles sont particulièrement applicables aux zones où les terres seront perturbées, où l'eau est prélevée et rejetée, ou où les infrastructures interagissent avec les systèmes de drainage naturel. Voici le résumé des trois aspects des répercussions du projet et de leurs résultats :

Modification dans la quantité des eaux de surface

- Les prélèvements et les rejets d'eau pour le contrôle de la poussière, l'entretien hivernal des routes et l'utilisation de l'eau potable peuvent temporairement modifier la quantité d'eau, particulièrement lors des périodes de faible débit. Après application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels se limitent aux emplacements de prélèvement et de rejet temporaires associés à la construction et à l'exploitation, ainsi qu'au prélèvement permanent associé à l'approvisionnement en eau potable pendant l'exploitation. Étant donné la faible empreinte du projet par rapport à la taille du bassin versant, ces changements sont considérés comme de faible ampleur (c'est-à-dire un changement inférieur à 10 % du débit des cours d'eau ou du volume du lac), alors que les approbations de permis tiennent compte des lignes directrices et des taux provenant des plans d'eau disposant d'une capacité d'assimilation suffisante.
- Les changements de couverture terrestre associés au défrichage, au nivellement, aux remblais, aux ponceaux, aux sources d'emprunt et aux zones remblayées peuvent modifier les schémas naturels de drainage, créant des changements localisés dans le ruissellement de surface, l'engorgement ou la direction du débit. Après l'application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels des changements de couverture terrestre et de la modification de la réaction au ruissellement le long du SAP de la route devraient également être de faible ampleur (c'est-à-dire moins de 10 % de la variation du débit des cours d'eau et du volume du lac par rapport aux conditions actuelles), localisés près des infrastructures, de courte à moyenne durée et réversibles à mesure que les zones perturbées devraient se stabiliser pendant la phase d'exploitation, notamment avec la mise en œuvre de mesures d'atténuation.

Changement dans la qualité des eaux de surface et des sédiments :

- La perturbation des sols et des travaux dans les cours d'eau est susceptible d'introduire des sédiments en suspension dans les plans d'eau voisins. Ces intrants peuvent entraîner des augmentations à court terme de la turbidité et une sédimentation localisée en aval des zones de travail. Après application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels devraient être de faible ampleur, de fréquence irrégulière et réversibles.
- La qualité de l'eau de surface et des sédiments peut aussi être affectée par des contaminants mobilisés dans le ruissellement provenant de surfaces perturbées, de zones de construction, de zones remblayées, ainsi que des installations de prévention de l'érosion et de contrôle des sédiments. Les roches exposées et les matériaux d'emprunt peuvent contribuer à la dissolution des métaux ou à l'accroissement de l'acidité, et le dynamitage peut libérer des composés azotés. Après application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels devraient être de faible ampleur, de fréquence irrégulière et réversibles.

Changement dans la qualité des eaux souterraines.

- Les eaux souterraines peu profondes sont sensibles à plusieurs des mêmes aspects que l'eau de surface, car le mélange avec l'eau de surface affectée ou le ruissellement de celle-ci est susceptible de modifier la qualité des eaux souterraines. Les eaux souterraines profondes sont en grande partie protégées par un épais pergélisol qui limite le mélange vertical. Les changements potentiels dans la quantité d'eau souterraine ne sont pas évalués car aucune extraction d'eau souterraine n'est prévue dans le cadre de ce projet.

MD.7.1.3 Effets cumulatifs

Les effets résiduels cumulatifs du projet sur les eaux de surface, les eaux souterraines et la qualité des sédiments sont considérés comme de faible ampleur, réversibles et géographiquement limités à la ZEL. Les effets cumulatifs sur la répartition du pergélisol dans la subsurface peu profonde peuvent ne pas être réversibles, mais ne devraient pas avoir d'incidence sur la qualité de l'eau. Dans l'ensemble, étant donné la faible contribution des répercussions du projet aux effets résiduels cumulatifs sur la quantité et la qualité des eaux de surface, ainsi que la qualité des sédiments au sein de la ZER, ainsi que les mesures d'atténuation prévues pour le projet et l'adoption de mesures d'atténuation par d'autres projets et activités de la ZER, les effets cumulatifs ne devraient pas être importants.

MD.7.1.4 Importance

Après leur atténuation, les effets résiduels sur les ressources en eau ne devraient pas être importants. Les changements dans la quantité et la qualité des eaux de surface ainsi que sur la qualité des sédiments et des eaux souterraines ne devraient pas changer au-delà de la variabilité naturelle à l'extérieur du SAP. On prévoit que les effets cumulatifs des bruits ne seront pas importants.

MD.7.1.5 Mesures d'atténuation, de gestion et d'amélioration

Le projet appliquera des pratiques de conception, des contrôles opérationnels et des programmes de surveillance afin d'éviter ou de réduire les effets potentiels sur les ressources en eau douce. Les principales mesures comprennent :

- Concevoir des ponceaux, des ponts et des structures de drainage pour s'adapter à l'écoulement naturel des eaux et réduire l'accumulation d'eau en amont ou l'affouillement en aval.
- Appliquer des mesures de prévention de l'érosion et de contrôle des sédiments lors des travaux dans l'eau et du nivellement.
- Appliquer de plans de drainage et de gestion des sédiments propres à la carrière.

- Appliquer un plan de gestion de la lixiviation des métaux ou du drainage rocheux acide qui comprendra la gestion des matériaux de la lixiviation des métaux ou du drainage rocheux acide exposés pendant la construction (par exemple, remblai routier, plateformes, sources d'emprunt). Tout matériau rocheux devant être utilisé au-dessus de la ligne des hautes eaux sera soumis à des essais de drainage rocheux acide ou de lixiviation des métaux, seuls les matériaux acceptables seront utilisés pour la construction.
- Établir une surveillance pendant la construction pour évaluer la qualité de l'eau, les conditions de débit et le rendement du drainage.
- Utiliser la gestion adaptée pour rajuster les pratiques si la surveillance détecte des changements inattendus.

Le dialogue continu avec les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées orientera la planification, le calendrier, le suivi et la gestion liés à l'eau tout au long du cycle de vie du projet.

MD.7.2 Poisson d'eau douce et habitat du poisson

La présente CV des poissons d'eau douce et de leur habitat comprend les poissons et l'habitat des poissons selon la définition de la *Loi sur les pêches*, ainsi que la végétation aquatique et les invertébrés benthiques, qui se trouvent en eau douce.

MD.7.2.1 Base de référence

Les poissons d'eau douce et leurs habitats à l'intérieur de la ZEL demeurent en grande partie dans leur état naturel, soutenant une communauté diversifiée d'espèces de poissons qui varient selon les bassins versants, y compris des espèces importantes sur le plan culturel comme l'omble chevalier, la truite grise, l'ombre arctique, la lotte et le ménomini blanc. Ces espèces constituent une source importante de subsistance alimentaire pour les communautés inuites. Les conditions d'habitat vont de grandes rivières permanentes à des ruisseaux peu profonds de toundra, des lacs et des étangs interconnectés. L'utilisation de l'habitat des poissons varie selon les régimes de débit saisonniers, les périodes de crues nivales, l'épaisseur de la glace et la profondeur de l'eau. Les débits sont très saisonniers et causés par la fonte des neiges, les précipitations et les périodes de basses eaux à la fin de l'été et en hiver. Les canaux éphémères et intermittents contribuent aussi au drainage, à la connectivité saisonnière et aux apports nutritifs pour les systèmes où vivent des poissons en aval. Dans l'ensemble, les habitats de référence dans la ZEL subissent une perturbation anthropique minimale et offrent des fonctions d'hivernage, de migration, de frai et d'élevage qui favorisent la poursuite de la récolte par les Kitikmiuts et d'autres groupes autochtones.

MD.7.2.2 Répercussions du projet

L'évaluation a mis l'accent sur deux répercussions potentielles liées au projet sur les poissons d'eau douce et leur habitat :

Changement dans l'habitat du poisson :

- Les activités du projet peuvent modifier, perturber ou supprimer l'habitat des poissons du fait de la perturbation physique des cours d'eau, la modification des débits et la construction d'infrastructures permanentes.
- L'altération de la quantité d'eau aux franchissements ou dans de petits réseaux de drainage peut aussi influencer la disponibilité de l'habitat à certains stades de vie.
- Après l'application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels du changement dans l'habitat du poisson seront d'une ampleur faible à modérée. La durée de ces effets variera de court à long terme, surviendra sous forme d'événements irréguliers multiples et sera limitée à la ZEL. La probabilité que des répercussions liées au projet surviennent lors des étapes de vie sensibles (par exemple, période de frai) varie de l'absence de sensibilité à une sensibilité élevée. Les effets résiduels devraient être réversibles dans les zones récupérées (par exemple, espaces de travail temporaires ou routes d'accès), mais irréversibles pour les composantes permanentes du projet (par exemple, piste d'atterrissage, routes, infrastructures portuaires).

Changement dans la santé, la croissance ou la survie des poissons :

- Les changements dans la santé, la croissance ou la survie des poissons devraient être motivés par les effets potentiels des changements dans la qualité de l'eau dus aux apports sédimentaires et à la chimie de la qualité de l'eau, à la mort des poissons par blessure ou étouffement, à la production de bruit sous-marin et à l'augmentation de la pression de pêche.
- Après application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels sont considérés comme de faible ampleur, limités à la ZEL, et surviennent sous forme d'événements irréguliers multiples. La durée de ces effets résiduels variera de court terme (c'est-à-dire seulement en phase de construction) à long terme (c'est-à-dire s'étendant sur les phases d'exploitation et de maintenance). La probabilité que des répercussions surviennent lors des étapes de vie sensibles (par exemple, période de frai) varie de l'absence de sensibilité à une sensibilité élevée. On prévoit que les effets résiduels seront réversibles, à l'exception de ceux entraînant la mort des poissons ou des œufs de poisson, qui seront permanentes au niveau individuel, mais réversibles à l'échelle de la population.

MD.7.2.3 Effets cumulatifs

Des effets cumulatifs sur les poissons d'eau douce et leur habitat sont prévus du fait du projet et de certaines activités physiques repérées dans la ZER. Dans l'ensemble, on prévoit que les effets cumulatifs seront de faible ampleur pour les changements dans la santé, la croissance ou la survie des poissons en raison de l'augmentation de la pression de pêche et des changements dans la qualité de l'eau, et d'ampleur modérée pour le changement dans l'habitat des poissons en raison de la perte d'habitat sous la ligne des hautes eaux et lors du défrichage riverain. L'étendue géographique des effets directs sera la ZER, mais localisée aux zones locales des activités physiques. Les effets cumulatifs résiduels potentiels seront de longue durée en raison de la longue durée d'exploitation des activités physiques, et surviendront sous forme d'événements irréguliers, allant d'événements réversibles (par exemple, espaces de travail temporaires, franchissements de cours d'eau sur l'habitat des poissons) à irréversible (par exemple, une infrastructure permanente qui chevauche l'habitat des poissons).

MD.7.2.4 Importance

Le projet mettra en œuvre des mesures d'évitement et d'atténuation, y compris des mesures visant à compenser la perte d'habitat, si nécessaire, afin de contrebalancer les effets inévitables. On ne prévoit donc pas que les effets résiduels sur les poissons et leurs habitats provoquent un changement mesurable de la productivité des populations de poissons pertinentes, y compris celles d'importance culturelle ou traditionnelle pour les Kitikmiuts, d'autres groupes autochtones ou d'autres communautés potentiellement affectées, et ils ne devraient pas être importants. On prévoit que les effets cumulatifs des bruits ne seront pas importants.

MD.7.2.5 Mesures d'atténuation, de gestion et d'amélioration

Le projet appliquera des pratiques de conception, des contrôles opérationnels et des programmes de surveillance afin d'éviter ou de réduire les répercussions potentielles sur les poissons d'eau douce et leurs habitats. Les principales mesures comprennent :

- Concevoir de traversées de cours d'eau (ponceaux, ponts et autres structures) pour maintenir l'écoulement naturel des eaux, le passage des poissons et la connectivité des habitats.
- Utiliser les zones auparavant perturbées comme infrastructures et espaces de travail lorsque cela est possible, et entretenir la végétation riveraine lorsque cela est faisable.
- Application de mesures de prévention de l'érosion et de contrôle des sédiments lors des travaux dans l'eau, du nivellement et de la construction afin de réduire les apports de sédiments dans les eaux où vivent les poissons.
- Effectuer des activités dans l'eau en dehors des périodes restreintes, isoler les zones de travail au besoin et maintenir le débit en aval lors de l'assèchement.
- Mettre en œuvre un programme de sauvetage de poissons avant les travaux en rivière, mené par du personnel qualifié.

- Appliquer des pratiques de gestion de l'eau, y compris les prises d'eau protégées par des grilles, le contrôle des taux de prélèvement d'eau, ainsi que la gestion du ruissellement et des eaux pluviales.
- Mettre en œuvre des plans de contrôle des explosifs et de la poussière et de plans d'urgence en cas de déversement pour limiter les apports d'azote, les substances nocives et la sédimentation.
- Fermer et récupérer les routes d'accès temporaires, les carrières et les espaces de travail une fois qu'ils ne sont plus nécessaires.
- Inspecter régulièrement les franchissements de cours d'eau ainsi que les mesures de prévention de l'érosion et de contrôle des sédiments, et appliquer des mesures correctives, au besoin.
- Utiliser la gestion adaptée, mettre à jour les pratiques si la surveillance détecte des effets inattendus.

Si Pêches et Océans Canada (MPO) détermine que les composantes du projet entraînent une détérioration, destruction ou perturbation (DDP) de l'habitat des poissons nécessitant une autorisation en vertu de la *Loi sur les pêches*, le projet établira un plan de compensation pour l'habitat du poisson en collaborant avec le MPO, les Kitikmiuts et d'autres communautés potentiellement touchées.

MD.7.3 Énoncé des répercussions sur le milieu d'eau douce

Une évaluation de l'influence potentielle du projet de la route et du port de Grays Bay sur les ressources d'eau, les poissons d'eau douce et leur habitat prévoit que les effets résiduels et cumulatifs ne seront pas importants.

MD.8 Résumé du volume – Portée de l'évaluation du milieu marin

Pour les peuples inuits, l'océan est une ressource essentielle sur laquelle ils comptent pour la chasse, les déplacements et la connexion à la terre. Elle peut aussi avoir une valeur socio-économique et culturelle, particulièrement pour les Inuits de la région de Kitikmeot (c'est-à-dire les Kitikmiuts). L'omble chevalier, le cisco arctique et le capelan sont récoltés par les Inuits et constituent des composantes essentielles de leur alimentation, particulièrement pendant les saisons où la viande de caribou n'est pas disponible (Banci et Spicker 2024).

Tout comme le caribou (tuktu) était au cœur de la survie des Nunamiuts [habitants de l'intérieur], le nattik (phoque) était au cœur de la vie des Inuits vivant dans un environnement océanique ou côtier. Les Inuits des zones côtières pouvaient avoir accès à la fois au nattik et au tuktu, mais en raison des différences de disponibilité, ils ne pouvaient pas récolter suffisamment des deux types d'animaux. Les Nunamiuts et les Inuits vivant dans un environnement océanique participaient à des échanges pour obtenir ce qui leur manquait. (Banci et Spicker 2024).

La présente évaluation a été conçue pour respecter ces valeurs et mettre l'accent sur la protection de ce milieu vital.

West Kitikmeot Resources (WKR) a recueilli des renseignements de référence sur la situation en combinant la collecte de connaissances menée par les Inuits et collaborative (y compris le rapport sur le savoir inuit propre au projet, établi à partir des renseignements de la base de données du Naonaiyaotit Traditional Knowledge Project [NTKP] et des ateliers du Groupe consultatif autochtone [IAG]), des renseignements publics provenant de groupes autochtones pris en compte dans le cadre du projet, ainsi que de la rétroaction sur la mobilisation communiquée par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées, avec des études techniques recueillies par des méthodes scientifiques occidentales.

WKR a utilisé ce savoir intégré pour éclairer l'établissement des limites d'évaluation des projets et soutenir l'évaluation des effets du projet et des effets cumulatifs sur toutes les composantes valorisées du milieu marin. Le savoir inuit combiné ainsi que les renseignements scientifiques occidentaux ont également directement influencé la détermination de l'importance et la conception de mesures d'atténuation, de gestion et d'amélioration. Cette base de connaissances est essentielle pour garantir que l'évaluation du projet reflète les points de vue des Kitikmiuts, les expériences vécues et les conditions environnementales observées. Le partage continu du savoir, la collaboration et l'intégration de nouveaux renseignements tout au long de la durée du projet seront essentiels pour affiner les prévisions, améliorer la gestion adaptée et améliorer les résultats du projet pour les Inuits et autres communautés potentiellement concernées.

Le projet de la route et du port de Grays Bay (le « projet ») est un port en eaux profondes et un aménagement routier praticable en toute saison de 230 km proposé par West Kitikmeot Resources Corp. (WKR), situé dans la région de Kitikmeot au Nunavut. Le port sera situé dans le golfe Coronation, à environ 50 km au sud de la voie du passage du Nord-Ouest par l'Arctique, et reliera par route en toute saison le site fermé de la mine Jericho à la station Jericho, sur la rive nord-ouest du lac Contwoyto (NU). Chaque année, la route praticable en toute saison sera reliée toute la saison à la route hivernale qui va du lac Tibbitt au lac Contwoyt, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR). WKR a préparé un énoncé des répercussions environnementales pour repérer et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices préliminaires normalisées pour l'élaboration d'un Énoncé des répercussions environnementales (ERE) de la Commission du Nunavut chargée de l'examen des répercussions (dossier CNER n° 24XN038; CNER 2026). Le présent volume de l'ERE présente l'évaluation des répercussions environnementales potentielles pour les eaux et les sédiments marins, les poissons de mer et leur habitat ainsi que pour les mammifères marins.

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le secteur d'aménagement du projet (SAP) comprend l'emprise au sol de toutes les composantes du projet, y compris les perturbations permanentes et temporaires (par exemple, l'étendue de l'infrastructure du projet, le défrichement prévu et les zones de déblaiement). La zone d'évaluation locale (ZEL) est la zone maximale où les effets environnementaux propres au projet peuvent être estimés de manière qualitative avec un degré raisonnable de précision et de confiance. Pour la CV des eaux et des sédiments marins, la ZEL a été définie comme une zone tampon de 1 km centrée sur le SAP. La ZEL de la CV des poissons de mer et de leur habitat a été définie comme une zone tampon de 3 km centrée sur le SAP. La ZEL de la CV des mammifères marins a été définie comme une zone tampon de 10 km centrée sur le SAP.

La zone d'évaluation régionale (ZER) englobe le SAP et la ZEL et fournit un contexte régional expliquant comment les effets liés au projet peuvent influencer les CV respectives, ainsi que la manière dont ces effets peuvent interagir cumulativement avec ceux d'autres projets passés, présents ou raisonnablement prévisibles. Pour la CV des eaux et sédiments marins et celle des poissons de mer et de leur habitat, la ZER est définie comme une zone tampon de 20 km autour du SAP pour tenir compte des parcours de circulation régionaux pouvant influencer la sédimentation et l'érosion. La ZER de la CV des mammifères marins s'étend sur tout le golfe Coronation; sa limite nord-ouest se trouve à l'endroit où le détroit du Dolphin et de l'Union entre dans le golfe Coronation et sa limite nord-est se trouve à l'ouverture du détroit de Dease dans le golfe de la Reine-Maud, se terminant à la limite est de la péninsule de Kent. Cette zone d'évaluation a été choisie pour couvrir une vaste région englobant différents types de bathymétrie, la logistique et les plans des projets, la géomorphologie et les caractéristiques océanographiques, ainsi qu'une couverture pour les déplacements et l'utilisation à plus grande échelle de plusieurs espèces de mammifères marins afin de tenir compte des effets potentiels du transport maritime.

MD.8.1 Eaux et sédiments marins

La présente évaluation a examiné les répercussions potentielles du projet de la route et du port de Grays Bay sur la qualité des eaux et des sédiments marins à Grays Bay, reconnaissant ces composantes comme importantes sur le plan écologique et culturel pour les communautés inuites. Les activités du projet au cours des phases de construction, d'exploitation et de maintenance ont été évaluées, ainsi que les effets cumulatifs, les considérations sur les changements climatiques et les mesures d'atténuation informées et appuyées par le savoir inuit, ainsi que par les renseignements obtenus par l'intermédiaire de la mobilisation auprès du public, des enquêtes sur le terrain propres au projet et une analyse rapide des documents publiés.

MD.8.1.1 Base de référence

La formation et la fonte de la glace ainsi que l'apport d'eau douce provenant de la rivière Kennarctic et de petits ruisseaux sont les activités qui ont la plus grande influence sur la qualité de l'eau de mer à Grays Bay. Une couche de surface à forte salinité est présente lors de la formation de la glace alors que le taux de salinité de la couche de surface est faible lors de la fonte des glaces. L'apport d'eau douce de la rivière Kennarctic contribue à une forte charge sédimentaire en suspension qui produit un panache d'eau trouble dans l'océan (MMG 2012). La température plus élevée et la salinité plus faible de l'eau de la rivière créent une couche de surface à faible densité sur l'eau de mer à forte densité, qui est affectée par le vent et la marée. Les analyses de la qualité de l'eau à Grays Bay réalisées en 2024 et 2025 ont montré des schémas constants en ce qui concerne la température, la salinité, le pH, l'oxygène dissous, la conductivité et la turbidité. Les analyses chimiques d'échantillons d'eau ont montré que la plupart des métaux, des nutriments et des composés organiques étaient en dessous des limites ou directives de détection.

Des prélèvements de sédiments marins réalisés à Grays Bay ont indiqué que l'argile était le substrat dominant sur la plupart des sites d'échantillonnage, le limon et le sable figurant comme composants sous-dominants, alors que le sable prédominait près de la rivière Kennarctic. Les analyses chimiques ont montré des concentrations naturellement élevées d'arsenic, de chrome et de cuivre.

MD.8.1.2 Répercussions du projet

Les activités du projet pendant les phases de construction, d'exploitation et de maintenance sont susceptibles d'avoir une incidence sur la qualité de l'eau et des sédiments sous divers aspects, y compris le dragage, le dynamitage, l'installation d'infrastructures, le rejet d'effluents (provenant des systèmes de dessalement et de traitement des eaux usées), ainsi que du fait de l'activité des navires durant la phase de construction et par le rejet continu des effluents et la circulation saisonnière des navires durant les phases d'exploitation et de maintenance. Ces activités peuvent augmenter la turbidité, modifier la chimie de l'eau et mobiliser les contaminants dans l'eau marine, remettre en suspension des particules fines, libérer des contaminants liés et augmenter la salinité ainsi que la charge organique dans les sédiments près de l'émissaire des effluents.

Voici le résumé des répercussions prévues du projet sur la qualité des eaux et des sédiments marins :

- Les activités de construction devraient temporairement dégrader la qualité de l'eau en raison de la remise en suspension des sédiments et de l'augmentation de la turbidité; cependant, ces répercussions seront de courte durée, principalement limitées au SAP et réversibles une fois la construction terminée.
- Pendant les phases d'exploitation et de maintenance, le souffle des hélices et le sillage de navires peuvent aussi temporairement dégrader la qualité de l'eau en raison de la remise en suspension des sédiments et de l'augmentation de la turbidité; cependant, ces répercussions seront de courte durée, limitées à la ZEL et réversibles après chaque mouvement de navire.
- Les activités de construction qui perturbent le fond marin peuvent entraîner une modification de la composition sédimentaire et le transport de contaminants existants qui finissent par se déposer ailleurs.
- La modélisation indique que les rejets d'effluents se diluent rapidement dans les petites zones de mélange (environ 6 m pendant la construction et 28 m pendant l'exploitation), maintenant la qualité de l'eau dans des limites acceptables et limitant ainsi les effets sur la qualité des sédiments.
- Après la mise en œuvre des mesures d'atténuation, les effets résiduels du projet sur la qualité des eaux et des sédiments marins devraient être négatifs et d'ampleur faible à modérée; ils devraient se produire à court et moyen terme et être réversibles à la fin des activités. Les effets résiduels sont susceptibles de se manifester principalement à l'intérieur de la ZEL, cependant, des effets résiduels s'étendant à la ZER sont possibles en raison de l'activité des vaisseaux.

Les projections en matière de changements climatiques – telles que la réduction de la couverture glaciaire, l'augmentation de l'activité des tempêtes et le dégel du pergélisol – peuvent influencer le transport des sédiments et la qualité de l'eau au fil du temps, mais des stratégies adaptées de conception et de surveillance ont été intégrées pour répondre à ces incertitudes.

MD.8.1.3 Effets cumulatifs

L'évaluation des effets cumulatifs a pris en compte les effets résiduels du projet en combinaison avec d'autres projets et activités passés, présents et raisonnablement prévisibles induits. Pour l'évaluation des effets cumulatifs, les eaux et les sédiments marins sont pris en compte ensemble, car les changements de qualité de l'eau peuvent avoir une incidence directe sur la qualité des sédiments, particulièrement dans les milieux proches du littoral.

D'autres projets et activités physiques présents et raisonnablement prévisibles induits peuvent agir cumulativement avec des effets résiduels liés au projet sur les eaux et les sédiments marins, principalement en raison de l'activité des navires au sein de la ZER. Sur la base de la solide compréhension de ces aspects et de l'efficacité anticipée des mesures d'atténuation, l'évaluation des effets cumulatifs a conclu que les effets auraient une ampleur faible à modérée, qu'ils se produiraient à moyen terme et seraient réversibles à la fin des activités individuelles. Les effets cumulatifs ne devraient pas entraîner une dégradation permanente ou à long terme de la qualité des eaux ou des sédiments marins.

MD.8.1.4 Importance

Les effets résiduels du projet et les effets cumulatifs résiduels sur les eaux et les sédiments marins ne sont pas jugés importants. On s'attend à ce que le projet respecte les lignes directrices applicables et protège l'intégrité des écosystèmes marins ainsi que l'utilisation du milieu marin par les Inuits.

MD.8.2 Poissons de mer et leur habitat

L'évaluation des répercussions potentielles sur les poissons de mer et leur habitat a été menée afin d'identifier et d'évaluer les effets directs et indirects potentiels du projet sur la CV. L'évaluation repose sur le savoir inuit, autochtone et communautaire, la mobilisation du public, les enquêtes sur le terrain propres aux projets et une analyse rapide des documents publiés. L'évaluation a pris en compte les aspects des effets résiduels potentiels, notamment le changement au niveau de l'habitat, le changement de comportement causé par des perturbations sensorielles, ainsi que la variation du risque de mortalité ou de blessure.

MD.8.2.1 Base de référence

La ZER englobe une vaste zone géographique qui soutient divers types d'habitats, allant des habitats riverains marins aux habitats des zones intertidales et subtidales profondes. Chacun de ces habitats offre une fonction écologique unique et répond aux exigences de nombreuses espèces en matière d'habitat. Les poissons de mer et les invertébrés dépendent de ces habitats pour se nourrir, s'abriter, se protéger contre la prédation et s'en servent comme aire d'alevinage et de croissance.

Les poissons de mer communs identifiés grâce au savoir inuit (Banci et Spicker 2024), observés lors des enquêtes sur le terrain propres au projet de 2025, ainsi que ceux repérés lors d'enquêtes antérieures comprennent : l'omble chevalier, le cisco arctique, le capelan, le corégone tschir et le hareng du Pacifique. Beaucoup de ces espèces jouent un rôle écologique important ou se distinguent par leur abondance au sein de la ZER.

Aucun habitat biologiquement sensible (par exemple, zostère marine, jardins coralliens, récifs d'éponges siliceuses) n'a été historiquement documenté à Grays Bay ou au sein de la ZER, et aucun de ces habitats n'a été observé lors d'enquêtes marines propres au projet.

MD.8.2.2 Répercussions du projet

L'évaluation a mis l'accent sur trois répercussions potentielles liées au projet sur les poissons de mer et leur habitat :

Changement de l'habitat

- Le projet peut entraîner un changement résiduel de l'habitat par l'intermédiaire de modifications directes et indirectes de l'habitat (par exemple, dragage, enrochement) ou sa destruction (par exemple, remblai intertidal ou subtidal, installation d'infrastructures dans l'eau, sillage et souffle des navires).

- D'après la conception d'ingénierie préliminaire, l'empreinte du projet devrait concerner environ 61 688 m² d'habitat de poissons de mer. Ce total inclut à la fois la modification et la destruction des habitats marins riverains, intertidaux et subtidaux.
- Les effets résiduels de ces activités devraient entraîner une modification (par exemple, dragage) ou la perte (par exemple, le remplissage) de l'habitat des poissons dans le SAP, bien que ces effets ne devraient pas dépasser le seuil d'importance.
- Les effets résiduels sur les poissons de mer et leurs habitats dus à un changement d'habitat devraient être d'ampleur modérée. Ces effets seront probablement limités au SAP. La période des effets résiduels devrait varier de zéro à haute sensibilité (c'est-à-dire des activités se déroulant toute l'année), avec une gamme de fréquences allant d'un événement unique à des événements continus. La durée des répercussions sera de moyen à long terme. Les effets résiduels devraient aller de réversibles (par exemple, espaces de travail temporaires) à irréversibles (par exemple, des composantes permanentes du projet).

Changement de comportement causé par une perturbation sensorielle :

- Le projet est susceptible de modifier le comportement des poissons par différents moyens, y compris l'introduction de bruit sous-marin (par exemple, le dynamitage sur terre et dans l'eau, l'enfoncement de pieux) et l'éclairage artificiel, ainsi qu'un changement négatif de la qualité de l'eau (par exemple, ruissellement trouble, remise en suspension des sédiments marins et rejets d'effluents dans le milieu marin).
- Les effets comportementaux résiduels sont variables (par exemple, réaction de sursaut, évitement localisé du site, changement de répartition) et sont principalement prévus au sein de la ZEL, bien qu'un certain masquage des signaux auditifs soit aussi possible au sein de la ZER. On ne s'attend pas à ce que ces effets dépassent le seuil d'importance.
- Les effets résiduels sur les poissons de mer et leur habitat du fait de perturbations sensorielles devraient varier d'une intensité faible à modérée. Ces effets sont susceptibles d'être limités dans la ZEL, mais peuvent s'étendre à la ZER (activité de navire). La période des effets résiduels devrait varier de zéro à haute sensibilité (c'est-à-dire des activités se déroulant toute l'année), avec une gamme de fréquences allant d'événements multiples à des événements continus. La durée des répercussions sera de court à moyen terme. Les effets résiduels devraient être réversibles.

Changement dans le risque de mortalité et le risque de blessures :

- Les effets résiduels du projet sur le risque de mortalité ou de blessures des poissons de mer peuvent survenir par des moyens tels que l'écrasement et l'enfouissement (par exemple, le comblement dans l'eau, le placement des infrastructures et l'échouement des navires), le changement de la qualité de l'eau (par exemple, rejet d'eaux usées dans le milieu marin), l'introduction de bruit sous-marin (par exemple, dragage et enfoncement de pieux), l'introduction d'un éclairage artificiel ainsi que le placage et l'entraînement des poissons (dans les prises d'eau marines).

- Les effets résiduels de ces activités au sein de la ZEL peuvent comprendre des blessures (réversibles ou irréversibles) des invertébrés ou des poissons individuels ou leur mort; cependant, on ne prévoit pas d'effets résiduels à l'échelle de la population.
- Les effets résiduels sur les poissons de mer liés aux variations du risque de mortalité ou de blessures devraient avoir une ampleur faible à modérée. Ces effets sont susceptibles d'être limités dans le SAP, mais peuvent s'étendre à la ZEL. La période des effets résiduels devrait varier de zéro à haute sensibilité (c'est-à-dire des activités se déroulant toute l'année), avec une gamme de fréquences allant d'événements multiples à des événements continus. La durée des répercussions sera de court à moyen terme. Les effets résiduels devraient être réversibles (en cas de blessure) ou irréversibles (en cas de mortalité).

MD.8.2.3 Effets cumulatifs

D'autres projets et activités physiques présents et raisonnablement prévisibles, peuvent agir cumulativement avec des effets résiduels liés au projet sur les poissons et l'habitat des poissons (sillage et souffle des navires, introduction d'espèces envahissantes) et sur leur comportement (masquage acoustique) au sein de la ZER. Sur la base de la solide compréhension de ces aspects et de l'efficacité anticipée des mesures d'atténuation, l'évaluation des effets cumulatifs a conclu que les effets auraient une faible ampleur et n'entraîneraient pas d'effets permanents sur le niveau de la population de poissons de mer.

MD.8.2.4 Importance

Cette évaluation a conclu qu'aucun effet résiduel ou cumulatif, à long terme ou permanent à l'échelle de la population n'est prévu en raison d'un changement d'habitat, de comportement ou de risque de mortalité ou de blessure. Par conséquent, les effets résiduels et cumulatifs du projet sur les poissons de mer et leurs habitats ne sont pas considérés comme importants.

MD.8.3 Mammifères marins

L'évaluation des effets potentiels sur les mammifères marins a été menée pour cerner et évaluer les effets directs et indirects potentiels du projet sur la CV. L'évaluation a pris en compte les effets résiduels potentiels sur les mammifères marins sous trois aspects, notamment le changement au niveau de l'habitat, le changement de comportement causé par des perturbations sensorielles, ainsi que la variation du risque de mortalité ou de blessure.

MD.8.3.1 Base de référence

Les mammifères marins connus pour se trouver dans la ZER des mammifères marins, qui ont été identifiés dans le savoir inuit, observés lors d'enquêtes sur le terrain propres au projet de 2025, ainsi que ceux repérés lors d'enquêtes antérieures comprennent : ainsi que ceux issus d'enquêtes antérieures incluent : la baleine boréale, la baleine blanche, le narval, le phoque barbu, le phoque du Groenland, le phoque à capuchon, le phoque annelé et l'ours polaire. On s'attend à ce que les phoques annelés soient

les mammifères marins les plus abondants dans les zones d'évaluation (ZEL et ZER). Certaines baleines boréales peuvent être rencontrées si elles migrent dans la région; cependant, les observations de baleines boréales dans le golfe Coronation sont rares. Les baleines blanches sont les plus susceptibles d'être rencontrées plus au large que les baleines boréales et ont été observées près de Kugluktuk, à l'extrémité ouest du golfe Coronation. On s'attend à ce que les narvals soient moins communs que les baleines blanches et les baleines boréales, mais ils ont été observés dans la baie de Cambridge, à l'extrémité est du golfe Coronation. Bien que ce ne soit pas courant, la communauté Kugluktuk possède maintenant six balises de narval alors qu'historiquement elles n'en avaient pas. Cela indique que le narval est plus présent dans la région qu'on ne le savait historiquement. Des phoques barbus ont été observés dans la partie sud du détroit de Dolphin-et-Union, et l'ouest du golfe Coronation a été indiqué comme un habitat permanent pour le phoque barbu, bien qu'il migre généralement vers le sud lorsque la glace commence à s'épaissir à l'automne ou au début de l'hiver. Les autres espèces de mammifères marins (ours polaires, phoques à capuchon et phoques du Groenland) ont principalement été observées autour de Kugluktuk, dans le golfe Coronation.

MD.8.3.2 Répercussions du projet

L'évaluation met l'accent sur trois répercussions potentielles liées au projet sur les mammifères marins :

Changement de l'habitat

- Les effets résiduels du projet, susceptibles d'entraîner un changement de l'habitat, peuvent survenir par des moyens comprenant la modification ou la destruction directe et indirecte de l'habitat (c'est-à-dire la préparation du site [par exemple, nivellement, dynamitage], les remblais intertidaux ou subtidaux, l'installation d'infrastructures dans l'eau) et par des changements négatifs de la qualité de l'eau (par exemple, augmentation de la turbidité et remise en suspension des sédiments marins).
- D'après la conception d'ingénierie préliminaire, l'empreinte du projet devrait concerner environ 59 515 m² d'habitat de poissons de mer. Cette superficie totale comprend à la fois la modification et la destruction des habitats intertidaux et subtidaux. Elle est inférieure à celle estimée pour les poissons de mer et leur habitat, car elle exclut la zone riveraine marine qui n'est pas considérée comme un habitat pour les mammifères marins.
- L'ampleur des effets résiduels d'un changement de l'habitat sur les mammifères marins, ou leurs proies devrait varier de faible (activité des navires) à modérée (dynamitage, infrastructures et dragage). Ces effets sont susceptibles d'être limités dans le SAP, mais peuvent s'étendre à la ZEL (activité de navire). Les activités auront lieu pendant la saison des eaux libres estivales, considérée comme une période importante d'alimentation pour certaines espèces de mammifères marins; leur sensibilité est donc de modérée à élevée. La durée des activités variera de court à moyen terme. Des changements de l'habitat marin sont prévus sous forme d'événements uniques ou multiples. Les effets résiduels sur l'habitat marin seront réversibles (activité des navires) et, dans certains cas, irréversibles (dynamitage, dragage).

Changement de comportement causé par une perturbation sensorielle :

- Les effets résiduels du projet susceptibles de modifier le comportement des mammifères marins peuvent se produire par des moyens comprenant l'introduction de bruit sous-marin (par exemple, dynamitage sur terre et dans l'eau, enfoncement de pieux) et d'éclairage artificiel, ainsi qu'un changement négatif de la qualité de l'eau (par exemple, ruissellement turbide et remise en suspension des sédiments marins dans le milieu marin) durant les phases de construction, d'exploitation et de maintenance.
- Les effets résiduels sur le comportement peuvent inclure l'induction de réactions de sursaut, le masquage des signaux auditifs, l'évitement localisé du site et la perturbation des processus sensoriels dans la ZEL. On ne prévoit aucun effet résiduel sur le comportement à l'échelle de la population.
- L'ampleur des effets résiduels sur les mammifères marins dus à des perturbations sensorielles devrait être de faible (activité des navires, éclairage) à modérée (dynamitage, infrastructures, enfoncement de pieux). Ces effets sont susceptibles d'être limités dans la ZEL, mais peuvent s'étendre à la ZER (activité de navire). Les activités auront lieu pendant la saison des eaux libres estivales, considérée comme une période importante d'alimentation pour certaines espèces de mammifères marins; leur sensibilité est donc de modérée à élevée. La durée des activités variera de court à moyen terme. On prévoit que les changements seront des événements uniques ou multiples qui seront réversibles.

Changement dans le risque de mortalité et le risque de blessures :

- Les effets résiduels du projet sur le risque de mortalité ou de blessure des mammifères marins peuvent survenir par des moyens, tels que les collisions avec les navires, le contact direct (par exemple, remblai dans l'eau, mise en place des infrastructures et échouement des navires), ainsi que l'introduction de bruit sous-marin (par exemple, le dynamitage et l'enfoncement de pieux).
- Les effets résiduels de ces activités peuvent inclure des blessures (réversibles ou irréversibles) ou la mortalité. On ne prévoit aucun effet résiduel à l'échelle de la population, bien que les effets sur les mammifères marins individuels puissent être importants selon l'étendue des blessures.
- Les effets résiduels sur les mammifères marins liés aux variations du risque de mortalité ou de blessures devraient avoir une ampleur faible à modérée. Ces effets sont susceptibles d'être limités dans la ZEL, mais peuvent s'étendre à la ZER (activité de navire). Les activités auront lieu pendant la saison des eaux libres estivales, considérée comme une période importante d'alimentation pour certaines espèces de mammifères marins; leur sensibilité est donc de modérée à élevée. La durée des activités variera de court à moyen terme. On prévoit que les changements surviennent sous forme d'événements uniques ou multiples qui seront soit réversibles (en cas de blessure), soit irréversibles (en cas de mortalité).

MD.8.3.3 Effets cumulatifs

D'autres projets et activités physiques présents et raisonnablement prévisibles, peuvent agir cumulativement avec des effets résiduels liés au projet sur l'habitat marin (sillage et souffle des hélices des navires) et sur leur comportement (bruits sous-marins) au sein de la ZER. Toutefois, on ne s'attend pas à ce que ces effets cumulatifs dépassent le seuil d'importance.

MD.8.3.4 Importance

La présente évaluation a conclu qu'aucun effet résiduel à long terme ou permanent à l'échelle de la population n'est prévu en raison d'un changement de l'habitat ou de comportement du fait de perturbations sensorielles ou de risque de mortalité ou de blessure. Par conséquent, les effets résiduels et cumulatifs du projet sur les mammifères marins ne sont pas considérés comme importants.

MD.8.4 Mesures d'atténuation, de gestion et d'amélioration

Le projet utilisera des contrôles techniques, de bonnes pratiques opérationnelles et des mesures propres au site pour réduire les répercussions négatives sur le milieu marin et les espèces qui en dépendent. Les principales mesures comprennent :

- Le SAP sera limité à une conception d'aménagement précise afin de réduire les répercussions du projet sur la perte d'habitat et l'efficacité.
- Les infrastructures seront conçues pour réduire la taille du SAP dans le milieu marin.
- Les activités de construction maritime générant du bruit seront gérées afin de réduire au minimum les répercussions potentielles (par exemple, dans la mesure du possible, planification pour éviter plusieurs sources de bruit et les périodes environnementales sensibles, techniques de démarrage en accélération ou de démarrage en douceur, rideaux de limon ou de bulles).
- Le programme de dynamitage sera conçu pour réduire au minimum les effets potentiels sur le milieu marin.
- Un programme de surveillance des mammifères marins sera mis en œuvre pour atténuer les effets liés au projet en mer (par exemple, contact direct, bruit sous-marin) sur les espèces de mammifères marins, y compris la surveillance hydroacoustique et visuelle, lors des activités du projet en mer.
- La zone marine de rejet et de mélange doit être aussi petite que possible, en incorporant au besoin des diffuseurs supplémentaires à l'exutoire pour favoriser la dilution des effluents.
- Des mesures de contrôle de l'érosion et des sédiments seront mises en œuvre et inspectées régulièrement.

- Un plan de compensation de Pêches et Océans Canada sera établi pour compenser toutes les pertes de l'habitat des poissons inévitables à l'intérieur de l'emprise du projet. Les navires du projet et les navires tiers accédant au port seront soumis à des limites de vitesse et à des protocoles d'exploitation (c'est-à-dire des distances d'évitement) afin de réduire au minimum les répercussions sur les mammifères marins.
- Le Plan de gestion des effets aquatiques et le Plan de gestion et de surveillance de la faune détailleront les programmes de surveillance et de gestion afin de déterminer les répercussions à court et long terme du projet sur le milieu aquatique et marin et de favoriser une gestion adaptée.

MD.8.5 Énoncé des répercussions sur le milieu marin

Une évaluation de l'influence potentielle du projet de route et de port de Grays Bay sur les eaux et les sédiments marins, les poissons de mer et leur habitat ainsi que sur les mammifères marins a prévu que les effets résiduels et cumulatifs ne seraient pas importants.

MD.9 Résumé du volume – Portée de l'évaluation du milieu humain

Le présent volume sur le milieu humain aborde les environnements sociaux et économiques de la région du projet, comme l'utilisation des terres, les activités culturelles, l'emploi dans les économies traditionnelles et basées sur les salaires, la sécurité alimentaire, la santé et le bien-être, ainsi que les interrelations entre ces éléments. Pour les Inuits et d'autres peuples autochtones, la pratique des activités traditionnelles, y compris la récolte traditionnelle aux fins de subsistance, et le lien avec la terre sont essentiels à la culture, à la langue et aux modes de vie inuits de façon plus large (Pauktuutit 2006). Les environnements sociaux et économiques constituent donc le fondement de l'évaluation des effets du projet sur les personnes et les communautés de la région du projet.

Ce volume comprend une évaluation des effets du projet sur l'utilisation traditionnelle et non traditionnelle des terres, des zones marines et des ressources; la sécurité alimentaire et la souveraineté alimentaire, la santé et le bien-être communautaires, l'emploi et l'économie, les infrastructures et les services, ainsi que les ressources patrimoniales. Il examine les changements potentiels dans l'utilisation des terres, de l'eau et des ressources indiqués par les Inuits de la région de Kitikmeot (c'est-à-dire les Kitikmiuts) et d'autres groupes autochtones potentiellement touchés et qui exercent leurs droits conférés par l'article 35 (de la *Loi constitutionnelle de 1982*) dans la région de Kitikmeot. Il aborde également les changements potentiels dans l'usage de la langue, la transmission culturelle, la gouvernance et d'autres pratiques de récolte et culturelles valorisées par ces groupes. Les ressources patrimoniales sont profondément liées à la culture et à l'histoire des Kitikmiuts. Les ressources et sites patrimoniaux peuvent aussi être profondément liés à des zones sacrées et à des pratiques culturelles, et représenter des activités de l'utilisation traditionnelle des terres, des zones marines et des ressources, et ce, depuis des décennies, des siècles ou des millénaires. La section sur les ressources patrimoniales examine les effets du projet sur ces ressources en observant les changements dans le contenu ou le contexte du site résultant d'activités liées au développement.

Ce volume aborde également les changements apportés au système alimentaire traditionnel comme au système alimentaire de marché, en observant notamment les modifications relatives à la disponibilité, à l'accès, à l'utilisation et à la stabilité des aliments au sein de ces systèmes. La section sur la santé et le bien-être communautaires rend compte des changements apportés aux déterminants sociaux de la santé et du bien-être, y compris la santé physique, mentale et émotionnelle; la sécurité et les dynamiques personnelles, familiales et communautaires; et l'accès aux infrastructures et services de santé. La section sur l'emploi et l'économie aborde les changements relatifs à l'emploi dans les économies traditionnelles et basées sur les salaires; l'éducation et la formation; le développement économique, la passation de marchés et les occasions d'affaires; et la résilience de la chaîne d'approvisionnement. L'évaluation des effets sur les infrastructures et les services rend également compte des changements apportés aux infrastructures de transport terrestre et maritime, qui peuvent soutenir une meilleure résilience de la chaîne d'approvisionnement, la sécurité alimentaire et la souveraineté alimentaire, ainsi qu'une amélioration de la recherche et du sauvetage dans la région du projet. L'emploi lié au projet pourrait augmenter le nombre de travailleurs en transit dans la région du projet, ce qui pourrait accroître la

demande sur les infrastructures communautaires et sur l'accès aux services publics, ainsi que la disponibilité des hébergements et des logements temporaires.

La région de Kitikmeot est composée à la fois de terres inuites et de terres publiques. Comme négocié dans le cadre de l'Accord sur les revendications territoriales du Nunavut, les terres publiques avec droits tréfonciers ont été choisies par les Inuits pour faire progresser le développement économique au profit des bénéficiaires des revendications territoriales et afin de reconstruire et de promouvoir l'autodétermination inuite dans la gestion des terres et des ressources de la région de Kitikmeot (Public History Inc. 2006). Ce volume examine les changements survenus dans les affectations du sol, l'accès aux terres et aux ressources et leur utilisation pour l'exploitation minière, la récolte commerciale, le tourisme et les loisirs, ainsi que les changements survenus dans l'accès à l'environnement marin et son utilisation.

West Kitikmeot Resources Corp (WKR) a recueilli des renseignements sur les conditions de référence sur la situation en combinant la collecte de connaissances menée par les Inuits et de manière collaborative (y compris le rapport sur le savoir inuit propre au projet, établi à partir des renseignements de la base de données du Naonaiyaotit Traditional Knowledge Project [NTKP] et des ateliers du Groupe consultatif autochtone [IAG]), des renseignements publics provenant de groupes autochtones pris en compte dans le cadre du projet, ainsi que des commentaires sur la mobilisation formulés par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées, avec des études techniques recueillies au moyen de méthodes scientifiques occidentales. La combinaison de ces perspectives en matière du savoir et de la science occidentale a été utilisée pour éclairer et évaluer l'étude d'impact des trois éléments du milieu humain.

Le projet de la route et du port de Grays Bay (le « projet ») est un port en eaux profondes et un aménagement routier praticable en toute saison de 230 km proposé par West Kitikmeot Resources Corp. (WKR), situé dans la région de Kitikmeot au Nunavut. Le port sera situé dans le golfe Coronation, à environ 50 km au sud de la voie du passage du Nord-Ouest par l'Arctique, et reliera par route en toute saison le site fermé de la mine Jericho à la station Jericho, sur la rive nord-ouest du lac Contwoyto (NU). Chaque année, la route praticable en toute saison sera reliée toute la saison à la route hivernale qui va du lac Tibbitt au lac Contwoyt, officiellement appelée Tibbitt to Contwoyto Winter Road (TCWR). WKR a préparé une étude d'impact pour repérer et évaluer les effets environnementaux et socio-économiques potentiels résultant du projet, qui répond aux exigences énoncées dans l'Accord du Nunavut et les lignes directrices de la Commission du Nunavut chargée de l'examen des répercussions pour la préparation d'une étude d'impact (dossier CNER n° 24XN038; CNER 2026). Ce volume de l'étude d'impact présente l'évaluation des impacts environnementaux potentiels pour l'utilisation traditionnelle et non traditionnelle des terres, des zones marines et des ressources (TZMR); la sécurité alimentaire et la souveraineté alimentaire, la santé et le bien-être communautaires, l'emploi et l'économie, les infrastructures et les services, et ressources patrimoniales.

Des limites spatiales et temporelles ont été établies pour soutenir la réalisation des évaluations des composantes valorisées (CV), éclairées par la compréhension actuelle des effets potentiels du projet et d'autres facteurs pertinents. Le secteur d'aménagement du projet (SAP) comprend l'emprise au sol de toutes les composantes du projet, y compris les perturbations permanentes et temporaires (par exemple,

l'étendue de l'infrastructure du projet, le défrichement prévu et les zones de déblaiement). La zone d'évaluation locale (ZEL) est la zone maximale où les impacts environnementaux propres au projet peuvent être estimés de manière qualitative avec un degré raisonnable de précision et de confiance.

La ZEL d'utilisation traditionnelle des TZMR correspond à une zone tampon de 5 km autour du SAP, ce qui constitue la plus grande étendue des ZEL à soutenir les composantes valorisées biophysiques (qualité de l'air, bruit et vibrations, terrain, sol et pergélisol, végétation, faune et habitat faunique, ressources en eau, poissons d'eau douce et habitat du poisson, et environnement marin) ainsi que les zones où les effets directs (par exemple, perte d'habitat) et indirects (par exemple, perturbation sensorielle) du projet sur l'utilisation traditionnelle des TZMR peuvent survenir. La ZEL pour la sécurité alimentaire et la souveraineté alimentaire, la santé et le bien-être communautaires, les infrastructures et services, ainsi que l'emploi et l'économie est composée des cinq communautés de Kitikmeot : Kugluktuk, Cambridge Bay, Kugaaruk, Taloyoak et Gjoa Haven. Pour la santé et le bien-être communautaires, et les infrastructures et services, Yellowknife, dans les Territoires du Nord-Ouest (T.N.-O.), est également comprise dans la ZEL, puisque Yellowknife servira d'emplacement logistique et de rassemblement pour le projet. Comme les activités d'utilisation non traditionnelle des terres, des zones marines et des ressources sont étroitement liées à la navigation, aux ressources minérales, aux ressources en poisson et aux ressources fauniques qui sont récoltées, la ZEL est basée sur les limites d'évaluation du poisson, de la faune et du milieu marin et comprend ce qui suit :

- Un corridor de 2 km de large centré sur le SAP routier;
- Une zone tampon de 4 km du SAP du port (infrastructure terrestre);
- Une zone tampon de 4 km du SAP de l'aérodrome;
- Une zone tampon de 1 km du SAP du port (infrastructure maritime).

Pour les ressources patrimoniales, la ZEL est la même que celle du SAP puisqu'elle est considérée comme la zone maximale pour laquelle les effets peuvent être prédits ou mesurés avec précision.

La zone d'évaluation régionale (ZER) englobe le SAP et la ZEL et fournit un contexte régional expliquant comment les effets liés au projet peuvent influencer les CV respectives, ainsi que la manière dont ces effets peuvent interagir cumulativement avec ceux d'autres projets passés, présents ou raisonnablement prévisibles. La ZER d'utilisation traditionnelle des TZMR correspond à la plus grande des ZER afin de soutenir les composantes valorisées biophysiques, dont l'information s'appuie principalement sur la combinaison de la composante valorisée du caribou et de celle des mammifères marins. La sécurité alimentaire et la souveraineté alimentaire, l'emploi et l'économie, ainsi que l'utilisation non traditionnelle des ressources terrestres et maritimes ont tous la même ZER, soit la région de Kitikmeot au Nunavut, qui comprend les établissements principalement saisonniers de Bathurst Inlet et d'Omingmaktok. Pour la santé et le bien-être communautaires, et les infrastructures et services, la ZER est la région de Kitikmeot au Nunavut et de Yellowknife, dans les T.N.-O. Les zones d'évaluation régionale ne sont généralement pas définies pour les ressources patrimoniales, car le SAP et la ZEL constituent la zone maximale pour laquelle les effets peuvent être prédits ou mesurés.

MD.9.1 Utilisation traditionnelle des terres, des zones marines et des ressources

Depuis aussi longtemps qu'on s'en souvienne, les Kitikmiuts et d'autres groupes autochtones concernés se sont engagés dans des activités d'utilisation traditionnelle des terres, des zones marines et des ressources (TZMR) qui sont devenues le cœur de leur mode de vie, de leur culture, de leur langue, de leurs systèmes de gouvernance et de leur bien-être. Comme il est décrit dans cette évaluation, les activités d'utilisation traditionnelle des TZMR peuvent être touchées par toutes les composantes valorisées dans toute l'étude d'impact (EI), provenant des changements à la faune, aux ressources marines, aux conditions socio-économiques, et au-delà. Cette évaluation respecte la large gamme d'effets environnementaux et socio-économiques qui peuvent contribuer à un changement dans l'utilisation traditionnelle des TZMR, et se concentre sur l'évaluation de la capacité des Kitikmiuts et d'autres groupes autochtones touchés à continuer d'utiliser la terre de manière traditionnelle, tant dans le contexte des effets liés au projet que des effets cumulatifs potentiels.

L'évaluation de la composante de valorisation de l'utilisation traditionnelle des TZMR se concentre sur les zones où les Kitikmiuts et d'autres groupes autochtones touchés participent à des activités liées à l'utilisation traditionnelle des TZMR. Elle évalue les effets potentiels des activités liées au projet sur cette utilisation traditionnelle, en accordant une priorité aux zones traditionnelles de récolte et à d'autres lieux sensibles. Ces zones comprennent le secteur d'aménagement du projet (SAP), la zone d'évaluation locale (ZEL) et la zone d'évaluation régionale (ZER).

MD.9.1.1 Base de référence

Les Kitikmiuts et d'autres groupes autochtones potentiellement touchés ont signalé avoir utilisé la ZEL et la ZER pour des activités liées à l'utilisation traditionnelle des TZMR, comme la chasse, la pêche, le piégeage et la récolte de plantes. Ils ont également fait des observations sur les espèces clés en cours d'évaluation dans l'EI, notamment leur habitat et les zones d'importance culturelle particulière. De plus, les Kitikmiuts et d'autres groupes autochtones potentiellement touchés ont commenté la façon dont ils accèdent aux ressources, aux sites ou aux zones, et transmettent leur savoir sur les pratiques culturelles, l'usage des langues, le transfert intergénérationnel du savoir et les systèmes de gouvernance.

MD.9.1.2 Répercussions du projet

Les effets du projet ont été évalués en fonction de l'emplacement des activités du projet dans une zone où les activités liées à l'utilisation traditionnelle des TZMR ont souvent lieu, ont une importance culturelle, ou dans une zone où accéder aux ressources, ou aux sites/zones où cette utilisation traditionnelle a lieu. Les effets résiduels et les caractérisations de ces effets résiduels sont fournis :

Changement dans la qualité, la quantité ou la répartition des ressources impliquées ou requises pour l'utilisation traditionnelle des TZMR :

- Les effets résiduels sur la faune, le poisson, la végétation, les ressources marines et l'eau peuvent avoir une incidence sur les activités traditionnelles soutenues par ces ressources, notamment la chasse, le piégeage, la pêche, la récolte des plantes et l'utilisation culturelle de l'eau ou d'autres ressources importantes. Diverses conditions biophysiques et socio-économiques peuvent également avoir une incidence sur la récolte.
- À l'intérieur du SAP, une perte directe de végétation indigène se produira, entraînant la perte de plantes et d'habitat. Au sein de la ZEL et de la ZER, les effets potentiels sur la faune terrestre, les poissons d'eau douce, les poissons de mer et les mammifères marins participant ou nécessaires aux activités d'utilisation traditionnelle des TZMR des Kitikmiuts ou d'autres groupes autochtones potentiellement touchés, sont principalement dus aux perturbations sensorielles causées par le trafic des navires et des véhicules ainsi que par les activités du projet.
- Dans l'ensemble, pendant les phases de construction, d'exploitation et de maintenance, et après la mise en œuvre des mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet sur les changements dans la qualité, la quantité ou la répartition des ressources impliquées ou nécessaires à l'utilisation traditionnelle des TZMR des Kitikmiuts ou d'autres groupes autochtones potentiellement touchés devraient être défavorable de nature et d'importance faible à modérée au sein du SAP, de la ZEL et de la ZER; ces effets seront de courte durée (c'est-à-dire dans la phase de construction seulement) et de longue durée (c'est-à-dire s'étendront à l'ensemble de l'exploitation et de la maintenance), et devraient aller de réversibles (par exemple, espaces de travail temporaires ou changements comportementaux individuels de courte durée) à irréversibles (par exemple, composantes permanentes du projet ou mortalité individuelle).

Changement dans les zones d'importance culturelle précises où l'utilisation traditionnelle des TZMR a lieu :

- Les effets résiduels sur le changement dans des zones d'importance culturelle précises se produiront principalement durant la phase de construction, lorsque les activités du projet liées à la construction de la route et du port modifieront l'habitat et les zones de récolte par des activités directes (perturbations des terres) et indirectes (perturbations sensorielles).
- La perturbation directe des terres durant cette phase sera défavorable et irréversible, à l'exception des zones récupérées (par exemple, espaces de travail et aires de dépôt temporaires) après les travaux au sein de la ZEL.

- Pendant la phase d'exploitation et de maintenance, le trafic des navires et des véhicules ainsi que l'entretien des infrastructures du projet pourraient entraîner des effets négatifs, continus et de longue durée sur les zones de récolte au sein de la ZEL, en raison de perturbations sensorielles et d'une activité humaine accrue. Des effets sur les zones de récolte à l'intérieur du SAP sont possibles en raison d'une modification potentielle de l'habitat pour les caribous, d'autres animaux sauvages, les oiseaux, les poissons et les plantes, et à cause des changements migratoires des caribous durant les phases de construction, d'exploitation et de maintenance.
- Par conséquent, l'importance de ces effets devrait être de faible à modérée en raison de leur confinement à la ZEL et du potentiel d'effets continus et de longue durée.

Changement dans l'accès aux ressources ou aux sites/où l'utilisation traditionnelle des TZMR a lieu :

- Durant les phases de construction, d'exploitation et de maintenance, l'infrastructure du projet permettra un accès accru à la région de Kitikmeot. L'introduction d'une route, d'un port et d'une nouvelle infrastructure de transport aérien devrait permettre un meilleur accès aux ressources et sites traditionnels, entraînant des effets résiduels positifs et négatifs pour les Kitikmiuts et autres groupes autochtones potentiellement touchés.
- Les effets positifs comprennent une meilleure accessibilité accrue à des zones auparavant difficiles d'accès ou pour lesquelles l'accès nécessitait des ressources supplémentaires. De plus, l'emploi direct ou indirect découlant du projet a le potentiel d'augmenter et de diminuer les occasions de participer aux économies traditionnelles en raison de l'augmentation des revenus et de la réduction du temps disponible qu'entraînerait le travail en rotation potentiel, ce qui aura des effets positifs et des effets négatifs.
- Les changements défavorables dans l'accès aux ressources, aux sites ou aux zones durant les phases de construction, d'exploitation et de maintenance en raison des activités du projet peuvent empêcher, restreindre ou décourager l'accès au SAP en raison de préoccupations de sécurité ou de perturbations sensorielles; ces changements devraient être de courte durée.
- Le projet pourrait entraîner un changement positif dans l'accès aux sites culturels grâce à un meilleur accès aux zones de récolte, ce qui pourrait entraîner une augmentation des lieux de rassemblement au sein de la ZEL.
- Après la mise en œuvre des mesures d'atténuation et des plans de gestion, les changements défavorables pour l'accès aux ressources, sites ou zones traditionnels devraient être d'importance faible à modérée, de courte durée et limités au SAP et à la ZEL (importance modérée pendant la phase de construction en raison de l'accès restreint causé par les activités du projet).
- Pendant la phase d'exploitation et de maintenance, les effets résiduels seront faibles en importance et limités au SAP et à la ZEL. Les effets du projet pendant l'exploitation et la maintenance seront également de longue durée, puisque le potentiel d'un meilleur accès à la zone du projet par les récolteurs devrait être continu.

Changement des pratiques culturelles, des lois et des systèmes de gouvernance qui influencent la manière dont l'utilisation traditionnelle des TZMR se déroule :

- Des effets résiduels négatifs et positifs sur le transfert culturel devraient résulter du projet. Le défrichement de la végétation et la construction d'infrastructures pendant la phase de construction entraîneront la perte de plantes et d'habitats; il y aura des perturbations sensorielles causées par le trafic maritime et routier, ainsi que des explosions et d'autres activités du projet. Cela enlèvera ou modifiera directement les emplacements qui peuvent être utilisés pour réaliser le transfert culturel (par exemple, les lieux de récolte, les sites d'enseignement).
- Des modifications aux possibilités de transfert culturel peuvent aussi survenir à la suite d'un changement dans la perception de la santé et de la qualité des terres, ou à la suite de l'augmentation du temps de déplacement, des coûts et des distances nécessaires pour s'engager dans des occasions de transfert culturel.
- La route pourrait offrir aux Inuits un accès à des zones et des ressources auparavant difficiles ou dangereuses à atteindre, ce qui augmenterait les possibilités de transfert culturel.
- La prise de décision des Inuits devrait également bénéficier d'effets positifs grâce au projet, en raison de l'implication de la Kitikmeot Inuit Association dans le projet en tant qu'intervenant et décideur important pour les activités de conception et de construction du projet.
- La récolte continuera d'être gérée par des politiques gouvernementales et sur la base des promesses faites dans le cadre de l'Accord du Nunavut, mis en œuvre par Nunavut Tunngavik Incorporated, la Kitikmeot Inuit Association et les organisations de chasseurs et de trappeurs (OCT) concernées.
- On prévoit que les effets résiduels négatifs seront d'importance modérée et s'étendront à la ZER en raison des différents volets d'effets potentiels énumérés ci-dessus. Les effets résiduels seront de courte à longue durée selon le mécanisme d'effet; la capacité à s'engager dans des pratiques culturelles devrait être de courte à longue durée.

MD.9.1.3 Effets cumulatifs

Les effets cumulatifs sur l'utilisation traditionnelle des TZMR devraient être négatifs et d'importance faible à modérée, car des changements dans cette utilisation traditionnelle devraient survenir à la suite d'effets directs et de perturbations sensorielles au sein de la REL. Des effets cumulatifs négatifs sur l'utilisation traditionnelle des TZMR se produiront de manière continue. Le calendrier n'est pas applicable, sauf pour la qualité, la quantité ou la répartition des ressources impliquées ou requises pour l'utilisation traditionnelle des TZMR, car on s'attend à ce que la sensibilité des espèces soit de modérée à élevée à la suite des projets et des activités physiques. Dans l'éventualité où des projets raisonnablement prévisibles et raisonnablement prévisibles induits se poursuivent, les effets cumulatifs devraient être de longue durée, car ils devraient se produire durant les phases de construction, d'exploitation et de maintenance du projet, et la route sera permanente. Tous les effets devraient être irréversibles. Des effets positifs liés au changement dans l'accès aux ressources, aux sites ou aux zones où a lieu l'utilisation traditionnelle des TZMR, ainsi qu'au changement dans les pratiques culturelles, les lois et les systèmes de gouvernance qui ont une incidence sur la façon dont l'utilisation traditionnelle des TZMR se

déroule, sont prévus en raison d'un accès plus facile aux ressources ou aux zones pour les activités d'utilisation traditionnelle des TZMR, et de l'augmentation de l'emploi et des revenus, ce qui entraîne une augmentation des ressources financières pouvant soutenir les engins de pêche, le carburant et l'équipement nécessaires pour participer ces activités. Avec la mise en œuvre de mesures de gestion des effets, les effets cumulatifs résiduels sur l'utilisation traditionnelle des TZMR ne sont pas considérés comme importants.

MD.9.1.4 Importance

Avec la mise en œuvre de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels du projet sur l'utilisation traditionnelle des TZMR ne devraient pas être importants et les effets cumulatifs sur cette utilisation traditionnelle ne devraient pas l'être non plus.

MD.9.1.5 Mesures d'atténuation, de gestion et d'amélioration

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient éviter ou réduire les effets négatifs potentiels sur la qualité, la quantité ou la distribution des ressources traditionnelles résultant du projet comprennent ce qui suit :

- Le tracé de la route reflétera l'engagement communautaire dans la mesure du possible.
- WKR s'est engagée et continuera de collaborer avec la principale organisation inuite ayant des droits et responsabilités dans le domaine du projet, la Kitikmeot Inuit Association.
- WKR s'engage à maintenir une collaboration continue avec le gouvernement du Nunavut ou les organisations inuites, ainsi que d'autres parties potentiellement touchées concernant les effets perçus.
- WKR informera les communautés des activités et des calendriers du projet, notamment en fournissant des cartes et des composantes de conception du projet, et discutera des périodes clés de récoltes traditionnelles.
- Le projet utilisera des zones précédemment perturbées pour les activités du projet, l'infrastructure du projet et les espaces de travail, dans la mesure du possible (par exemple, la station Jericho).
- WKR s'engage à travailler en étroite collaboration avec les résidents de Kitikmeot, les communautés et d'autres intervenants afin de s'assurer que le projet est construit de manière cohérente avec les besoins et les aspirations de la région. Les communautés seront consultées tout au long de la durée du projet. WKR veillera à fournir des mises à jour opportunes sur les projets, des réponses aux commentaires fournis, ainsi que des renseignements sur les possibilités d'emploi et de formation à venir. L'interprétation/traduction en inuinnaqtun et en inuktitut sera assurée tout au long du processus de consultation afin de permettre la participation de tous les membres de la communauté.
- Des consultations seront menées avec les utilisateurs des terres pour déterminer l'emplacement et l'utilisation des zones afin d'éviter les activités génératrices de bruit (c'est-à-dire le roulement de pilotis, le forage).

- Plan de gestion routière et plan de gestion portuaire : dans le cadre du plan de gestion routière et du plan de gestion portuaire, des mesures d'atténuation en matière d'accès seront incluses afin d'assurer qu'un accès continu aux zones terrestres et marines soit maintenu tout au long de toutes les phases du projet pour les populations locales et inuites. Ces plans comprendront des dispositions pour l'accès à la route, au port, à la piste d'atterrissage et aux installations connexes. Des protocoles d'accès clairs visent à prévenir les restrictions non intentionnelles, à réduire les conflits, à diminuer le risque de surexploitation ou d'exploitation illégale des ressources marines, et à soutenir une utilisation sécuritaire et respectueuse de l'infrastructure du projet.
- Le dynamitage sera programmé à des périodes moins sensibles (par exemple, changement de quart, période sans activités traditionnelles d'utilisation des terres).
- Les zones de collecte de plantes connues et d'intérêt pour les organisations inuites et autres parties potentiellement touchées seront évitées dans la mesure du possible.
- Aucun déglacage ne se produira lors des opérations portuaires normales, durant les phases de construction ou d'exploitation et de maintenance du projet. Le port ne recevra des navires que pendant la saison des eaux libres, qui se déroule généralement de la fin juin au mois d'octobre, et ne devrait donc pas modifier les trajectoires de migration des troupeaux de caribous de la harde de Dolphin-and-Union.
- Un plan d'atténuation et de surveillance de la faune sera élaboré et mis en œuvre. Il présentera des mesures détaillées de surveillance et d'atténuation à mettre en œuvre pendant la durée de la construction, de l'exploitation et de la maintenance du projet.

MD.9.2 Sécurité alimentaire et souveraineté alimentaire

Cette section évalue comment le projet de la route et du port de Grays Bay (le projet) peut avoir une incidence sur la sécurité alimentaire et la souveraineté alimentaire des résidents des communautés de Kitikmeot. La sécurité alimentaire « est assurée lorsque tous les êtres humains ont, à tout moment, un accès physique, social économique à une nourriture suffisante, saine et nutritive répondant à leurs besoins énergétiques et leurs préférences alimentaires pour mener une vie saine et active » (FAO 2022). Le concept de souveraineté alimentaire élargit la compréhension de la sécurité alimentaire pour y inclure « le droit des peuples à une alimentation saine, dans le respect des cultures, produite à l'aide de méthodes durables et respectueuses de l'environnement, ainsi que leur droit à définir leurs propres systèmes alimentaires et agricoles » (Nyeleni 2007). La souveraineté alimentaire inuite reflète l'importance de la terre et de l'environnement, ainsi que la culture, les valeurs et le bien-être inuits dans le système alimentaire (Panikkar et Lemmond 2020; Coalition sur la sécurité alimentaire du Nunavut 2014).

MD.9.2.1 Base de référence

L'évaluation de la sécurité alimentaire et de la souveraineté alimentaire a pris en compte les changements potentiels dans le système alimentaire traditionnel et le système alimentaire de marché durant les phases de construction, d'exploitation et d'entretien. Les changements potentiels pour les deux systèmes alimentaires ont pris en compte les quatre dimensions de la sécurité alimentaire, soit la disponibilité, l'accessibilité, l'utilisation et la durabilité des aliments prélevés dans la nature et de marché.

Pour mieux comprendre les conditions de base de la sécurité alimentaire et de la souveraineté alimentaire, plusieurs sources d'information ont été prises en compte, y compris des données statistiques, de la littérature didactique, de la littérature grise, les points de vue et les valeurs du savoir inuit, autochtone et communautaire recueillis par la mobilisation, des ateliers et les résultats d'examen par ordinateur, ainsi que des constatations provenant de recherches primaires auprès des communautés.

MD.9.2.2 Répercussions du projet

Le projet aura une incidence sur la sécurité alimentaire et la souveraineté alimentaire de manière à la fois positive et négative, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine accrue, avec des résultats résumés comme suit :

Changement dans le système alimentaire traditionnel :

- On s'attend à ce que le projet ait des effets à la fois positifs et négatifs sur le système alimentaire traditionnel. Des effets résiduels positifs devraient se produire en raison d'une meilleure accessibilité aux ressources récoltées, ce qui pourrait réduire les barrières d'accès.
- Le projet devrait également avoir des effets résiduels négatifs sur le système alimentaire traditionnel en raison d'une augmentation des perturbations sensorielles et de la poussière provenant de la route; des modifications et une perte d'habitats terrestres et marins à la suite des activités de construction du projet; des effets sur le déplacement des espèces, y compris les populations de caribous, et des interactions avec la principale route migratoire des caribous et avec l'aire de répartition de vêlage des caribous de Bathurst.
- La disponibilité et la stabilité des aliments fiables prélevés dans la nature devraient être plus évidentes durant les phases de construction, d'exploitation initiale et de maintenance, lorsque les niveaux d'activité seront les plus élevés.
- Des mesures comme le trafic réglementé, les explosions programmées et l'interdiction de l'utilisation de véhicules récréatifs par les travailleurs visent à réduire le stress sur les espèces récoltées (par exemple, caribous, mammifères marins); cela dit, certains déplacements temporaires peuvent encore survenir.
- L'accessibilité du système alimentaire traditionnel et l'utilisation des aliments traditionnels devraient être défavorables pour les récolteurs employés dans la région de Kitikmeot, entraînant un temps de disponibilité réduit pour participer à la récolte traditionnelle.
- Une moindre participation au système alimentaire traditionnel pourrait augmenter la dépendance des personnes et des ménages aux aliments achetés en magasin, ce qui modifierait l'utilisation des aliments (c'est-à-dire diminution de la fréquence et du type d'aliments prélevés dans la nature et augmentation de la fréquence et du type d'aliments de marché consommés). Autrement, étant donné qu'il y a une préférence pour les aliments prélevés dans la nature, et que ces aliments sont perçus comme plus sains, plus frais et plus naturels que les aliments achetés en magasin, la nouvelle voie d'accès créée par le projet dans la ZEL pourrait permettre aux utilisateurs des terres, y compris les Aînés et les jeunes, d'avoir plus d'occasions de récolter sur

les terres, et par conséquent, d'augmenter la quantité d'aliments prélevés dans la nature qu'ils peuvent consommer et partager avec la communauté élargie.

- Les effets résiduels néfastes devraient être d'importance faible (pour l'accessibilité aux zones de récolte) ou modérée (pour la stabilité, la disponibilité et donc l'utilisation des espèces nécessaires au système alimentaire traditionnel, comme le caribou), car le projet peut avoir des répercussions sur les aliments prélevés dans la nature et sur la qualité ou la qualité perçue de ces aliments (c'est-à-dire selon la contamination ou la contamination perçue), ce qui pourrait entraîner un évitement.

Changement dans le système alimentaire de marché

- Le projet devrait avoir des effets positifs sur le système alimentaire de marché.
- Des effets résiduels positifs devraient se produire grâce à une meilleure stabilité de la chaîne d'approvisionnement des aliments achetés en magasin, à la construction d'infrastructures de transport dans la région de Kitikmeot ainsi qu'à une meilleure accessibilité aux aliments achetés en magasin et une utilisation élargie de ces aliments, par l'intermédiaire d'emplois, de revenus et de bénéfices liés au projet.
- Il n'y a pas d'effets résiduels prévus du projet sur la chaîne d'approvisionnement utilisant les services de transport maritime et sur la distribution de produits secs et d'articles de longue conservation aux communautés de Kitikmeot.

MD.9.2.3 Effets cumulatifs

Avec l'application de mesures d'atténuation, de gestion et d'amélioration, des effets cumulatifs résiduels sont susceptibles de survenir, et l'on prévoit qu'ils seront défavorables et d'importance faible à modérée dans la ZER, en tenant compte des effets résiduels cumulatifs sur les aliments prélevés dans la nature, y compris les caribous (effets modérés sur l'habitat et les déplacements), les mammifères marins (mortalité modérée et risque de blessures résultant des collisions avec des navires), et l'eau marine (des effets d'importance faible à modérée prévus étant donné que les effets sont limités au SAP). Les effets résiduels du projet seront de longue durée et contribueront aux effets cumulatifs des projets raisonnablement prévisibles induits (RPI) en raison des perturbations sensorielles continues et de l'enlèvement ou de la modification de l'habitat pour la nourriture prélevée dans la nature. Cependant, la disponibilité des aliments prélevés dans la nature et l'accès à ces aliments devraient demeurer dans toute la ZER.

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets cumulatifs sur le système alimentaire de marché devraient être positifs.

MD.9.2.4 Importance

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet et les effets cumulatifs sur la sécurité alimentaire et la souveraineté alimentaire ne seront pas importants, car ils n'entraîneront pas une baisse constante et substantielle de la disponibilité ou de la qualité perçue des aliments prélevés dans la nature, ni un changement mesurable dans le système alimentaire de marché au niveau des communautés qui ne peuvent pas être atténués par les programmes, les politiques, ou les mesures d'atténuation actuels ou prévus.

MD.9.2.5 Mesures d'atténuation, de gestion et d'amélioration

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs du projet sur les systèmes alimentaires traditionnels et de marché résultant du projet comprennent :

- Le plan de gestion routière de WKR aidera à limiter les perturbations à la faune liées au projet, en établissant des attentes claires concernant la circulation industrielle. Ce plan comprendra des dispositions pour l'accès à la route, au port, à la piste d'atterrissage et aux installations connexes, et des mesures visant à réduire les interactions entre les véhicules et la faune et à soutenir un déplacement sécuritaire et prévisible de la faune dans les zones traditionnellement utilisées pour la récolte.
- WKR élaborera et mettra en œuvre un plan de gestion portuaire qui comprendra les exigences de la *Loi sur la sûreté du transport maritime* pour l'exploitation sécuritaire des navires commerciaux opérant à proximité du port.
- WKR transportera de l'équipement et des fournitures de l'extérieur de la région vers le site du projet à l'aide de barges, de transport maritime, d'avions ou de camions spécialement engagés sous contrat pour le projet et coordonnera les efforts conjoints de ravitaillement, si possible, avec les gouvernements locaux et territoriaux. WKR réduira également les interférences avec les efforts de ravitaillement par transport maritime, aérien et terrestre, dans la mesure du possible.
- WKR augmentera les occasions d'emploi local pour les Inuits et facilitera la participation des entreprises régionales et inuites au projet grâce à la mise en œuvre d'une stratégie de relations de travail, d'une stratégie de formation et d'une stratégie d'approvisionnement. De plus, WKR collaborera avec les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées tout au long de la durée du projet.

MD.9.3 Santé et bien-être communautaires

Cette section évalue la façon dont le projet de la route et du port de Grays Bay (le projet) peut avoir une incidence sur la santé et le bien-être communautaires des résidents des communautés de Kitikmeot et de Yellowknife. Dans ce contexte, la santé et le bien-être comprennent la santé physique, mentale et sociale.

MD.9.3.1 Base de référence

Un résumé des conditions existantes (c'est-à-dire de référence) pour la santé et le bien-être communautaires, y compris les infrastructures et services de santé, l'état de santé physique et les résultats en matière de santé physique, l'état de santé mentale et les résultats en matière de santé mentale, les comportements personnels liés à la santé, la stabilité communautaire et familiale, la sécurité communautaire et les déterminants biophysiques de la santé, a été recueilli à l'aide de données brutes (entrevues en personne et téléphoniques) et de sources de données secondaires (ressources littéraires).

MD.9.3.2 Répercussions du projet

La composante valorisée pour la santé et le bien-être communautaires est étroitement liée à d'autres composantes valorisées pour l'environnement humain, notamment l'utilisation traditionnelle des terres et des ressources, la sécurité alimentaire et la souveraineté alimentaire, l'emploi et l'économie, ainsi que les infrastructures et services. L'évaluation de la santé et du bien-être communautaires comprend les effets suivants :

Changement dans l'accès aux infrastructures et services de santé :

- Le projet pourrait avoir des effets positifs et négatifs sur les infrastructures et services de santé. Des effets résiduels positifs peuvent survenir en termes de revenus, d'impôts et de financement qui pourraient permettre aux gouvernements de diriger des fonds pour soutenir les ressources et programmes en santé et sociaux, y compris les infrastructures et services de santé.
- La région de Kitikmeot dispose de services limités qui sont souvent surchargés. Un déplacement médical à Yellowknife ou dans le sud du Canada est obligatoire pour les résidents qui ont besoin de services et soins médicaux spécialisés. Le projet pourrait contribuer à une demande accrue pour les infrastructures et services de santé à Yellowknife de la part de la main-d'œuvre hors région; cependant, la main-d'œuvre du projet ne devrait pas avoir recours à des soins médicaux dans les communautés de la région de Kitikmeot. Des effets résiduels négatifs peuvent aussi survenir, car la main-d'œuvre du projet hors région pourrait augmenter la demande en services de santé et en services sociaux dans la ZEL, en raison de blessures ou problèmes médicaux potentiels, réduisant ainsi la disponibilité et l'accès pour certains résidents.

- Il n'est pas prévu que des travailleurs hors région déménagent dans des communautés de la ZEL pendant les phases de construction, d'exploitation et de maintenance du projet. On s'attend donc à ce que les travailleurs du projet hors région continuent d'utiliser les infrastructures et services de santé situés dans leur communauté d'origine pour traiter des problèmes de santé chroniques, et qu'ils n'augmentent pas la demande sur les infrastructures et services de santé dans les communautés de la ZEL.
- Avec l'application de mesures d'atténuation, de gestion et d'amélioration, on s'attend à ce que les effets résiduels soient faibles, car la demande accrue sur la capacité des infrastructures et des services de santé serait au niveau ou proche des conditions de référence, et les normes de service ne seront probablement pas touchées par la planification des solutions de rechange et des contingences. Des effets résiduels devraient survenir dans la ZEL, être de longue durée, se produire sous forme d'événements multiples et occasionnels, et être irréversibles compte tenu de la perpétuité du projet; cependant, une fois la construction terminée, on prévoit une main-d'œuvre réduite pendant l'exploitation, ce qui réduira encore les changements potentiels dans les infrastructures et services de santé.

Modification du taux de maladies transmissibles :

- Des effets résiduels négatifs sur le taux de maladies transmissibles pourraient survenir en raison d'une augmentation des déplacements de personnes, en particulier des travailleurs hors région, par la ville de Yellowknife et par des interactions sociales dans les logements des camps.
- Pour réduire la transmission des maladies transmissibles, WKR mettra en place un plan de santé et de services médicaux. Ce plan comprend l'élaboration et la mise en œuvre de protocoles de prévention des maladies transmissibles et en cas d'éclosions afin de promouvoir des comportements sains, de cerner les éclosions potentielles et de limiter la transmission des maladies. Des services médicaux et de premiers soins seront disponibles sur le site du projet pendant la construction, l'exploitation et la maintenance.
- Avec l'application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels sur le taux des maladies transmissibles devraient être négatifs et d'importance faible à modérée. Dans le cas où la propagation des maladies transmissibles soit limitée aux individus travaillant sur le site, l'importance devrait être faible. L'importance peut être modérée si des maladies transmissibles sont transmises à d'autres personnes et ménages dans la ZEL. Il est peu probable qu'une communauté entière soit infectée. La transmission de maladies transmissibles peut survenir à tout moment, sans que l'on puisse en fixer les périodes (événements occasionnels).

Changement dans la santé mentale, la santé émotionnelle et les mécanismes d'adaptation :

- On s'attend à ce que le projet contribue à des effets positifs sur la santé mentale et émotionnelle grâce à l'augmentation des possibilités d'emploi ainsi qu'à l'augmentation et à la répartition du revenu. Une augmentation de l'emploi et du revenu liés aux projets pourrait alléger les pressions financières personnelles et familiales, ce qui pourrait améliorer les résultats en santé mentale et les déterminants sociaux de santé comme le logement et la sécurité alimentaire.

- Les horaires du travail en rotation et l'hébergement au camp, qui augmentent le temps passé loin des amis et de la famille, peuvent contribuer à des sentiments de stress et de nostalgie. Cela peut ensuite augmenter des mécanismes d'adaptation nuisibles (par exemple, consommation de substances) et le revenu d'emploi peut aussi contribuer à une augmentation du taux de consommation de substances.
- La possibilité de voyager à l'extérieur des communautés d'origine pourrait avoir des effets positifs sur la santé mentale et émotionnelle de certains résidents de la ZEL qui trouvent un emploi dans le cadre du projet.
- Les effets négatifs sur la santé mentale et émotionnelle résultant de l'emploi au sein du projet peuvent aggraver les problèmes de santé mentale et émotionnelle existants au sein de la ZEL.
- Les effets résiduels défavorables devraient être d'importance modérée, car des changements dans la santé mentale et émotionnelle ainsi que les mécanismes d'adaptation pourraient toucher à la fois les personnes employées dans le projet et leurs familles, s'étendant ainsi au niveau des ménages. Des effets résiduels peuvent survenir sous forme d'événements occasionnels multiples. Les changements dans la santé mentale et émotionnelle liés aux conditions de travail seront probablement réversibles après la fin de l'emploi au sein du projet; cependant, les effets liés à la consommation de substances peuvent persister en raison de leur nature addictive.

Changement dans la dynamique et la cohésion familiale et communautaire :

- On s'attend à des effets positifs et négatifs du projet sur la dynamique et la cohésion familiale et communautaire. Les revenus provenant de l'emploi lié au projet peuvent alléger les pressions financières pour les familles, bien que les horaires du travail en rotation puissent mettre à rude épreuve la dynamique et la cohésion familiale. Les revenus liés aux projets peuvent augmenter les inégalités au sein des familles et des communautés, et peuvent contribuer à une augmentation du taux de consommation de substances.
- Les familles et les communautés peuvent ressentir des effets d'un changement dans l'état de santé mentale ou des mécanismes d'adaptation des travailleurs, car certains travailleurs peuvent présenter des changements de comportement.
- Les effets résiduels positifs ne sont pas plus caractérisés. Les effets résiduels négatifs devraient être d'importance modérée, car les effets s'étendent jusqu'au niveau du ménage. Ils seront de courte à longue durée, selon la durée de l'emploi des travailleurs dans le cadre du projet. Les effets sont prévus sous forme d'événements occasionnels multiples, en fonction de la rotation des travailleurs et de l'activité saisonnière.

Changement dans la sécurité communautaire et personnelle :

- Le projet peut nuire à la sécurité communautaire et personnelle en raison des conditions de travail ainsi que de l'emploi et des revenus liés au projet.
- Les horaires de travail en rotation et l'hébergement dans les camps peuvent contribuer à des perceptions négatives et à une prévalence des préoccupations de sécurité personnelle comme le racisme, la discrimination et le harcèlement. Les revenus liés au projet peuvent contribuer à une augmentation du taux de consommation de substances, ce qui peut avoir une incidence sur la sécurité des communautés.
- L'accès à la route et au port de Grays Bay depuis Yellowknife serait limité à la saison routière hivernale, et il serait contrôlé et surveillé par WKR à la fois au port de Grays Bay et à la station Jericho, limitant ainsi le transport de drogues et d'alcool vers la ZEL à l'aide des infrastructures du projet. De plus, la route de Grays Bay ne sera pas reliée physiquement aux communautés de la région de Kitikmeot, ce qui devrait aussi limiter le transport de drogues et d'alcool vers ces communautés.
- Avec la mise en œuvre des mesures proposées d'atténuation, de gestion et d'amélioration, les effets résiduels sur la sécurité communautaire et personnelle devraient être négatifs et d'importance modérée, survenir sous forme d'événements multiples, occasionnels et irréversibles compte tenu de la permanence du projet.

Changement dans la santé en raison de l'exposition aux polluants et aux dangers :

- Les effets résiduels sur la santé liés à l'exposition aux polluants et au bruit devraient s'étendre tout au long des phases de construction, d'exploitation et de maintenance. La modélisation de la qualité de l'air montre que pendant la phase de construction au camp d'hébergement de Grays Bay, les concentrations de dioxyde de soufre (SO₂), de dioxyde d'azote (NO₂), de matière particulaire grossière (PM₁₀) et de matière particulaire fine (PM_{2,5}) étaient en tout temps dans la catégorie « Bon » de l'indice de la qualité de l'air (IQUA). L'exposition au SO₂ et au PM₁₀ représente un risque négligeable, avec des concentrations modélisées en dessous des lignes directrices de l'Organisation mondiale de la santé sur la qualité de l'air. L'exposition au NO₂ et au PM_{2,5} représente un risque faible, car ces substances sont associées à un risque non nul à n'importe quel niveau d'exposition. L'exposition au NO₂ et au PM_{2,5} aux concentrations modélisées est associée à des effets respiratoires de faible intensité pendant la majeure partie de la phase de construction (par exemple, légère irritation des muqueuses, des yeux, du nez et de la gorge) chez les personnes ayant des problèmes respiratoires existants comme l'asthme ou une maladie pulmonaire obstructive chronique. Les personnes en bonne santé sont peu susceptibles de subir ces effets indésirables. Au camp d'hébergement de la station Jericho et dans des endroits plus éloignés comme les camps d'exploration minière le long du corridor routier, ainsi que les endroits où les Inuits peuvent récolter des aliments traditionnels prélevés dans la nature, le risque pour la santé est plus faible et peu susceptible de présenter un risque important pour les personnes.

- La modélisation de la qualité de l'air montre que pendant la phase d'exploitation et de maintenance au camp d'hébergement de Grays Bay, les concentrations de NO₂, SO₂, PM₁₀ et PM_{2.5} seraient en tout temps dans la catégorie « Bon » de l'IQUA. L'exposition au SO₂, au PM₁₀ et au PM_{2.5} comporte un risque négligeable, avec des concentrations modélisées en dessous des lignes directrices de l'Organisation mondiale de la santé sur la qualité de l'air. L'exposition au NO₂ comporte un faible risque, similaire à celui de la phase de construction, et est associée aux mêmes types d'effets respiratoires de faible intensité chez les personnes ayant des problèmes respiratoires préexistants. Cependant, ces effets potentiels devraient se produire sur une période plus courte, soit environ un tiers de chaque année, compte tenu des émissions réduites durant la phase d'exploitation et d'entretien. Les personnes en bonne santé sont peu susceptibles de subir ces effets indésirables. Au camp d'hébergement de la station Jericho et dans des endroits plus éloignés comme les camps d'exploration minière le long du corridor routier, ainsi que les endroits où les Inuits peuvent récolter des aliments traditionnels prélevés dans la nature, le risque pour la santé est plus faible et peu susceptible de présenter un risque important pour les personnes.
- La modélisation du bruit montre un risque négligeable d'inconfort et de perturbation du sommeil pour les travailleurs hors service résidant dans les camps d'hébergement de Grays Bay et de station Jericho, les personnes dans les camps d'exploration minière le long du corridor routier, et les Inuits et Autochtones menant des activités traditionnelles de récolte d'aliments prélevés dans la nature.

MD.9.3.3 Effets cumulatifs

Pour qu'un effet cumulatif sur la santé se produise, les émissions de polluants atmosphériques ou de bruit du projet doivent avoir lieu au même endroit et en même temps que les émissions d'autres activités. Si les émissions ne coïncident pas dans l'espace et le temps, elles ne peuvent pas se combiner pour créer des effets cumulatifs. Aucune information technique détaillée n'est disponible sur l'ouverture potentielle de mines dans le futur ni suffisamment pertinente pour appuyer des évaluations basées sur la santé. Sans cette information, il n'est pas possible d'estimer l'importance ou le type d'impacts environnementaux associés à ces projets raisonnablement prévisibles induits.

Dans l'ensemble, le changement cumulatif en matière de santé en raison de l'exposition aux polluants atmosphériques et au bruit devrait être défavorable, mais de faible importance. L'étendue géographique des effets se situe dans la ZER (basée sur la ZER pour les effets de la qualité de l'air et du bruit). La sensibilité des effets ne dépend pas d'une période particulière. Les effets seront de longue durée, tout au long de la durée de vie du projet, et continus, puisque les émissions d'autres projets se poursuivront pendant des années. Les effets cumulatifs sont irréversibles.

MD.9.3.4 Importance

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet et les effets cumulatifs sur la santé et le bien-être communautaires ne seront pas importants. On ne s'attend pas à ce que le projet dépasse la capacité disponible des infrastructures et services de santé, ni à ce qu'une baisse importante de la qualité d'un service, offert de façon persistante et continue, ne puisse

pas être atténuée grâce aux programmes et politiques ou aux mesures d'atténuation, de gestion et d'amélioration actuels ou prévus. Le projet ne devrait pas entraîner un changement mesurable ou observé par rapport aux conditions et tendances actuelles en matière de santé physique, mentale et sociale et de bien-être au niveau communautaire, qui ne peut être évité ou réduit à un niveau acceptable par des ajustements aux programmes, politiques et plans ou par d'autres mesures d'atténuation, de gestion et d'amélioration. On ne s'attend pas à ce que le projet entraîne un effet négatif important sur la santé des personnes en raison de leur exposition aux polluants et au bruit.

MD.9.3.5 Mesures d'atténuation, de gestion et d'amélioration

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs sur la santé et le bien-être communautaires résultant du projet comprennent :

- Une politique sur les déplacements dans le cas où le personnel en transit vers/depuis le site du projet est victime d'intempéries dans une communauté. La politique sur les déplacements comprendra des plans relatifs à l'hébergement, aux repas, à l'utilisation des services médicaux communautaires et à d'autres besoins du personnel lors des retards dans les déplacements.
- Un programme d'éducation doit informer les travailleurs de la gamme de services de santé disponibles sur place.
- Un plan de santé, sécurité et environnement (SSE) comprendra des exigences de formation sur la sécurité pour le personnel, ainsi que des procédures en matière de sécurité et d'intervention.
- La stratégie d'approvisionnement sera élaborée et mise en œuvre pour faciliter la participation des entreprises régionales et inuites, en offrant notamment une première occasion aux entreprises régionales et inuites, dans tout processus concurrentiel. La stratégie d'approvisionnement donnera la priorité à l'utilisation d'équipements de construction locaux afin de réduire le besoin de transporter de l'équipement de l'extérieur de la région.
- La stratégie de formation mettra en évidence les besoins précis en matière de compétences pour l'emploi dans le cadre du projet et travaillera avec des établissements locaux et régionaux de formation et d'éducation afin d'augmenter les possibilités d'emploi chez les Inuits locaux, et de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail.
- Des politiques sur le genre, l'équité et la diversité axées sur l'embauche d'Inuits, d'autres Autochtones et de femmes afin d'augmenter l'emploi lié au projet parmi les populations sous-représentées.
- Un accès à des outils de télécommunication virtuels ou téléphoniques sur place pour appeler des membres de la famille ou pour communiquer avec les Aînés, ce qui pourrait améliorer les liens familiaux.
- Une politique sur les drogues et l'alcool qui s'appliquera à l'ensemble du personnel et des entrepreneurs sur place, dans les camps de travail et durant le transit dans les communautés.
- Des procédures de dépistage de drogues et d'alcool pour les bagages enregistrés et les bagages à main lors des vols nolisés.

- Une formation à la sensibilisation et à la sensibilité culturelle pour l'ensemble du personnel et des entrepreneurs.
- Un code de conduite des employés qui comprend une tolérance zéro en matière de discrimination, d'intimidation et de harcèlement dans la politique sur le milieu de travail ainsi qu'une formation pertinente à cet égard.
- Des politiques, procédures et formation contre le harcèlement et la violence en milieu de travail.
- Du personnel de sécurité sur place et un contrôle d'accès.
- Un plan de mobilisation communautaire visant à recevoir les suggestions, les préoccupations et les plaintes de la communauté et à y répondre.
- Des occasions pour les travailleurs autochtones sur place d'échanger avec les Aînés de la communauté afin d'établir un point de connexion avec les communautés d'origine et permettre un counseling traditionnel.
- Un programme de surveillance socio-économique (PSSE). Le PSSE comprendra des rapports annuels de surveillance. Les rapports seront soumis à la Commission du Nunavut chargée de l'examen des répercussions (CNER), au besoin.
- De plus, WKR collaborera avec les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées tout au long de la durée du projet.

MD.9.4 Emploi et économie

L'emploi et l'économie ont été considérés comme une composante valorisée (CV) à évaluer pour le projet. Le projet peut avoir un impact positif ou négatif sur l'emploi et l'économie par un changement dans le développement et les possibilités économiques, un changement dans l'emploi, un changement dans l'éducation et la formation, un changement dans la passation de marchés et les occasions d'affaires, ainsi qu'un changement dans le coût de la vie.

MD.9.4.1 Base de référence

Le résumé des conditions actuelles en matière d'emploi et d'économie indique que le Nunavut repose sur une économie mixte, comprenant un système économique traditionnel et un système économique de marché. L'économie traditionnelle repose sur une utilisation des terres pour la subsistance et est liée à des activités culturellement importantes, notamment la récolte et la pêche traditionnelles, ainsi que la production d'art et d'artisanat inuits. L'économie de marché ou basée sur les salaires est soutenue par des industries clés comme l'exploitation minière, l'administration publique et la construction.

La main-d'œuvre du Nunavut présente des taux de participation et d'emploi plus faibles que la moyenne nationale, tandis que le chômage est plus élevé. Le niveau d'éducation au Nunavut demeure inférieur à la moyenne nationale, et dans la région de Kitikmeot, la plupart des résidents n'ont pas de diplôme d'études secondaires. Le coût de la vie au Nunavut est élevé par rapport au reste du Canada, en particulier le coût de la nourriture.

MD.9.4.2 Répercussions du projet

Le projet aura un impact à la fois positif et négatif sur l'emploi et l'économie, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine accrue, avec des résultats résumés comme suit :

Changement dans le développement et les possibilités économiques :

- On s'attend à ce que le projet produise des effets positifs sur le développement et les possibilités économiques. Les activités et dépenses du projet en matériaux, équipements et services entraîneront une augmentation de l'activité économique et contribueront au produit intérieur brut (PIB) et aux revenus municipaux, territoriaux et fédéraux. Le projet pourrait également soutenir des objectifs économiques plus larges pour la région de Kitikmeot et le Nunavut.
- Les activités de construction, d'exploitation et de maintenance du projet contribueront au PIB du Nunavut et aux revenus du gouvernement territorial.

Changement lié à l'emploi :

- On s'attend à ce que le projet produise des effets positifs et négatifs sur l'emploi. La demande de main-d'œuvre, de matériaux, d'équipement et de services créera des possibilités d'emploi et des revenus d'emploi. Cependant, cette demande pourrait aussi créer une concurrence chez les travailleurs. Les possibilités d'emploi offertes par le projet pourraient limiter le temps nécessaire pour s'engager dans les activités traditionnelles, tandis que les revenus d'emploi fourniront des ressources financières qui pourront soutenir la participation aux activités traditionnelles.
- Les activités de construction, d'exploitation et de maintenance du projet créeront des possibilités d'emploi et des revenus pour les travailleurs résidant dans la région de Kitikmeot, au Nunavut et dans le reste du Canada.
- L'emploi lié au projet peut limiter le temps et la capacité de certaines personnes à s'adonner à des activités traditionnelles comme la chasse, le piégeage, l'artisanat et la pêche, car les travailleurs résideront dans des camps pendant leurs quarts plutôt que dans des communautés de Kitikmeot. Sans doute, les revenus d'emploi associés au projet pourraient fournir des ressources financières pour soutenir une plus grande participation aux activités traditionnelles et de ce fait, des occasions de transfert du savoir.
- La demande de main-d'œuvre liée au projet pendant la construction pourrait accroître la concurrence pour les travailleurs dans la région de Kitikmeot et dans tout le Nunavut.
- Les effets résiduels négatifs seront de longue durée, car l'emploi surviendra dans les activités de construction, d'exploitation et de maintenance, sera de faible importance, s'étendra à la ZER, se produira de façon continue; cependant, ces effets seront réversibles, car la main-d'œuvre devrait s'adapter progressivement à ce changement.

Changement dans l'éducation et la formation :

- On s'attend à ce que le projet produise des effets positifs et négatifs sur l'éducation et la formation. Le projet devrait créer des possibilités d'éducation et de formation, ce qui pourrait augmenter l'inscription aux programmes d'éducation et de formation. Cependant, les occasions d'emploi liées au projet peuvent amener les étudiants à quitter l'école pour travailler.
- Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets résiduels du projet sur les changements dans l'éducation et la formation devraient être positifs.
- Tout effet négatif sur les taux de réussite scolaire devrait être négligeable. Les effets résiduels négatifs seront de longue durée, car ils surviendront durant les activités de construction, d'exploitation et de maintenance, dans la ZEL; ils se produiront de façon continue et seront réversibles.

Changement dans la passation de marchés et les occasions d'affaires :

- On s'attend à ce que le projet produise des effets positifs sur la passation de marchés et les occasions d'affaires. Les dépenses des projets en matériaux, équipements et services créeront des occasions d'approvisionnement pour les entreprises.

Changement dans la résilience du réapprovisionnement communautaire :

- On s'attend à ce que le projet produise des effets positifs sur la résilience du réapprovisionnement communautaire. Des effets négatifs pourraient survenir en raison d'une demande accrue sur la capacité de réapprovisionnement communautaire par le transport aérien du projet. Des effets positifs sur la résilience du réapprovisionnement communautaire pourraient se produire par la mise en place de nouvelles infrastructures qui pourraient prolonger le calendrier et augmenter la fréquence du réapprovisionnement.
- WKR engagera des transports maritimes dédiés pour transporter l'équipement et les fournitures vers le site du projet, ce qui évitera de nuire à la capacité des opérations du transport maritime commercial existant, utilisé pour desservir les communautés, et WKR collaborera avec les gouvernements locaux et territoriaux pour réduire les interférences potentielles liées à la livraison par transport maritime.
- Le ravitaillement par transport aérien sera effectué par des compagnies aériennes nolisées de Yellowknife, directement vers le site du projet, et les marchandises (par exemple, les consommables) ne seront pas fournies par les mêmes fournisseurs que celles qui sont transportées dans la région de Kitikmeot.
- Le projet pourrait renforcer la résilience du réapprovisionnement communautaire dans la région de Kitikmeot en établissant de nouvelles infrastructures terrestres et marines pour soutenir le ravitaillement communautaire, en fournissant un point d'accès supplémentaire à la région de Kitikmeot par transport maritime pendant la saison des eaux libres.

- S'il existe des moyens de transporter des marchandises et des matériaux du port de Grays Bay vers les communautés de Kitikmeot, le port servirait d'option supplémentaire de ravitaillement, diversifiant les points d'accès aux communautés de Kitikmeot et améliorant la connectivité régionale.

MD.9.4.3 Effets cumulatifs

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets cumulatifs sur le développement et les possibilités économiques, la passation de marchés et les occasions d'affaires ainsi que la résilience du réapprovisionnement communautaire devraient être positifs. Les dépenses en matériaux, équipement et services associés à des projets et activités physiques raisonnablement prévisibles et raisonnablement prévisibles induits, au-delà des dépenses du projet, entraîneront une augmentation de l'activité économique, contribueront au PIB et aux revenus municipaux, territoriaux et fédéraux et créeront des occasions d'approvisionnement pour les entreprises régionales.

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets cumulatifs sur l'emploi, l'éducation et la formation devraient être à la fois positifs et négatifs. Le projet raisonnablement prévisible et raisonnablement prévisible induit et les activités physiques devraient augmenter les possibilités d'emploi, les revenus d'emploi, et des possibilités d'éducation et de formation dans la ZER.

Des effets cumulatifs négatifs devraient se produire par une concurrence chez les travailleurs et l'augmentation des inscriptions dans les programmes d'éducation et de formation qui pourraient survenir si la demande dépasse les capacités, se manifestant notamment par une surpopulation, des ressources sous pression, l'incapacité d'accéder aux programmes ou la qualité moindre des services. Les effets de la concurrence risquent d'être modérés au fil du temps à cause de plusieurs facteurs. Il est à noter que la population jeune et croissante du Nunavut continuera d'avoir besoin d'un grand nombre de nouvelles occasions d'emploi à mesure que de plus en plus de personnes entreront sur le marché du travail, compte tenu, surtout, du taux de chômage élevé qui persiste dans le territoire par rapport au niveau national. Les effets cumulatifs sur la demande en main-d'œuvre et la concurrence pour les travailleurs peuvent être d'importance modérée à élevée, applicables dans toute la ZER et de longue durée; ils se produiront de façon continue et seront réversibles à mesure que le marché du travail s'adaptera à ce changement (par exemple, augmentation des salaires, formation accrue, migration accrue, réaffectation des travailleurs entre secteurs). Cependant, toute augmentation substantielle de la demande en matière d'éducation à long terme sera probablement traitée aussi par les fournisseurs dans le domaine de l'éducation (par exemple, Commission canadienne d'accréditation des établissements d'enseignement et de formation) au moyen d'une capacité supplémentaire, d'offres de cours ou d'autres stratégies. On prévoit que les développeurs régionaux de projets, y compris WKR, travailleront en étroite collaboration avec le ministère de l'Éducation du gouvernement du Nunavut et d'autres fournisseurs afin de cerner les besoins et ressources futurs dans ce domaine.

MD.9.4.4 Importance

Avec la mise en œuvre de mesures d'atténuation, d'amélioration et de gestion, les effets négatifs résiduels du projet sur les conditions d'emploi et économiques dans la ZEL et la ZER ne devraient pas être importants, car ils ne créent pas un changement défavorable mesurable par rapport aux conditions et tendances actuelles qui ne peut être géré ou atténué, et le projet n'entraînera pas une réduction de la croissance annuelle du PIB au niveau du territoire.

Les effets cumulatifs résiduels défavorables sur les conditions d'emploi et économiques dans la ZEL et la ZER ne devraient pas être importants. En effet, bien que le projet, combiné aux développements passés, actuels, raisonnablement prévisibles et raisonnablement prévisibles induits, soit censé entraîner un changement défavorable mesurable par rapport aux conditions et tendances existantes, les effets devraient être gérés efficacement par des ajustements aux programmes, politiques et plans, ainsi que par la mise en œuvre de mesures d'atténuation supplémentaires.

MD.9.4.5 Mesures d'atténuation, de gestion et d'amélioration

Des mesures d'atténuation, de gestion et d'amélioration devraient réduire les effets négatifs et renforcer les effets positifs.

- Un programme de surveillance socio-économique (PSSE) sera l'une des stratégies clés pour guider la mise en œuvre des mesures d'atténuation et de gestion, évaluer l'efficacité des mesures d'atténuation et de gestion, mesurer comment les communautés expérimentent les effets (tant positifs que négatifs), aider au développement économique et socio-économique des communautés inuites, et permettre une gestion adaptative des effets socio-économiques émergents/nouveaux.
- Une stratégie axée sur les relations de travail sera élaborée et mise en œuvre pour améliorer et conserver l'emploi inuit local, en mettant l'accent sur l'embauche préférentielle des Inuits. La stratégie axée sur les relations de travail détaillera les compétences et les exigences d'entrée, les avantages sociaux des employés, la communication entre employés, les horaires de rotation de travail, les programmes d'orientation des employés et un soutien continu aux travailleurs du projet pendant leur emploi. Cela comprend :
- Des politiques sur le genre, l'équité et la diversité axées sur l'embauche d'Inuits, d'autres personnes autochtones et de femmes afin d'augmenter l'emploi lié au projet parmi les populations sous-représentées.
- Un code de conduite des employés qui comprend une tolérance zéro en matière de discrimination, d'intimidation ou de harcèlement dans la politique sur le milieu de travail ainsi qu'une formation pertinente.

- Une stratégie de formation sera élaborée et mise en œuvre afin de cerner les besoins précis en matière de compétences pour l'emploi dans le projet, d'offrir une formation préalable à l'emploi pour les Inuits et les jeunes (en partenariat avec les établissements d'éducation et les organisations inuites sur place), et de mettre en œuvre des programmes de formation et d'apprentissage en milieu de travail.
- Une stratégie d'approvisionnement, axée sur les possibilités de passation de marchés inuites, sera élaborée et mise en œuvre afin de faciliter l'implication des entreprises régionales et inuites.

MD.9.5 Infrastructures et services

Les membres de la communauté Kitikmeot reconnaissent que le climat rigoureux du Nunavut, son isolement, ses coûts élevés et la courte saison de construction rendent les infrastructures difficiles à construire et à entretenir. Une grande partie des infrastructures du territoire vieillit, les besoins en logements sont élevés et les communautés ne disposent pas de liaisons routières ou ferroviaires toutes saisons. Les livraisons de fournitures sont peu fréquentes, coûteuses et peu fiables, ce qui suscite un fort intérêt pour un réseau de transport amélioré et un ravitaillement plus fréquent. Le projet peut avoir des répercussions positives ou négatives sur les infrastructures et les services.

MD.9.5.1 Base de référence

Le Nunavut fait face à un important déficit infrastructurel par rapport au reste du Canada. Le climat rigoureux, l'éloignement géographique, les courtes saisons de construction, les ressources limitées et les changements climatiques rendent la construction et l'entretien des infrastructures extrêmement difficiles. Une grande partie des infrastructures actuelles est vieillissante ou a dépassé sa durée de vie. Les répercussions du colonialisme et d'autres facteurs ont contribué aux mauvaises conditions socio-économiques dans les communautés du Nunavut et de Kitikmeot. La pénurie de logements, leur état médiocre et la surpopulation touchent de nombreux résidents de Kitikmeot. Certaines sous-populations peuvent être touchées de façon disproportionnée par un manque d'infrastructures et de services communautaires. Les communautés du Nunavut sont généralement séparées par de grandes distances et ne sont pas reliées entre elles ni au reste du Canada par des réseaux routiers ou des liaisons ferroviaires en toute saison. Le Nunavut dispose d'une infrastructure maritime très limitée, avec un seul port en eaux profondes à Iqaluit, ce qui signifie que la plupart des navires doivent décharger leur cargaison sur des barges ou de petites embarcations, et de nombreuses régions manquent encore de cartes de navigation adéquates. Le ravitaillement communautaire auprès des communautés de Kitikmeot se fait actuellement par transport maritime une ou deux fois par année, et par transport aérien régulier, mais ils sont sujets à des modifications, retards et annulations.

MD.9.5.2 Répercussions du projet

Le projet peut avoir une incidence sur les infrastructures et les services, tant positivement que négativement, par un changement dans les infrastructures communautaires et l'accès aux services publics, un changement dans la disponibilité des hébergements et des logements, un changement dans les infrastructures de transport, et un changement dans le ravitaillement communautaire, comme résumé ci-dessous.

Changement dans l'infrastructure communautaire et l'accès aux services publics :

- Les effets sur les infrastructures communautaires et l'accès aux services publics devraient être à la fois positifs et négatifs.
- Le projet ajoutera de nouvelles infrastructures terrestres et maritimes qui pourront soutenir les activités de la Garde côtière canadienne (GCC) et de recherche et de sauvetage (SAR), améliorer la signalisation et générer des revenus gouvernementaux qui pourraient bénéficier aux infrastructures communautaires et aux services publics.
- Les activités du projet et la mobilisation de la main-d'œuvre pourraient augmenter le fardeau des infrastructures locales, des services d'urgence et des services publics en raison du déplacement des travailleurs dans toute la région de Kitikmeot et de Yellowknife. Les effets résiduels négatifs devraient être de faible importance, de longue durée et survenir sous forme d'événements occasionnels et irréversibles.

Changement dans la disponibilité des hébergements et des logements :

- Les effets sur la disponibilité des hébergements et des logements devraient être à la fois positifs et négatifs.
- Les camps temporaires et permanents logeront la plupart des travailleurs et permettront de réduire la pression sur l'habitation locale; mais la demande de logements provisoires peut avoir des répercussions sur les hôtels et les logements locatifs.
- Le projet pourrait améliorer la disponibilité des logements en renforçant les infrastructures terrestres et maritimes, facilitant ainsi le transport des matériaux de construction vers les communautés de Kitikmeot.
- Les effets résiduels négatifs sur la disponibilité des hébergements et des logements devraient être de longue durée, de faible importance, et survenir à la fois de façon régulière (rotations programmées) et de façon ponctuelle (retards dus aux conditions météorologiques). Ces effets négatifs sont considérés comme irréversibles et sont particulièrement marqués durant les mois d'hiver, lorsque la demande d'hébergement à Yellowknife est déjà élevée.

Changement dans l'infrastructure de transport :

- Les effets du projet sur les infrastructures de transport devraient être à la fois positifs et négatifs. Les nouvelles infrastructures de transport créées par le projet (route, port et aéroport) amélioreront la connectivité dans la région de Kitikmeot et avec Yellowknife.
- Le projet devrait avoir des effets résiduels négatifs sur les infrastructures de transport en raison d'une demande accrue sur la route d'hiver de Tibbitt à Contwoyto (TCWR) pendant la saison hivernale routière et sur les infrastructures de transport aérien.
- Les effets résiduels négatifs seront de faible importance, de longue durée, et surviendront sous forme d'événements occasionnels et seront irréversibles.

Changement dans le réapprovisionnement communautaire :

- Les effets du projet sur le ravitaillement communautaire devraient être à la fois positifs et négatifs. Le projet renforcera les infrastructures terrestres et maritimes dans la ZER et pourrait améliorer le réapprovisionnement communautaire grâce au transport de marchandises et de matériaux, du port de Grays Bay vers les communautés de Kitikmeot. Le transport de marchandises et de matériaux du port vers les communautés de Kitikmeot peut se faire individuellement ou par l'établissement de nouvelles entreprises en transport de marchandises et de matériaux.
- De nouvelles infrastructures de transport pourraient faciliter un ravitaillement plus fréquent et fiable des marchandises aux communautés de Kitikmeot.
- Il n'y a pas d'effets résiduels prévus du projet sur le ravitaillement communautaire provenant de l'utilisation de services de transport maritime ou de transport aérien pour le déplacement de marchandises et de matériaux en vue des activités de construction, d'exploitation et de maintenance du projet.

MD.9.5.3 Effets cumulatifs

Les effets cumulatifs sur les infrastructures et les services devraient comprendre à la fois des avantages et des pressions : de nouvelles infrastructures terrestres et maritimes issues du projet et d'autres développements prévisibles soutiendront les activités de la Garde côtière et de la recherche et sauvetage (SAR), amélioreront la signalisation et pourraient faciliter la construction de logements et assurer un ravitaillement communautaire plus fiable, tout en générant des revenus qui pourraient améliorer les services publics au fil du temps. En même temps, le déplacement et la possible immigration de travailleurs, principalement par Yellowknife, pourraient exercer une pression supplémentaire à long terme, de faible à modérée et irréversible sur les infrastructures communautaires, le logement, les systèmes de transport (y compris le transport aérien et la TCWR) ainsi que sur la capacité des services, bien que l'on s'attende à ce que ces effets se produisent de façon ponctuelle et demeurent à l'intérieur des limites existantes du système, ou proches de celles-ci.

MD.9.5.4 Importance

Les effets cumulatifs résiduels sur les infrastructures et les services dans la ZER ne sont pas importants, car ils ne dépassent pas la capacité disponible des infrastructures et des services; de plus, ils n'entraînent pas une baisse substantielle de la qualité d'un service fourni (de façon persistante et continue) qui ne peut être atténuée par les programmes, politiques ou mesures d'atténuation actuels ou prévus.

MD.9.5.5 Mesures d'atténuation, de gestion et d'amélioration

Les principales mesures d'atténuation, de gestion et d'amélioration qui devraient réduire les effets négatifs résiduels et cumulatifs sur l'emploi et l'économie résultant du projet comprennent ce qui suit :

- Une politique sur les déplacements régira l'hébergement, les repas, l'accès aux services médicaux et d'autres besoins du personnel soumis à des retards dans les déplacements à cause d'intempéries.
- Un plan de santé, sécurité et environnement (SSE) comprendra des exigences de formation sur la sécurité pour le personnel, ainsi que des procédures en matière de sécurité et d'intervention.
- Le plan de santé et de services médicaux comprendra des mesures de prévention et de gestion des blessures, des infections et la prévention ou la gestion des maladies, ainsi que des détails sur les services médicaux/premiers soins sur place et l'intervention d'urgence, y compris l'évacuation.
- Un plan de gestion des risques et d'intervention d'urgence définira des protocoles de notification avec les groupes locaux de recherche et sauvetage et la GCC/Garde côtière auxiliaire canadienne (GCAC), y compris les exigences en matière de compensation si leurs ressources sont utilisées.
- Un plan de gestion portuaire assurera l'exploitation sécuritaire des navires commerciaux opérant à proximité du port conformément aux exigences de la *Loi sur la sûreté du transport maritime*.
- Une stratégie d'approvisionnement soutiendra la participation des Inuits et des entreprises régionales, priorisera l'équipement local et améliorera les avantages économiques locaux.
- Un programme de surveillance socio-économique (PSSE) surveillera les conditions socio-économiques, suivra l'efficacité des mesures d'atténuation, documentera les expériences communautaires et soutiendra la gestion adaptative.

WKR continuera de répondre aux questions et préoccupations des Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement touchées grâce à ses efforts de mobilisation continus. WKR élaborera également des orientations visant à intégrer les perspectives communautaires, le savoir inuit, le savoir autochtone et les connaissances de la collectivité, afin d'intégrer de manière significative ce précieux savoir dans les activités du projet.

MD.9.6 Utilisation non traditionnelle des terres, des zones marines et des ressources

La région de Kitikmeot est composée à la fois de terres inuites et de terres publiques. Comme négocié dans le cadre de l'Accord sur les revendications territoriales du Nunavut, les terres publiques avec droits tréfonciers ont été choisies par les Inuits pour faire progresser le développement économique au profit des bénéficiaires des revendications territoriales et afin de reconstruire et de promouvoir l'autodétermination inuite dans la gestion des terres et des ressources de la région de Kitikmeot (Public History Inc. 2006).

L'utilisation non traditionnelle des terres, des zones marines et des ressources a été définie comme une composante valorisée à évaluer pour le projet. Le projet interagira avec des zones faisant partie de terres inuites et de terres publiques. Le projet devrait interagir avec certains utilisateurs non traditionnels des terres, des zones marines et des ressources par des changements dans l'accès aux terres et aux ressources et leur utilisation pour l'exploitation minière, des changements dans l'accès aux terres et aux ressources et leur utilisation pour la récolte commerciale, le tourisme et les loisirs, ainsi que des changements dans l'accès aux eaux et leur utilisation pour la navigation maritime.

MD.9.6.1 Base de référence

Les terres inuites comprennent environ 6,6 millions d'hectares dans la région ouest de Kitikmeot, 5,6 millions d'hectares avec droits de superficie et environ 1 million d'hectares (15 pour cent [%]) avec droits tréfonciers. Les terres publiques représentent environ 47 millions d'hectares dans la région ouest de Kitikmeot. La région de Kitikmeot a été explorée historiquement pour l'or, les métaux communs, les diamants et les éléments du groupe du platine. La mine Goose (B2Gold Corp.) est la seule mine en activité dans la région de Kitikmeot. Il existe plusieurs projets d'exploration minérale avancée dans la région de Kitikmeot.

Plusieurs entreprises proposent des activités touristiques, de l'équipement et des guides dans cette région. Ces entreprises offrent des activités de pêche sportive, de chasse sportive et des loisirs pour les touristes de la région. L'utilisation maritime non traditionnelle dans la région du Kitikmeot comprend l'activité des navires de mer, y compris des navires commerciaux, des navires du gouvernement, des brise-glaces et de petites embarcations (par exemple, à usage personnel). Le trafic maritime commercial sert principalement à l'expédition vers une destination, aux transports maritimes annuels pour livrer des fournitures aux communautés de l'Arctique, ou aux voyages (c'est-à-dire croisières) vers et depuis des emplacements dans l'Arctique.

MD.9.6.2 Répercussions du projet

Le projet aura une incidence sur les terres, les zones marines et les ressources non traditionnelles de manière à la fois positive et négative, en fonction des composantes et activités du projet, notamment la construction de routes, l'augmentation du trafic et de l'accès, le développement portuaire et la présence humaine augmentée, avec des résultats résumés comme suit :

Changement dans l'affectation du sol :

- Les terres publiques et les parcelles de terrain inuites seront traversées par la route et le port, mais il n'y aura aucun changement dans l'affectation du sol. La Kitikmeot Inuit Association considère que l'alignement routier dans les terres inuites est à leur avantage, car il offre un meilleur accès aux zones sous désignation de terres inuites.
- Dans l'ensemble, après la mise en œuvre des mesures d'atténuation, de gestion et d'amélioration, les effets résiduels sur l'accès aux terres et ressources et sur leur utilisation pour l'exploitation minière devraient être positifs, car le projet offrira un accès à une zone auparavant inaccessible pour l'exploration et l'exploitation minières. Les effets résiduels positifs ne sont pas plus caractérisés.

Changement dans l'accès aux terres et ressources et dans leur utilisation pour l'exploitation minière :

- On s'attend à ce que le projet ait des effets positifs sur l'accès aux terres et aux ressources et leur utilisation pour l'exploitation minière, puisque le projet fournira un accès à une zone auparavant inaccessible pour l'exploration et l'exploitation minières. Le projet pourrait accroître l'accès aux zones de la ZEL et de la ZER pour la récolte commerciale, le tourisme et les loisirs. Les effets résiduels positifs ne sont pas plus caractérisés.
- Les effets négatifs devraient être de faible importance, car certains utilisateurs pourraient choisir d'éviter le SAP pendant les périodes de construction ou d'activité opérationnelle intense au port et le long de la route, et se limiter au SAP et à la ZEL. Les effets résiduels seront probablement de courte durée (restrictions d'accès temporaires et perturbations sensorielles liées aux activités de construction) et de longue durée (perturbations sensorielles liées à l'exploitation et à la maintenance), et réguliers/continus en fréquence. Les effets sont très sensibles en raison de la nature saisonnière de la récolte commerciale, y compris la chasse et la pêche. Les effets résiduels seront probablement irréversibles, car le projet sera permanent.

Changement dans l'accès aux terres et ressources et leur utilisation pour la récolte commerciale, le tourisme et les loisirs :

- Le projet pourrait avoir une incidence sur l'accès aux terres et ressources et leur utilisation pour la récolte commerciale, le tourisme et les loisirs. Le projet peut donner accès à des zones auparavant inaccessibles pour ces activités, mais il pourrait aussi causer des perturbations sensorielles et des effets nuisibles sur les utilisateurs des terres et des ressources ainsi que sur les espèces récoltées commercialement, ce qui pourrait porter préjudice au succès de la récolte pour la chasse sportive.

- Avec l'application de mesures d'atténuation, de gestion et d'amélioration, on prévoit que les effets résiduels seront de faible importance, limités au SAP et à la ZEL, de courte à longue durée et réguliers/continus en fréquence. Les effets résiduels seront probablement irréversibles, car le projet sera permanent.

Changement dans l'accès aux eaux et dans leur utilisation pour la navigation maritime :

- Le projet renforcera les infrastructures maritimes utilisables dans la région ouest de Kitikmeot et devrait avoir des effets positifs sur la navigation maritime grâce à l'amélioration des aides à la navigation, de la cartographie et de la signalisation, ce qui entraînera une amélioration de la sécurité.
- Les activités de navigation liées au projet peuvent avoir une incidence sur les parcours de navigation existants pour les grands navires et les petites embarcations, et certains utilisateurs de la communauté peuvent choisir d'éviter Grays Bay pendant les périodes de construction ou d'activités maritimes opérationnelles intenses, et choisir un autre itinéraire (par exemple, plus loin du littoral).
- Avec l'application de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels négatifs sur la navigation dans la ZER devraient être de faible importance, de courte durée et réversibles, à mesure que les navigateurs existants se familiarisent avec la fréquence de passage et les itinéraires des navires en mer.

MD.9.6.3 Effets cumulatifs

Comme le projet ne devrait pas entraîner un changement dans l'affectation du sol, aucun effet résiduel du projet n'est prévu et donc, cet effet n'est pas pris en compte dans l'évaluation des effets cumulatifs. Le projet et d'autres développements prévisibles devraient étendre les infrastructures terrestres et marines dans la zone d'évaluation régionale, créant des effets cumulatifs positifs pour les promoteurs de ressources minérales en améliorant l'accès aux zones d'exploration sur les terres inuites comme sur les terres publiques. Bien que les perturbations sensorielles causées par le projet puissent se combiner à celles d'autres activités, ces effets cumulatifs sur la récolte, le tourisme et les loisirs non traditionnels devraient demeurer faibles en importance, être de longue durée, continus et irréversibles, mais pas au point d'empêcher les activités existantes de se poursuivre à leurs niveaux de référence. De même, de nouvelles infrastructures portuaires amélioreront la navigation maritime pour l'expédition, le tourisme et les petites embarcations, bien qu'une augmentation du trafic maritime puisse créer des effets nuisibles modérés, de longue durée et irréversibles pour d'autres utilisateurs; cependant, ces changements ne devraient pas freiner l'utilisation globale des navires dans la région.

MD.9.6.4 Importance

Avec la mise en œuvre de mesures d'atténuation et de gestion, les effets résiduels du projet sur l'utilisation traditionnelle des terres, des zones marines et des ressources ne devraient pas être importants. On prévoit que les effets cumulatifs provenant des interruptions et perturbations dans l'utilisation non traditionnelle des terres, des zones marines et des ressources ne devraient pas atteindre des niveaux qui restreignent ces activités, au point où l'utilisation existante des terres, des zones marines et des ressources ne peut pas se poursuivre dans la ZER aux niveaux actuels.

MD.9.6.5 Mesures d'atténuation, de gestion et d'amélioration

Les mesures clés d'atténuation, de gestion et d'amélioration suivantes seront mises en œuvre pour limiter les effets résiduels sur l'utilisation non traditionnelle des terres, des zones marines et des ressources :

- WKR élaborera et mettra en œuvre un plan de gestion routière, y compris des dispositions pour l'accès à la route, au port, à la piste d'atterrissage et aux installations connexes.
- WKR contrôlera l'accès à la route par l'intermédiaire d'ententes avec divers groupes d'utilisateurs. Les utilisateurs miniers auront accès à la route, mais seront soumis à des péages, avec des frais d'utilisation portuaire et routière établis par l'intermédiaire d'ententes entre WKR et les compagnies d'exploitation/exploration minière. Les responsables de la sécurité et autres utilisateurs du secteur public auront accès à la route grâce à des accords qui seront conclus entre WKR et le ministère ou l'organisme gouvernemental concerné. Les utilisateurs de la communauté auront un accès libre à la route aux fins de déplacements et de transport, à la condition qu'ils acceptent de se conformer aux procédures d'utilisation sécuritaires. Les utilisateurs souhaitant accéder à la route à des fins de récolte devront obtenir l'approbation préalable de la Kitikmeot Inuit Association et de la Inuit Wildlife Organization (HTA).
- WKR élaborera et mettra en œuvre un plan de gestion portuaire conformément aux exigences de la *Loi sur la sûreté du transport maritime* pour assurer l'exploitation sécuritaire des navires commerciaux opérant à proximité du port.
- WKR s'engage à communiquer ouvertement avec ses voisins de l'industrie et, dans la mesure du possible, à mettre en œuvre des programmes conjoints pour échanger l'information.
- WKR informera les communautés des activités et des calendriers du projet, en fournissant notamment des cartes et des composantes de conception du projet.

Ces mesures seront orientées par une collaboration continue avec les communautés inuites.

MD.9.7 Ressources patrimoniales

Les ressources patrimoniales sont profondément liées à la culture et à l'histoire des Kitikmiuts. Les ressources et sites patrimoniaux peuvent aussi être profondément liés à des zones sacrées et à des pratiques culturelles, et représenter des activités de l'utilisation traditionnelle des TZMR, depuis des décennies, des siècles ou des millénaires. L'évaluation des ressources patrimoniales respecte la valeur des ressources et des sites patrimoniaux et se concentre sur la préservation de ces rappels physiques de la culture et de l'histoire.

MD.9.7.1 Base de référence

La région de Kitikmeot est utilisée par les populations depuis longtemps, bien avant l'existence des communautés actuelles. Le savoir inuit a désigné Omingmaktok (communauté de Bay Chimo), Kingaok (communauté de Bathurst Inlet), Perry River (Kugyoak) et Cambridge Bay (Ekaluktutiak) comme principaux lieux de rassemblement Kitikmiut, et la région de Grays Bay comme terrain de camping à long terme pour plusieurs familles inuites. De nombreuses études archéologiques ont été réalisées dans la région, en particulier celles associées aux projets de High Lake et du d'Izok Corridor, qui documentent ensemble environ 150 à 200 sites archéologiques connus près de l'actuel SAP. Ces sites comprennent des camps préalables aux contacts et historiques, des sites de chasse, des inukshuks, des sites funéraires et des dispersions lithiques. Comme certaines parties du SAP n'ont pas fait l'objet d'une évaluation archéologique sur le terrain, une analyse des données manquantes sera réalisée une fois le SAP déterminé afin de déterminer les emplacements où des études supplémentaires sont nécessaires. Les futurs programmes archéologiques sur le terrain revisiteront des sites déjà enregistrés et évalueront les zones non étudiées, avec des mesures d'atténuation (par exemple, évitement, cartographie, fouilles et mobilisation communautaire) élaborées en consultation avec le gouvernement du Nunavut et les Inuits. À l'heure actuelle, les ressources paléontologiques n'ont pas été évaluées et seront traitées avec les organismes de réglementation lors de l'étape d'analyse des données manquantes.

MD.9.7.2 Répercussions du projet

Un changement dans les ressources patrimoniales (par exemple, perte ou perturbation du contenu des sites et de leur contexte) peut se produire par des perturbations liées aux activités superficielles (accès, enlèvement de la végétation), le nivellement, l'excavation, la circulation automobile et l'utilisation des espaces de travail lors des travaux de construction. Un changement dans les ressources patrimoniales peut aussi survenir par l'intermédiaire d'impacts non autorisés, la collecte d'artefacts ou de fossiles pendant la construction ou à la suite de la création de nouvelles possibilités d'accès. Une fois perturbées, les ressources patrimoniales ne peuvent plus être remplacées, recréées ou restaurées.

L'organisme de réglementation (ministère de la Culture et du Patrimoine, gouvernement du Nunavut) est responsable de la gestion du seuil de perte pour les ressources patrimoniales au Nunavut. À condition que les exigences émises par les organismes de réglementation en matière d'évaluation, d'atténuation, d'évitement et de consultation soient respectées, le ministère de la Culture et du Patrimoine reconnaît qu'il n'y a aucun effet résiduel sur les ressources patrimoniales.

MD.9.7.3 Effets cumulatifs

Après la mise en œuvre des mesures d'atténuation requises par le ministère de la Culture et du Patrimoine du gouvernement du Nunavut, il ne devrait y avoir aucun effet résiduel sur les ressources patrimoniales. Par conséquent, il n'est pas nécessaire d'évaluer le potentiel d'effets cumulatifs.

MD.9.7.4 Importance

Après la mise en œuvre des mesures d'atténuation requises par le ministère de la Culture et du Patrimoine du gouvernement du Nunavut, aucun effet résiduel ou effet cumulatif du projet sur les ressources patrimoniales n'est prévu.

MD.9.7.5 Mesures d'atténuation, de gestion et d'amélioration

L'objectif de l'atténuation est de limiter la perte des ressources, des matériaux et des sites patrimoniaux ou la perte de contexte des sites à cause des activités du projet. Les mesures suivantes seront mises en œuvre pour prévenir les effets résiduels négatifs sur les ressources patrimoniales :

- Les zones du SAP qui présentent des données manquantes pour l'évaluation archéologique sur le terrain seront soumises à des études visant à cerner les sites.
- Une documentation détaillée des sites nouvellement enregistrés, l'évitement des sites dans la mesure du possible, la cartographie détaillée des sites et des caractéristiques, la collecte de surface d'artefacts, la mobilisation communautaire, la surveillance de la construction ou la fouille archéologique contrôlée des sites ou de parties de sites seront réalisées et pourront contribuer à la base de connaissances pour le registre archéologique et paléontologique du territoire.
- Les renseignements et préoccupations fournis lors de la mobilisation qui sont pertinents pour les ressources patrimoniales, y compris l'emplacement des sites de rassemblement et des tombes, ainsi que l'importance des eskers, seront pris en compte lors de l'analyse des données manquantes et de la détermination de la nature et de la portée des programmes archéologiques sur le terrain.
- Si des sites de ressources patrimoniales jusque-là inconnus et de valeur sont découverts lors des activités de construction ou d'exploitation et de maintenance, des protocoles de découverte seront mis en œuvre, et des mesures d'atténuation appropriées seront appliquées en consultation avec le gouvernement du Nunavut et par une collaboration avec les Kitikmiuts.

MD.9.8 Étude d'impact sur le milieu humain

Une évaluation de l'influence potentielle du projet de la route et du port de Grays Bay sur l'utilisation traditionnelle des TZMR, sur la sécurité et la souveraineté alimentaire, sur la santé et le bien-être communautaires, sur l'emploi et l'économie, sur les infrastructures et services, sur l'utilisation non traditionnelles des terres, des zones marines et des ressources et sur les ressources patrimoniales conclut que les effets résiduels et cumulatifs ne devraient pas être importants.

MD.10 Évaluations et conclusions supplémentaires

D'autres évaluations présentées dans ce volume de l'ERE sont incluses pour répondre aux critères suivants des Lignes directrices pour l'élaboration d'un ERE (CNER 2026) :

- Discussion globale (paragraphe 7.4 des Lignes directrices pour l'élaboration d'un ERE; voir la section 31 Évaluation globale)
- Évaluation des effets cumulatifs (alinéa 7.4.3 des Lignes directrices pour l'élaboration d'un ERE; voir la section 32 Aperçu de l'évaluation des effets cumulatifs)
- Répercussions transfrontalières (alinéa 7.4.4 des Lignes directrices pour l'élaboration d'un ERE; voir la section 33 Évaluation des effets transfrontaliers)
- Évaluation des accidents et des défaillances (paragraphe 8.4 des Lignes directrices pour l'élaboration d'un ERE; voir la section 34 Accidents et défaillances)
- Répercussions de l'environnement sur le projet (alinéa 7.4.2 des Lignes directrices pour l'élaboration d'un ERE; voir la section 35 Effets de l'environnement sur le projet)

Comme indiqué dans les sections concernées, ces évaluations supplémentaires sont étroitement liées aux évaluations des CV et visent à compléter ou à résumer ces évaluations.

MD.10.1 Évaluation globale

L'évaluation globale tient compte du potentiel d'effets collectifs et cumulatifs sur les systèmes naturels et humains résultant du projet, ainsi que la capacité de ces systèmes à maintenir leur structure et leurs fonctions, à soutenir la diversité biologique et écologique ainsi que la culture, la santé et le bien-être des Nunavummiuts. Les valeurs et perspectives inuites, autochtones et communautaires ont été prises en compte parallèlement à la science occidentale, depuis la conception de projets et l'ERE. WKR comprend qu'au cœur du savoir inuit, autochtone et communautaire se trouve l'interconnexion de tous les êtres; ce principe est un facteur clé à prendre en compte pour l'ERE et le fondement sur lequel repose l'évaluation globale.

Organisée en trois parties, la première partie de l'évaluation globale passe en revue les évaluations des CV qui constituent le fondement de l'ERE et reconnaît l'interconnexion des CV individuelles. Ensuite, les CV générales suivantes sont introduites pour faciliter une évaluation systémique des répercussions du projet et des effets cumulatifs sur les systèmes terrestres, marins, sociaux, culturels et de santé :

- Milieu terrestre et d'eau douce – Cette CV générale a été sélectionnée en reconnaissance des répercussions potentielles du projet et des effets cumulatifs sur la terre, les hauteurs et l'eau douce, l'interconnexion des animaux, des roches et des éléments terrestres, des terres, des plantes et des systèmes d'eau, ainsi que l'importance de ces caractéristiques pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées.

- Milieu océanique – Cette CV globale a été sélectionnée en reconnaissance des répercussions potentielles du projet et des effets cumulatifs sur les caractéristiques vivantes et non vivantes de l'océan ainsi que leur importance sociale, culturelle, scientifique et économique pour les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées.
- Milieu humain – Cette CV globale a été sélectionnée en reconnaissance des changements potentiels et des changements cumulatifs que le projet apporte aux conditions sociales, culturelles et sanitaires pouvant affecter le bien-être des Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées.

L'évaluation va ensuite au-delà des CV globales pour examiner les répercussions collectives potentielles du projet et les activités raisonnablement prévisibles induites sur l'environnement et les personnes, afin de comprendre comment les répercussions sur les systèmes terrestres, marins et sociaux, culturels et de santé peuvent affecter les objectifs communautaires et les résultats souhaités, en mettant l'accent sur l'évitement des répercussions inacceptables et l'amélioration des avantages sociaux.

Avec la mise en œuvre de mesures d'atténuation, de gestion et d'amélioration, les effets résiduels du projet et les effets cumulatifs ne devraient pas affecter la capacité des systèmes terrestres, d'eau douce et océaniques à maintenir leur structure et leurs fonctions. La diversité biologique et écologique ainsi que la culture, la santé et le bien-être des Inuits continueront également d'être soutenus afin d'éviter des répercussions inacceptables. Le projet sera développé en tenant compte des valeurs et des objectifs communautaires afin d'atteindre les résultats souhaités.

L'évaluation globale n'est pas destinée à être lue comme une évaluation autonome, mais regroupe le travail effectué dans d'autres sections de l'ERE dans un résumé succinct à travers un style d'évaluation systémique afin de mettre en lumière l'interconnexion des éléments clés.

MD.10.2 Aperçu de l'évaluation des effets cumulatifs

L'aperçu de l'évaluation des effets cumulatifs résume comment les effets cumulatifs ont été évalués pour le projet, le contexte régional qui façonne ces effets, ainsi que les principaux résultats pour toutes les CV. Les effets cumulatifs surviennent lorsque les répercussions du projet interagissent avec des effets issus des activités passées, présentes, proposées et raisonnablement prévisibles, ainsi qu'avec des processus naturels tels que les changements climatiques.

Une liste d'inclusion de projet a repéré 129 activités physiques (par exemple, mines, exploration, routes, communautés, trafic maritime) susceptibles d'avoir des interactions avec le projet. Les effets cumulatifs ont été analysés en deux parties pour chaque CV :

- Activités physiques passées, présentes et raisonnablement prévisibles
- Activités raisonnablement prévisibles induites (c'est-à-dire des projets qui ne se réaliseraient probablement pas si le port et la route n'étaient pas exploités); les activités raisonnablement prévisibles induites incluent d'éventuelles expansions futures du projet, trois mines candidates (Izok, Hackett, High Lake), ainsi que les routes d'accès, le trafic aérien et le transport maritime connexes.

Pour contexte, la région de Kitikmeot est vaste, isolée et peu développée. L'empreinte du projet est extrêmement faible par rapport à la région de Kitikmeot. Les activités humaines sont rares et très dispersées, ce qui réduit la probabilité d'effets cumulatifs dans les conditions actuelles. Les effets cumulatifs deviennent plus pertinents dans certains scénarios futurs :

- Le développement des ressources dans la province géologique des Esclaves pourrait augmenter la circulation routière, maritime et aérienne, surtout si les projets des trois mines raisonnablement prévisibles induits se concrétisent.
- Des connexions routières potentielles au sud pourraient créer une route continue praticable en toute saison vers la côte arctique, augmentant ainsi l'accès et l'utilisation humaine à long terme.
- Dans le scénario de l'activité raisonnablement prévisible induite, la circulation supplémentaire liée à l'exploitation minière pourrait augmenter considérablement, bien que la perturbation totale des terres causée par les mines induites reste extrêmement faible (<0,02 % de la région).

L'isolement et les grandes distances du projet ainsi que les niveaux d'activité relativement faibles font que les effets cumulatifs sont actuellement rares, bien qu'ils puissent émerger en fonction des choix futurs d'aménagement. Le seul seuil régional établi (issu du Plan pour l'aire de répartition du caribou de Bathurst) a été appliqué pour évaluer la perturbation cumulée de l'habitat pour le caribou, indiquant que, bien que le projet seul n'augmente pas le risque, les projets raisonnablement prévisibles induits pourraient contribuer à un risque accru dans l'aire de répartition.

Les mesures d'atténuation, de gestion et d'amélioration propres au projet sont généralement suffisantes pour gérer les effets, bien que dans certains cas, des mesures régionales futures puissent être bénéfiques. Les cadres régionaux de planification de l'utilisation des terres et de gestion des ressources (par exemple, le Plan pour l'aire de répartition du caribou de Bathurst, les études de la province géologique des Esclaves, les cadres de navigation, le plan d'aménagement du Nunavut) offrent des moyens de gérer les effets cumulatifs au-delà des engagements propres aux projets.

Dans l'ensemble, les effets cumulatifs sont actuellement limités en raison de l'isolement de la région et du peu d'activités dans celle-ci. Des effets cumulatifs plus importants n'émergent que dans de futurs scénarios où le PAGB soutient l'aménagement de mines supplémentaires, l'augmentation des transports ou de nouvelles infrastructures régionales. Même dans ce cas, les effets restent généralement faibles à modérés et sont peu importants. Des effets cumulatifs positifs (par exemple, emploi, occasions d'utilisation de terres non traditionnelles) peuvent être obtenus pour plusieurs CV socio-économiques.

MD.10.3 Évaluation des effets transfrontaliers

L'évaluation des effets transfrontaliers décrit comment le projet peut générer des effets au-delà des frontières territoriales ou provinciales. En vertu des lignes directrices de la Commission du Nunavut chargée de l'examen des répercussions, les effets transfrontaliers sont définis comme des répercussions liées au projet survenant à l'extérieur de la région d'établissement du Nunavut (REN) ou des répercussions ressenties dans la REN, mais qui proviennent des activités de projet se déroulant en dehors de celle-ci.

Bien que l'infrastructure du projet soit entièrement située dans la région de Kitikmeot de la REN, le projet a le potentiel d'entraîner des effets transfrontaliers associés aux points suivants :

- Activités physiques qui franchissent la frontière de la REN (par exemple, routes de navires maritimes reliant Québec, Inuvik ou Tuktoyaktuk; utilisation de la route Tibbitt à Contwoyto Winter Road [TCWR], permettant le transport routier lié au projet entre le Nunavut et les Territoires du Nord-Ouest)
- Espèces animales migratrices et à large aire de répartition (par exemple, espèces individuelles dont les déplacements traversent naturellement les frontières géographiques au-delà de la REN)
- Facteurs socio-économiques (par exemple, opportunités d'emploi liées aux projets et besoins en matériaux, équipements et services pouvant être couverts par d'autres territoires et provinces)

Grâce à la mobilisation propre au projet, au rapport sur le savoir inuit propre au projet et à l'examen des renseignements publics, des renseignements communiqués par les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées ainsi que leurs préoccupations et leurs recommandations relativement aux effets transfrontaliers. Les commentaires ont mis en lumière de nombreuses préoccupations quant à la manière dont le projet pourrait affecter la faune, les pratiques culturelles et le bien-être général, de nombreux groupes exprimant des préoccupations propres aux populations de caribous et aux perturbations potentielles des droits de récolte de longue date et de la continuité culturelle.

L'évaluation identifie plusieurs CV pouvant subir potentiellement des effets transfrontaliers, notamment : le caribou, les oiseaux, d'autres éléments de la faune terrestre, les mammifères marins, l'utilisation traditionnelle des terres, des zones marines et des ressources, la sécurité et la souveraineté alimentaires, la santé et le bien-être communautaires, l'emploi et l'économie, ainsi que les infrastructures et services. On prévoit que les CV restantes ne subiront pas de répercussions transfrontalières, car leurs changements liés au projet demeurent dans des zones d'évaluation définies localement au sein de la REN.

Pour les CV biophysiques, les répercussions transfrontalières potentielles proviennent principalement de perturbations sensorielles, d'altérations de mouvement et de pressions cumulatives sur les espèces migratrices. Le caribou migrateur peut subir des répercussions inter-juridictionnelles en raison de sa vaste aire de répartition et de l'influence du projet, combinée aux perturbations cumulées tant au Nunavut que dans la partie continentale des Territoires du Nord-Ouest. Cependant, les effets résiduels sur les oiseaux migrateurs, le bœuf musqué, l'orignal, l'ours grizzli et le carcajou sont considérés comme faibles

ou négligeables, avec des effets potentiels généralement localisés et limités par la distance aux frontières et aux schémas de déplacement naturels existants. Pour les mammifères marins, des répercussions transfrontalières peuvent survenir par les bruits sous-marins et les risques de collision avec des navires associés aux routes maritimes qui s'étendent dans la région désignée des Inuvialuits et au-delà. Ces répercussions devraient être brèves, peu fréquentes et pas importantes en raison de volumes de circulation limités et de mesures d'atténuation.

Des effets socio-économiques transfrontaliers peuvent survenir du fait de changements dans la disponibilité de la faune récoltée, des déplacements transfrontaliers des travailleurs, de la dynamique de la santé communautaire, de changements dans l'emploi et la répartition des revenus, ainsi que d'une demande accrue sur des infrastructures telles que la TCWR, les services de santé et d'urgence à Yellowknife, ainsi que sur les réseaux de transport régionaux. Bien que ces répercussions puissent entraîner à la fois des effets négatifs et positifs, le projet comprend des mesures d'atténuation et des plans de gestion visant à réduire les influences négatives et à soutenir la gestion adaptée tout au long de la durée de vie du projet.

En résumé, bien que des répercussions transfrontalières soient possibles pour certaines CV du fait de la connectivité écologique, de la mobilité de la main-d'œuvre et des infrastructures partagées, on prévoit que la majorité des répercussions transfrontalières seront de faible ampleur et gérables grâce à des mesures d'atténuation planifiées, un suivi et une mobilisation continue auprès des Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées.

MD.10.4 Accidents et défaillances

Les accidents et défaillances résultant de la construction, de l'exploitation et de la maintenance du projet sont des événements qui ne font pas partie d'une activité planifiée ou de l'exploitation normale du projet, mais qui ont une probabilité raisonnable de survenue et peuvent entraîner des effets environnementaux négatifs. Lors des activités de mobilisation propres au projet, les Kitikmiuts, d'autres groupes autochtones, d'autres communautés potentiellement concernées et des Canadiens ont souligné l'inquiétude collective concernant les accidents et dysfonctionnements qui pourraient survenir à toutes les étapes du projet. Il est entendu que des accidents et des défaillances peuvent survenir; cependant, on s'attend à ce que WKR veille à ce que toutes les mesures possibles soient prises pour éviter ces incidents.

Les accidents ou défaillances potentiels suivants ont été évalués :

- Déversement terrestre et aquatique de matières dangereuses
- Déversement marin de matières dangereuses
- Incendies ou explosions
- Manipulation, stockage et utilisation d'explosifs (décharge ou détonation accidentelle)
- Accident de véhicule ou d'équipement mobile
- Accident d'aéronef
- Accident de navire

L'évaluation de chaque scénario a pris en compte le risque de survenue ainsi que les mesures détaillées d'atténuation et d'intervention en cas d'urgence, puis a déterminé l'importance des effets résiduels de l'accident ou de la défaillance pour les CV en utilisant les mêmes critères d'importance que ceux utilisés dans les évaluations individuelles des CV.

Des plans de gestion (voir le volume 11) seront élaborés avec la contribution des Inuits, des gouvernements et organisations autochtones, des utilisateurs et des organismes de réglementation afin de réduire la probabilité de survenue et les effets potentiels d'accidents et de défaillance, s'ils surviennent.

Étant donné les mesures d'atténuation et d'intervention d'urgence qui seront mises en place pendant les phases de construction, d'exploitation et de maintenance du projet, les effets résiduels probables de la majorité des événements accidentels identifiés sont jugés non importants. L'exception à cela serait un incident ayant entraîné la mort ou des blessures graves, ou un incident ayant entraîné un changement dans la façon dont les utilisateurs traditionnels des terres se servent d'une zone ou d'une ressource, en fonction des effets ou des effets perçus sur la valeur de la zone ou de la ressource concernée. Si les utilisateurs traditionnels des terres choisissent de ne plus utiliser une zone en raison des effets perçus d'un incident, l'effet pour ces utilisateurs peut être important.

MD.10.5 Effets de l'environnement sur le projet

Les conditions locales et les dangers naturels pourraient potentiellement affecter ou endommager l'infrastructure du projet, entraînant des défaillances, des dysfonctionnements ou des événements accidentels, ce qui pourrait à son tour avoir des répercussions négatives sur l'environnement. Les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées ont communiqué des renseignements, exprimé des préoccupations et fourni des recommandations concernant les événements météorologiques et les dangers naturels. Une évaluation des risques liés aux changements climatiques (annexe 12B; voir le volume 5, section 12.3 pour obtenir un résumé de l'évaluation) a examiné le pergélisol, les événements météorologiques sévères et les conditions de la mer et a inclus des recommandations de stratégie adaptée pour faire face à ces dangers climatiques à haut risque et améliorer la résilience du projet. La portée de l'évaluation dans cette section porte sur les risques géotechniques et les conditions géologiques défavorables, avec des résultats résumés ci-dessous :

- L'instabilité du terrain et le dégel du pergélisol peuvent endommager les infrastructures du projet (par exemple, routes, pistes d'atterrissage, ponceaux), provoquant des dégradations, des défaillances structurelles et une instabilité des remblais, mais ces risques sont réduits grâce à des enquêtes géotechniques, des mesures de conception pour maintenir les conditions thermiques du sol, ainsi qu'à une surveillance et un entretien continus.

- Bien que le risque d'activité sismique dans la région soit faible, les événements sismiques pourraient endommager les fondations, les routes, la piste d'atterrissage et les services publics, pouvant interrompre les services ou retarder les activités du projet, avec des répercussions variant selon la magnitude et la proximité du séisme.
- Des zones faibles et des failles peuvent apparaître dans les carrières ou les bancs d'emprunt, mais elles ne devraient pas avoir d'incidence sur l'infrastructure du projet en raison de la conception en surface et de la nature du projet.

Le projet est conçu en tenant compte des conditions environnementales, notamment des conditions climatiques et géologiques. Avec l'application de mesures d'atténuation et de gestion, les conditions environnementales ne devraient pas endommager les infrastructures du projet ni entraîner un changement substantiel des calendriers du projet. WKR continuera de consulter les Kitikmiuts, d'autres groupes autochtones et d'autres communautés potentiellement concernées afin d'intégrer de nouveaux renseignements dans la planification et la gestion adaptée.

MD.11 Plans de gestion

Le Système de gestion de l'environnement (SGE) développé pour le projet fournit le cadre global de la gestion des effets environnementaux et socio-économiques négatifs potentiels pendant la durée de vie du projet. Le volume 11 présente les mesures de gestion, d'atténuation, de surveillance et institutionnelles nécessaires pour atténuer, compenser ou réduire les effets potentiels du projet à des niveaux acceptables. Le volume identifie les responsabilités liées à la mise en œuvre des mesures d'atténuation en s'appuyant sur les évaluations des composantes valorisées (CV) présentées dans les volumes 5 à 9.

Les plans de gestion comprennent des mesures adéquates visant à réduire les effets négatifs potentiels du projet sur les environnements écosystémiques (biophysiques) et socio-économiques (personnes et communautés) et incluent des exigences spécifiques aux fins de surveillance. Les plans de gestion prennent en compte les changements qui pourraient être nécessaires pour permettre la construction et l'utilisation de la route, du port et des autres infrastructures connexes.

Chaque plan de gestion du volume 11 est un plan de gestion autonome faisant partie du SGE global du projet. Les plans de gestion individuels sont propres à divers aspects, composantes, activités et phases du projet. Le niveau de détail des plans varie selon la conception et l'affinement du projet tout au long de la révision de l'ERE et des processus réglementaires ultérieurs.

Les plans seront élaborés lors du processus d'examen de l'ERE et seront peaufinés à mesure que la conception du projet progressera et que des données supplémentaires seront disponibles. Les plans de gestion anticipés et les responsabilités en matière de conception, avec l'attente que ceux-ci servent de fondement aux processus ultérieurs de délivrance de permis/réglementaire, incluent les éléments suivants :

- Plan de gestion des routes

- Plan de réduction du bruit et des vibrations
- Plan de protection de l'environnement
- Plan de gestion des carrières et des sablières
- Plan de contrôle de l'érosion et de la sédimentation
- Plan de gestion des explosifs
- Plan de gestion des risques et de réponse aux situations d'urgence (RMERP)
- Plan de contingence en cas de déversement
- Plan de gestion de l'eau
- Plan de gestion des déchets

• Plan de gestion portuaire Les mesures d'atténuation identifiées dans chaque évaluation de CV sont organisées en plans d'atténuation et de surveillance écosystémiques et socio-économiques. Ces mesures peuvent être mises en œuvre dans le cadre de la conception de projets, de plans propres aux CV ou du plan de protection de l'environnement (PPE).

Lorsqu'une surveillance est proposée, des indicateurs seront sélectionnés pour évaluer l'efficacité des mesures d'atténuation ou repérer les effets imprévus afin d'éclairer la gestion adaptée et la rétroaction en vue de rajuster les mesures d'atténuation ou d'activer des mesures d'atténuation de remplacement. Les plans de surveillance prévus pour le projet comprennent :

- Plan de mitigation et de surveillance de la faune (WMMP)
- Plan de surveillance et de gestion de la qualité de l'air
- Plan de gestion des effets sur les milieux aquatiques
- Plan de compensation du MPO
- Plan de réclamation progressive
- Plan de gestion des ressources patrimoniales
- Plan de développement des ressources humaines et des affaires pour les Inuits

Programme de suivi socio-économique (SEMP)

Appendix A

Concordance Table

Grays Bay Road and Port Impact Statement



Volume 1 Impact Statement Summary YOU ARE HERE
Main Document

Volume 2 Introduction, Project Description and Alternatives
1 – Introduction 2 – Project Components and Activities 3 – Knowledge and Literature Cited

Volume 3 Inuit Knowledge, Indigenous Knowledge, Community Knowledge and Perspectives
4 – Inuit Knowledge, Indigenous Knowledge, And Community Knowledge 5 – Integrating Inuit, Indigenous, and Community Values and Perspectives 6 – Public Engagement 7 – Regional Historical Overview 8 – Knowledge and Literature Cited

Volume 4 Effects Assessment Methodology
9 – Effects Assessment Methodology 10 – Knowledge and Literature Cited

Volume 5 Atmospheric Environment
11 – Assessment of Potential Effects on Air Quality 12 – Climate 13 – Assessment of Potential Effects on Noise and Vibration

Volume 6 Terrestrial Environment
14 – Assessment of Potential Effects on Terrain, Soils, and Permafrost 15 – Assessment of Potential Effects on Vegetation 16 – Assessment of Potential Effects on Caribou 17 – Assessment of Potential Effects on Birds 18 – Assessment of Potential Effects on Other Terrestrial Wildlife

Volume 7 Freshwater Environment
19 – Assessment of Potential Effects on Water Resources 20 – Assessment of Potential Effects on Freshwater Fish & Fish Habitat

Volume 8 Marine Environment
21 – Assessment of Potential Effects on Marine Water and Sediment 22 – Assessment of Potential Effects on Marine Fish and Fish Habitat 23 – Assessment of Potential Effects on Marine Mammals

Volume 9 Human Environment
24 – Assessment of Potential Effects on Traditional Land, Marine, and Resource Use 25 – Assessment of Potential Effects on Food Security and Food Sovereignty 26 – Assessment of Potential Effects on Community Health and Well-being 27 – Assessment of Potential Effects on Employment and Economy 28 – Assessment of Potential Effects on Infrastructure and Services 29 – Assessment of Potential Effects on Non-Traditional Land, Marine, and Resource Use 30 – Assessment of Potential Effects on Heritage Resources

Volume 10 Additional Assessments and Conclusions
31 – Holistic Assessment 32 – Cumulative Effects Assessment Overview 33 – Transboundary Effects Assessment 34 – Accidents and Malfunctions 35 – Effects of the Environment on the Project 36 – Conclusion

Volume 11 Management Plans
37 – Management Plans

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
1.0	NIRB's Impact Review Principles 1.0 Guiding Principles	The NIRB views the environment holistically, comprised of individual interconnected parts that are only fully understood by considering those individual components as parts of a whole.	10	Section 31.2 Valued Component System (Holistic Valued Component Assessment)	31-3	
			10	Section 31.3 Holistic Valued Component System	31-16	
			10	Section 31.4 Collective System (Holistic Valued Component Assessment)	31-26	
		The Board considers the environment to include biological, physical, human, health, and cultural components.	10	Section 31.3 Holistic Valued Component System	31-6	
		Taking a holistic view of the components of the Earth, this includes the complex web of inter-relationships between the living and non-living components which sustain all life on earth, including the social, cultural, and health aspects of human group existence	10	Section 31.3 Holistic Valued Component System	31-6	
		The assessment must consider interactions between environmental and socio-economic components, recognizing that impacts to land, water, wildlife, and people are interrelated and may not occur in isolation	10	Section 31.3 Holistic Valued Component System	31-6	
		The wellbeing of residents outside the region must be taken into consideration. Describe how this is done	10	Section 33.5.3 Community Health and Well-being (Transboundary Effects Assessment)	33-26	
1.2	Public Participation and Engagement	The NIRB requires Proponents to plan for and provide meaningful public engagement opportunities throughout all stages of a project as well as throughout the NIRB's assessment of a proposed project	3	Section 6 Public Engagement	6-1	
		the NIRB considers, at a minimum, whether the following elements of meaningful public engagement have been incorporated into the Proponent's public engagement plans and activities: Engagement of residents and organizations in all potentially-affected communities, including adjacent jurisdictions outside of the Nunavut Settlement Area	3	Section 6.1.1 Overview of Engaged Parties	6-2	
		Involvement of potentially affected Nunavummiut to address concerns regarding changes the Project may cause in the environment and its effects on traditional and current use of land/ice and resources.	3	Section 5.1 Inuit Knowledge Values and Perspectives	5-1	
		Current updates describing the change in the project to the public, particularly residents most likely to be affected by the Project (and changes to it).	3	Section 6.3 Engagement Details and Outcomes	6-10	
		Involvement of the public in determining type and method of pertinent information delivery	3	Section 6.2 Methods of Engagement	6-9	
			3	Appendix 6B Kitikmeot Communities Engagement Plan, Section 4.3 Culturally Appropriate Engagement	8	
		Clear and direct explanation of results of studies in the IS so issues are comprehensible to as wide an audience as possible	1	Project Assessment Conclusions (Non-Technical Summary)	NTS-11	
		Must provide highlights of public engagement within the IS, including methods used to collect information and address any concerns identified by the public	3	Section 6.3 Engagement Details and Outcomes	6-10	
1.3	Precautionary Principle	The NIRB's Review process is designed to assess proposed projects in a careful and precautionary manner and to ensure that where there is a potential for harm to humans or the biophysical environment, actions (i.e., mitigations or reversal) have been taken to prevent or reduce negative impacts, even where there is a lack of information and certainty about the cause and extent of impact itself.	2	Section 2.1.3 Precautionary Principle	2-6	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		To demonstrate the application of the precautionary principle, the Proponent must include information to: demonstrate that the proposed project is examined consistent with the precautionary principle to ensure that it does not cause serious or irreversible damage to humans or the environment	2	Section 2.1.3 Precautionary Principle	2-6	
			4	Section 9.4 Impact Assessment Approach	9-12	
			4	Section 9.4.1.4 Significance Determination	9-13	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost)	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (integration of Inuit Knowledge) is provided: Volume 6, Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5.3 Summary of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (applying mitigations throughout the effects assessment) is provided: Volume 6, Section 14.5.3 Summary of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		outline the assumptions about the effects of the proposed project and the approaches to minimize these effects, including assumptions that are developed where uncertainty exists;	5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments in Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (evaluation of uncertainty) is provided: Volume 6, Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (assumptions about the effects of the proposed project and approaches to minimize effects) is provided: Volume 6, Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.5 Monitoring and Adaptive Management	9-18	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.7 Follow-up and Monitoring (Terrain, Soils, and Permafrost)	14-53	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (assumptions about the effects of the proposed project and approaches to minimize effects) is provided: Volume 6, Section 14.7 Follow-up and Monitoring VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		identify any information or technical gaps and plans to understand and/or mitigate these gaps based on the current state of technical knowledge and Inuit Qaujimajatuqangit for the Project area;	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (gaps and uncertainty) is provided: Volume 6, Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost)	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (plans to understand gaps based on current state of Inuit Qaujimajatuqangit for the project area) is provided: Volume 6, Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.1.1.6 Influence of Inuit, Indigenous, and Community Knowledge on the Development of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost)	14-5	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (plans to mitigate gaps based on current state of Inuit Qaujimajatuqangit for the project area) is provided: Volume 6, 14.1.1.6 Influence of Inuit, Indigenous, and Community Knowledge on the Development of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Present public views on the acceptability of these impacts; and demonstrate that Inuit Qaujimajatuqangit and Community Knowledge is considered in a fulsome way that is consistent with the precautionary principle of not requiring “certainty” to establish the potential for harm to ecosystemic components such as the: • marine environment, • socio-economic components such as culture, food security, land use, • Inuit rights such as harvesting and self-determination, • inter-related socio-ecological systems.	5	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle (demonstrating Inuit Qaujimajatuqangit and Community Knowledge is considered in a fulsome way) is provided: Volume 5, Section 11.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
1.4	Sustainable Development	The Impact Statement Guidelines are based upon the following factors that the NIRB considers directly associated with sustainability by considering biophysical, economic, social, cultural, and health and well-being aspects	2	Section 2.1.2 Climate Change and Sustainability	2-5	
		1) The environment is comprised of interconnected and interdependent biophysical, socio-economic, cultural, health, and well-being components and systems	10	Section 31.2 Valued Components (Holistic Valued Component Assessment), Table 31.1 Valued Component Summary and Relationships and Table 31.2 Matrix of VC Interconnections	31-4	Table 31.2, based on Table 31.1, presents a tabular visualization of the many interconnections among the VCs (where a VC may support or impact another VC). This information is presented in recognition of aspects of holistic assessment already appearing in the individual VC assessments.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		2) The extent to which the physical environment, biological and ecological diversity, health, social, economic, and cultural well-being would be impacted by the proposed project	2	Section 2.1.2 Climate Change and Sustainability	2-5	
			5 to 9	Section 11.3 Assessment of Project Effects on Air Quality	11-24	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the extent to which the aspects mentioned would be impacted by the proposed project is provided: Volume 5, Section 11.3 Assessment of Project Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.3.3 Summary of Project Residual Effects (Air Quality)	11-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the extent to which the aspects mentioned would be impacted by the proposed project is provided: Volume 5, Section 11.3.3 Summary of Project Residual Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.4.3 Summary of Cumulative Effects (Air Quality)	11-62	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the extent to which the aspects mentioned would be impacted by the proposed project is provided: Volume 5, Section 11.4.3 Summary of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		3) Measures taken to enhance overall positive impacts and reduce adverse impacts	5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the extent to which the aspects mentioned would be impacted by the proposed project is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.1.2 Mitigation Measures	9-12	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			2	Section 2.1.1 Biophysical and Socio-Economic Environments and Ecosystem Integrity	2-1	
		4) The extent the proposed project would protect and enhance the existing and future well-being of present and future generations of Nunavummiut, taking into account the interest and well-being of other Canadians	5 to 9	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the extent to which the aspects mentioned would be impacted by the proposed project is provided: Volume 5, Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	
		5) The capacity of renewable and non-renewable resources that are likely to be significantly affected by the proposed project	2	Section 1.6 Project Purpose and Need	1-20	
			3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives, Table 5.1 Application of Inuit Qaujimajatuqangit Principles in Engagement and in the IS	5-1	
			3	Section 6.3 Engagement Details and Outcomes	6-10	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
		6) The extent the proposed project reflects the priorities and values of the residents of the designated area				

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		7) The application of the precautionary principle (as outlined above) and consideration of uncertainty and risk for irreversible harm	4	Section 9.4 Impact Assessment Approach	9-8	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost)	14-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3.5 Summary of Project Residual Effects (Terrain, Soils, and Permafrost)	14-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.3.5 Summary of Project Residual Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, and Permafrost)	14-48	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example reference to the application of the precautionary principle is provided: Volume 6, Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.7 Follow-up and Monitoring (Terrain, Soils, and Permafrost)	14-53	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example section reference to the application of the precautionary principle is provided: Volume 6, Section 14.7 Follow-up and Monitoring (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		NIRB interprets progress towards sustainability as meeting the following goals where possible. 1) Preservation of ecosystem integrity, including the capability of natural systems (local and regional) to maintain their structure and functions and to support biological and ecological diversity	2	Section 2.1.1 Biophysical and Socio-Economic Environments and Ecosystem Integrity	2-1	
			2	Section 2.1.3 Precautionary Principle	2-6	
		2) Recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future)	3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives	5-1	
			9	Section 24.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (TLMRU)	24-3	Concordance to this guideline component applies to multiple VC assessments within Volume 9, specifically Sections 24, 25, 29, and 30. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (TLMRU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 24.1.3 Potential Effects, Pathways, and Measurable Parameters (TLMRU)	24-8	Concordance to this guideline component applies to multiple VC assessments within Volume 9, specifically Sections 24, 25, 29, and 30. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.1.3 Potential Effects, Pathways, and Measurable Parameters (TLMRU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			9	Section 24.1.6 Significance Definition (TLMRU)	24-16	Concordance to this guideline component applies to multiple VC assessments within Volume 9, specifically Sections 24, 25, 29, and 30. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.1.6 Significance Definition (TLMRU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 24.2 Baseline Conditions (TLRMU)	24-17	Concordance to this guideline component applies to multiple VC assessments within Volume 9, specifically Sections 24, 25, 29, and 30. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.2 Baseline Conditions (TLRMU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			9	Section 24.4.6 Summary of Cumulative Effects (TLMRU)	24-170	Concordance to this guideline component applies to multiple VC assessments within Volume 9. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.4.6 Summary of Cumulative Effects (TLMRU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 24.5.3 Summary of Mitigation, Management, and Enhancement Measures (TLMRU)	24-174	Concordance to this guideline component applies to multiple VC assessments within Volume 9, specifically Sections 24, 25, 29, and 30. To reduce repetition in the concordance table, a representative example reference to the application of the recognition and preservation for local hunting, harvesting, gathering, occupancy and other land and aquatic uses, such as for cultural practices, travel and camps, and cultural connection (past, present, and future) is provided: Volume 9, Section 24.5.3 Summary of Mitigation, Management, and Enhancement Measures (TLMRU) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		3) Recognition and respect for intergenerational equity; that is, the right of future generations to economic development, health, and well-being as well as use and access of the environment and resources	3	Section 6.1.2 WKR Commitment to Engagement	6-5	
			2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.1.4 Workers Health and Safety	2-6	
			2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
			2	Section 2.5 Economic and Employment Information	2-20	
		4) The attainment of durable social and economic benefits, particularly in Nunavut	2	Section 1.6.3 Community and Social Benefits	1-24	
			3	Section 6.1.2 WKR Commitment to Engagement	6-5	
		The Proponent's Impact Statement shall clearly demonstrate how the proposed project meets these goals.	5 to 9	Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost)	14-4	This guideline requirement is addressed collectively across the Project Description (Volume 2) and VC assessments within Volumes 5 to 9. Sustainability goals, including those defined through engagement and Inuit, Indigenous, and Community Knowledge, are established at the project level and applied consistently throughout the assessment of potential effects, mitigation, residual effects, and significance determinations. A representative example reference of concordance to this guideline is provided: Volume 6, Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Impact Statement must characterize the proposed project’s contribution to sustainability including that as defined by potentially affected members of the public and knowledge holders, local organizations, designated Inuit organizations, Indigenous groups, other governments or organizations, and interested individuals and must describe how sustainability principles have been applied to the potential impacts of the proposed project	2	Section 2.1.2 Climate Change and Sustainability	2-5	
			2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.1 Project Design Considerations	2-1	
			2	Section 2.1.2 Climate Change and Sustainability	2-5	
			5 to 9	Section 24.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (TLRMU)	24-4	This requirement is addressed throughout the Impact Statement, with sustainability defined through engagement and applied to the assessment of potential effects across VCs (Volumes 5 to 9). Sustainability is characterized based on input from Inuit, Indigenous, and Community Knowledge, and other potentially affected communities, and sustainability principles are applied through mitigation, residual effects characterization, and significance determinations. To reduce repetition in the concordance table, a representative example demonstrating how application is provided below: Volume 9, 24.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (TLRMU) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
2.0	Preparation and Review of the Impact Statement	In preparing the Impact Statement, Proponents must follow the Impact Statement Guidelines, especially paying attention to the requirements of the Nunavut Agreement and the NuPPAA.	1	Appendix A Concordance Table	A-1	
			2	Section 1.4 Regulatory Regime	1-7	
			4	Section 9 Effects Assessment Methodology, Section 9.1 Overview	9-1	
		During the planning and development of the Impact Statement and supporting documents, the Proponent is required to consult with the NIRB, potentially affected members of the public, and governments and organizations.	3	Section 6 Public Engagement	6-1	
			3	Section 6.1.1 Overview of Engaged Parties	6-2	
		The Proponent is encouraged to engage with the applicable Regional Inuit Association as well as local organizations and individuals in the potentially affected communities regarding the identification, collection, validation, and incorporation of Inuit Qaujimajatuqangit.	3	Section 6.1.1 Overview of Engaged Parties	6-2	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
		Further, depending on the nature and location of the proposed project, the Proponent is reminded to also engage with transboundary government departments and agencies as well as local government and regional Indigenous organizations in areas whose members may be impacted or have interest in the Project.	3	Section 6 Public Engagement	6-1	
			3	Section 6.1.1.2 Other Indigenous Groups	6-3	
2.1	Study Strategy & Methodology	It is the sole responsibility of the Proponent to prepare an Impact Statement that includes sufficient information, analysis and/or incorporation of all collected knowledge (scientific information, consideration of engineering information, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge) for a complete assessment of the anticipated impacts of the proposed project and contribution to sustainability	4	Section 9 Effects Assessment Methodology, Section 9.1 Overview	9-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Impact Statement shall be concise and focus on the assessment of potential impacts to biophysical and socio-economic components individually as well as collectively as interacting parts of the greater systems identified for the Project	4	Section 9 Scope of the Impact Assessment	9-3	
		The Impact Statement shall contain the information as outlined in Article 12, Section 12.5.2 of the Nunavut Agreement and s. 101(3) of the NuPPAA and must clearly present the information requested in that section in a clear and easy to follow format and presented for all audiences expected to read the materials	2	Section 1.4 Regulatory Regime	1-7	
		At a minimum, the Impact Statement shall provide: (a) a description of the project, the purpose of, and need for, the project	2	Section 1.5 Project Overview	1-13	
			2	Section 1.6 Project Purpose and Need	1-20	
		(b) the anticipated effects of the environment on the project, including effects associated with natural phenomena, such as meteorological and seismological activity, and climate change	4	Section 9.4 Impact Assessment Approach	9-8	
			10	Section 35.1 Introduction (Effects of the Environment on the Project)	35-1	
			10	Section 35.4 Seismic Activity (Effects of the Environment on the Project)	35-11	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		(c) the anticipated ecosystemic, socio-economic, cultural, health, and well-being impacts of the project, including those arising from the effects referred to in paragraph (b)	4	Section 9.2 Scope of the Impact Assessment	9-3	
			5 to 9	Section 24.3.9 Effects of Climate Change on Traditional Land, Marine, and Resource Use	24-147	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 24.3.9 Effects of Climate Change on TLMRU VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		(d) the measures proposed by the Proponent to i) avoid and mitigate adverse ecosystemic and socio-economic impacts, including contingency plans,	1	Appendix B Mitigations and Commitments	B-1	Measures proposed by WKR are provided throughout each VC Effects Assessment in Volumes 5 to 9.
		ii) optimize the benefits of the project, with specific consideration given to expressed community and regional preferences in regard to benefits,	2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 1.6.3 Community and Social Benefits	1-24	
			2	Section 2.1 Project Design Considerations	2-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 24.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on the Significance of Effects (TLMRU)	24-4	Concordance to this guideline component applies to multiple VC assessments within Volume 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 24.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on the Significance of Effects (TLMRU) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			9	Section 24.3.6.3 Project Residual Effects, Change to Community Conditions (TLMRU)	24-143	
		iii) compensate persons whose interests are adversely affected by the project, and	6	Section 17.1.2 Regulatory and Policy Setting (Birds)	17-7	WKR will be working with the Kitikmeot Inuit Association to discuss an Inuit Impact and Benefit Agreement.
			9	Section 26.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback, Table 26.3 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback	26-21	While an Inuit Impact and Benefit Agreement is not in place at the time of Impact Statement submission, the Impact Statement demonstrates how compensation-related considerations are addressed through regulatory frameworks, engagement processes, and project commitments, with further discussions to occur, as applicable. An example of representative concordance is provided.
		iv) restore ecosystemic integrity after the permanent closure of the project;	11	Appendix 37F Progressive Reclamation Plan, Section 1 Introduction	V11-1	The Progressive reclamation Plan describes how disturbed areas would be progressively reclaimed where appropriate, and how project components will be managed during temporary, unplanned, or permanent cessation of activities.
		(e) any monitoring program of the project's ecosystemic and socio-economic impacts that the Proponent proposes to establish;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-5	
		(f) the interests in land and waters that the Proponent has acquired or seeks to acquire;	2	Section 1.4 Regulatory Regime	1-7	
		(g) options for carrying out the project that are technically and economically feasible and the anticipated ecosystemic and socio-economic impacts of those options;	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		(h) any other type of information relating to a matter within the Board's jurisdiction that the Board considers relevant in the circumstances			NA	Consistent with Section 7.1(p), the NIRB's Final Scope List for the Project (File No. 24XN038) identifies "any other relevant information or matters" within the scope of the assessment. "The scope of the assessment includes any other matters that the NIRB considers relevant: a. Technical innovations previously untested in the Arctic including new technology for port and road design and operations b. Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge c. Statement of consultation principles and practices d. Significant effects analysis e. Sustainability analysis f. Interactions with Valued Ecosystem Components and Valued Socio-Economic Components g. Discussion of similar resource development projects carried out in areas outside the Nunavut Settlement Area h. Planned future development and the associated level of uncertainty" These matters are addressed throughout the Impact Statement and are collectively referenced under IS Guideline Section 7.1(p) within this Concordance Table to reflect the Board-directed inclusion as part of the scope of assessment.
		The Proponent shall engage potentially affected members of the public, governments, or organizations, and interested individuals in the development of the Impact Statement, including but not limited to: the identification of valued components,	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 11 Assessment of Potential Effects on Air Quality	11-1	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11 Assessment of Potential Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		baseline information,	4	Section 9.3 Description of the Environment and Baseline Information	9-8	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			3	Section 5.4 Integration into Engagement Methods and the Assessment, Table 5.1 Application of Inuit Qaujjimajatuqangit Principles in Engagement and in the IS	5-4	
			3	Section 5.4.3 Baseline Conditions	5-6	
			5	Section 11 Baseline Conditions (Air Quality), Table 11.5 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11 Baseline Conditions (Air Quality), Table 11.5 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		effects assessment (including significance determination),	4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			3	Section 5.4.4 Assessment of Project Effects	5-6	
			3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 11.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.3 Assessment of Project Effects on Air Quality	11-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3 Assessment of Project Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		·mitigation and monitoring, and	4	Section 9.4.1.2 Mitigation Measures	9-12	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			3	Section 5.4.7 Mitigation, Management, and Enhancement Measures	5-8	
			5	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		·development of plans.	4	Section 9.5 Monitoring and Adaptive Management	9-18	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			3	Section 6.3.6 Construction and Operations and Maintenance Phase Commitments, Table 6.4	6-18	
			11	Section 37.1.1 Environmental Management System Framework	37-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			11	Section 37, Appendix 37D Aquatic Effects Management Plan, Section 1.2 Engagement	2	As plans are developed throughout the review process, engagement outcomes will be incorporated and described in relation to how each plan was developed. Concordance to this guideline component applies to draft plans to be developed within Volume 11. To reduce repetition in the concordance table, a representative example is provided: Appendix 37D Aquatic Effects Management Plan, Section 1.2 Engagement Draft plans in Volume 11 are organized using a consistent structure with some variation to accommodate specific management or monitoring requirements. Subsection numbering may differ slightly.
			4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			5	Section 11 Assessment of Potential Effects on Air Quality	11-1	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11 Assessment of Potential Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The information presented must be substantiated; in particular, the Proponent must describe: ·how the valued components and greater systems they are a part of were identified;	10	Section 31.2 Valued Component System	31-3	
			4	Section 9.1 Overview, Figure 9.1 Overview of Assessment Methodology	9-2	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
		what methods were used for assessment;	4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			10	Section 31.3 Holistic Valued Component System	31-16	
		the proposed project's predicted potential impacts on these valued components and systems (both individually and collectively);	10	Section 31.2 Valued Component System, Table 31.1 Valued Component Summary and Relationships	31-5	
			4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	
			3	Section 5.4.4 Assessment of Project Effects	5-6	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5	Section 11.3 Assessment of Project Effects on Air Quality	11-24	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11 Assessment of Potential Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		significance of these impacts; and	4	Section 9.4.1.4 Significance Determination	9-13	
			3	Section 5.4.6 Significance of Effects	5-7	
			5	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		how scientific, engineering, Inuit Qaujimaningit, Indigenous, Community, and any other knowledge was used or incorporated in method design and conclusions reached.	2	Section 2.1 Project Design Considerations	2-1	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			3	Section 6.2 Methods of Engagement	6-9	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	
			4	Section 9.4.1.4 Significance Determination	9-13	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Impact Statement shall include a description of the historical background and current baseline data and how the existing ecosystemic and socio-economic environments are expected to change over the life of the proposed project [site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, closure (decommission and reclamation), and post-closure] in response to environmental changes (e.g., climate change, glacial rebound, etc.) so that all effect analyses can be undertaken and mitigation can be proposed in respect to this changing baseline.	3	Section 7 Regional Historical Overview	7-1	
			5	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent shall identify all significant gaps in knowledge (including Inuit Qaujimaningit) and understanding related to key conclusions, and the steps to be taken to address these gaps	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Impact Statement shall identify any valued components requested by parties that the Proponent chooses not to adopt and provide a supporting rationale for not including said valued components as well as any differences in conclusions of potential impacts (including significance determination)	3	Section 5.4.1 Scope of each Valued Component Assessment	5-5	
			5 to 9	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost)	14-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Where the conclusions drawn from scientific, engineering, and technical knowledge are inconsistent with the conclusions drawn from Inuit Qaujimaningit, the Impact Statement shall contain a balanced presentation of the issue	4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			4	Section 9.4.1.4 Significance Determination	9-13	
			5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
2.1.1	Acquisition Methodology and Data Analysis	The Proponent shall identify and document how it used scientific information, engineering information, and Inuit Qaujimajatuqangit	2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
			2	Section 2.6 Detailed Scope of the Project	2-25	
			3	Section 6.3 Engagement Details and Outcomes	6-10	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.2.1 Methods (Terrain, Soils, and Permafrost)	14-14	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.2.1 Methods (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent shall clarify any uncertainties in methods and conclusions, such as relates to baseline, impact assessment, mitigation, etc.	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Appendix 11A Section 8 Model Prediction Uncertainty (Air Quality Technical Modelling Report)	74	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Appendix 11A Section 8 Model Prediction Uncertainty (Air Quality Technical Modelling Report) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Appendix 12B Section 6.2 Climate Hazard Probability Scores (Climate change Risk Assessment)	37	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Appendix 12B Section 6.2 Climate Hazard Probability Scores (Climate change Risk Assessment)
			5 to 9	Appendix 13B Section 5 Methods (Noise and Vibration Technical Modelling Report)	16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Appendix 13B Section 5 Methods (Noise and Vibration Technical Modelling Report) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 27.2 Baseline Conditions (Employment and Economy)	27-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 27.2 Baseline Conditions (Employment and Economy) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 27.3.1 Analytical Assessment Techniques (Employment and Economy)	27-45	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 27.3.1 Analytical Assessment Techniques (Employment and Economy) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 27.6 Prediction Confidence and Uncertainty (Employment and Economy)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 27.6 Prediction Confidence and Uncertainty (Employment and Economy) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
	scientific & engineering info:	Data collection, sampling process, and data analysis methods as well as use of experimental and analytical controls must be clearly identified and justified	4	Section 9 Effects Assessment Methodology	9-1	
			5 to 9	Section 14.2.1 Methods (Terrain, Soils, and Permafrost)	14-14	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.2.1 Methods (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The scope and reliability of the results, reproducibility of the study design, quality control of laboratory analyses and statistical analysis shall be analyzed and clearly detailed.	5 to 9	Section 14.3.2.1 Analytical Assessment Techniques (Terrain, Soils, and Permafrost)	14-29	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.3.2.1 Analytical Assessment Techniques (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9 Effects Assessment Methodology	9-1	
			5 to 9	Section 11.3.2.1 Analytical Assessment Technique (Air Quality)	11-27	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3.2.1 Analytical Assessment Technique (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 20.2.1 Methods (Freshwater Fish and Fish Habitat)	20-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 7, Section 20.2.1 Methods (Freshwater Fish and Fish Habitat) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		All data that is based on sampling of valued components involves some variability, which must be determined to assess the probability of conclusions made based on analysis.	4	Section 9 Effects Assessment Methodology	9-1	
			5	Section 11.6.3 Model Uncertainty (Air Quality)	11-67	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.6.3 Model Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Appendix 11A Section 8 Model Prediction Uncertainty (Air Quality Technical Modelling Report)	74	
		The Proponent shall provide, for all data obtained from valued components sampling: ·dispersion or variability coefficient (variance, standard deviation, confidence interval, etc.)	4	Section 9 Effects Assessment Methodology	9-1	
			5 to 9	Section 21.2.2.2 Marine Water Quality (Marine Water and Sediment Quality)	21-20	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 21.2 Baseline Conditions (Marine Water and Sediment Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			8	Appendix 21A Field Sampling Program (Marine Water and Sediment Quality)	17	
			8	Appendix 22A Section 4 Summary of Methods (Marine Fish and Fish Habitat)	10	
		justification for sample size	4	Section 9 Effects Assessment Methodology	9-1	
			5 to 9	Section 21.2 Baseline Conditions (Marine Water and Sediment Quality)	21-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 21.2 Baseline Conditions (Marine Water and Sediment Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			8	Section 22.2.1.2 Field Studies (Marine Fish and Fish Habitat)	22-16	
			8	Appendix 21A Field Sampling Program (Marine Water and Sediment Quality)	6	
			8	Appendix 22A Section 4.2 Field Surveys (Marine Fish and Fish Habitat)	6	
		sensitivity and assumptions of experimental design and statistical methods and models used that affect conclusions	4	Section 9 Effects Assessment Methodology	9-1	Sensitivity of analytical methods are evaluated through the effects assessment methodology and documented within VC-specific methods and prediction confidence sections, where applicable (Volumes 5-9).
			5 to 8	Section 22.3.2.1 Analytical Assessment Techniques (Marine Fish and Fish Habitat)	22-47	Concordance to this guideline component applies to VC assessments within Volumes 5 to 8. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 22.3.2.1 Analytical Assessment Techniques (Marine Fish and Fish Habitat) VC assessments in Volumes 5 to 8 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 22.7 Prediction Confidence and Uncertainty (Marine Fish and Fish Habitat)	22-138	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 8, Section 22.7 Prediction Confidence and Uncertainty (Marine Fish and Fish Habitat) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			9	Section 26.3.1.1 Assumptions (Community Health and Well-being)	26-38	Concordance to this guideline component applies to VC assessments within Volume 9. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 26.3.1.1 Assumptions (Community Health and Well-being) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge:	The Proponent is advised to engage with potentially affected communities, including knowledge holders, local organizations; designated Inuit organizations; Indigenous groups; governments or organizations; and interested individuals when developing acceptable methods of analyzing and presenting shared information.	3	Section 6 Public Engagement	6-1	
			3	Section 4.1 Approaches to Gathering Inuit Knowledge, Indigenous Knowledge, and Community Knowledge	4-1	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
		Where appropriate, the Proponent shall show evidence that: appropriate protocols were followed for collection, protection and use of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	3	Section 4.2 Managing Confidential Information	4-4	
		· Knowledge holders were involved in both the collection and interpretation of Inuit Qaujimaningit and other knowledge shared	3	Section 4.1 Approaches to Gathering Inuit Knowledge, Indigenous Knowledge, and Community Knowledge	4-1	
		· Knowledge holders verified how the knowledge is presented and actively incorporated into the impact assessment	3	Section 4.1 Approaches to Gathering Inuit Knowledge, Indigenous Knowledge, and Community Knowledge	4-1	
		the permission of the knowledge holders to use this knowledge as presented in the Impact Statement	3	Section 4.2 Managing Confidential Information	4-5	
2.1.2	Documentation	It is the NIRB's expectation that the Proponent focuses its discussions on key components, issues, or interrelated parts of a system and provides a level of detail appropriately weighted to the importance of the issues being analyzed	4	Section 9.2.1 Valued Components	9-3	The VC assessments (Volumes 5 to 9) focus on the key biophysical and human environment components and their connections, with the level of detail scaled to the importance and potential effects associated with each issue.
			2	Section 2 Project Components and Activities	2-1	
			10	Section 31.3 Holistic Valued Component System	31-16	
			3	Section 6.3.3 Summary of Key Issues	6-11	
		While key components and issues will predominantly be identified during the scoping phase of the Impact Statement, the NIRB notes that key issues may arise throughout the assessment and expects the Proponent to actively respond	4	Section 9 Effects Assessment Methodology	9-1	
			3	Section 6.3.4 Response to Community Feedback	6-15	
			3	Section 6.3.5 Ongoing and Future Engagement Activities	6-16	
		The Proponent shall indicate how it has used public feedback in weighting the importance of these issues and provide a rationale for conclusions it chooses not to adopt.	3	Section 6.3.3 Summary of Key Issues	6-11	
			3	Section 6.3.4 Response to Community Feedback	6-15	
			3	Section 6.3.5 Ongoing and Future Engagement Activities	6-16	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		All data, models, and studies must be documented and discussed so that the analyses are transparent and justifiable	5 to 9	Section 14.2.1 Methods (Volume 6, Section 14 Terrain, Soils, and Permafrost)	14-14	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.2.1 Methods (Volume 6, Section 14 Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Appendix 20A Freshwater Fish and Fish Habitat Baseline Report, Section 3 Methods	6	Further methods, data sources, models, and supporting studies (where applicable) are presented in baseline, technical modelling, and technical data reports, attached as appendices to their respective VC assessments. An example concordance is provided for reference (Volume 7, Section 20 Freshwater Fish and Fish Habitat, Appendix 20A).
		The IS shall explain how the Proponent incorporated Inuit observations which are often qualitative and culturally defined through the lens of Inuit Qaujimaningit into all phases of project development	3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives	5-1	
		The information provided shall discuss how work with Inuit parties defined appropriate Inuit criteria to include in the Impact Statement and overall assessment process.	3	Section 5.4 Integration into Engagement Methods and the Assessment, Table 5.1 Application of Inuit Qaujimagatuqangit Principles in Engagement and in the IS	5-3	
		Information shall also justify methods used to identify mitigation measures, adaptive management strategies and follow-up program elements.	5 to 9	Section 14.1.1.6 Influence of Inuit, Indigenous, and Community Knowledge on the Development of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost)	14-5	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.1.1.6 Influence of Inuit, Indigenous, and Community Knowledge on the Development of Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.1.2 Mitigation Measures	9-12	
			4	Section 9.5 Monitoring and Adaptive Management	9-18	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Both quantitative and qualitative criteria should be used to describe the biophysical or socio-economic environments and interconnections, compare various design and development options, assess impacts, and develop mitigation and monitoring thresholds and/or requirements	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.3 Description of the Environment and Baseline Information	9-8	
			4	Section 9.4 Impact Assessment Approach	9-8	
			2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
			2	Section 2.4 Alternatives, Table 2.3 Evaluation of Project Components Summary	2-18	
			5 to 9	Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost)	14-6	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost)	14-12	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 31.1 Context and Approach (Holistic Assessment)	31-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Criteria must be defined, their relative importance stated, and the differences between the categories (e.g., desirable, acceptable, unacceptable) indicated and justified.	4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 20.1.5 Residual Effects Characterization (Freshwater Fish and Fish Habitat)	20-14	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 20.1.6 Significance Definition (Freshwater Fish and Fish Habitat)	20-15	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 7, Section 20.1.6 Significance Definition (Freshwater Fish and Fish Habitat) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 20.5 Significance of Effects (Freshwater Fish and Fish Habitat)	20-78	Concordance to this guideline component applies to VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 7, Section 20.5 Significance of Effects (Freshwater Fish and Fish Habitat) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent shall corroborate all analyses, interpretations of results, and conclusions with a review of relevant literature or knowledge	4	Section 9 Effects Assessment Methodology	9-1	
			5 to 9	Section 14.1.2 Regulatory and Policy Setting (Terrain, Soils, and Permafrost)	14-6	Concordance to this guideline component, demonstrating the use of guidelines, regulations, and best-practices in the analyses, applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.1.2 Regulatory and Policy Setting (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component, demonstrating how the assessments used scientific literature and Inuit Knowledge, applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 6, Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		References must be provided as appropriate, and the Proponent must indicate the public availability of sources and shall identify or reference sources appropriately in cases where ownership or confidentiality concerns exist	1 to 11	Section 28.8 Knowledge and Literature Cited	28-87	References are provided across the IS, with public sources fully cited and confidential sources identified and handled appropriately in accordance with ownership and confidentiality requirements. To reduce repetition in the concordance table, a representative example is provided: Volume 9, Section 28.8 Knowledge and Literature Cited
			3	Section 4.2 Managing Confidential Information	4-5	


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Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
3.0 3.1	Presentation of the NIRB Impact Statement	As discussed in Section 2.1, at a minimum the Impact Statement shall contain the information as outlined in Article 12, Section 12.5.2 of the Nunavut Agreement and s. 101(3) of the NuPPAA.	2	Section 1.4 Regulatory Regime	1-7	
			4	Section 9.2.2 Regulatory and Policy Setting	9-4	
3.2	Concordance Table	The Proponent is required to provide a table of concordance as part of the Impact Statement that references where the information is presented in the main document, various supporting documents and volumes (i.e., document, section, and page number) cross-referenced with the information requirements identified in these Impact Statement Guidelines	1	Appendix A Concordance Table	A-1	
3.3	Presentation	The Impact Statement shall be written clearly and in plain and accessible language as much as possible, and include the following: The IS main document (see section 3.4) should be a stand-alone document which all other documents support	1	Main Document, Section MD.1 Introduction	MD-1	
		Separate appendices/volumes that provide detailed studies including (including all relevant and supporting data and methodologies) should be cross-referenced to the IS main document.	1 to 11	Grays Bay Road and Port Project Impact Statement	1	
		An index to the Impact Statement that references locations in the text by volume, section, sub-section and page of all key subjects	1	Grays Bay Road and Port Project Impact Statement	PDF pg. 2	
		As appropriate, charts, diagrams, tables, maps, and photographs to clarify and/or support the text	1 to 11	Grays Bay Road and Port Project Impact Statement	ES-9	All charts, tables, maps, figures, and photographs throughout Volumes 1 to 11 are used throughout the IS where appropriate to support and clarify the text, including depiction of project components, baseline conditions, assessment areas, and other information. A representative example: Volume 1, Executive Summary, Figure ES.1 Grays Bay Typical Cross-Section (3H:1V)
		Drawings that clearly describe and/or demonstrate the various components of the proposed project (including photographic backgrounds where possible)	2	Section 1.5 Project Overview, Figure 1.3 Project Overview	1-15	
			2	Section 2.6.1.1 Grays Bay Port - Marine-based and Landside Infrastructure, Figure 2.3 Grays Bay Port Components	2-31	
		Maps presented in a consistent and clearly identified datum and with clearly identified scales to allow for comparison and overlay of mapped features	1 to 11	Grays Bay Road and Port Project Impact Statement	1-5	Concordance to this guideline component applies to all Volumes within the IS. To reduce repetition in the concordance table, a representative example is provided: Volume 2, Section 1.2 Regional Context, Figure 1.1 Regional Context Glossary of technical words, acronyms, and/or abbreviations in plain language follow the Table of Contents within Volumes 1 to 11.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		A glossary of technical words, acronyms, and abbreviations in plain language	1 to 11	Abbreviations	V.2-iv	Concordance to this guideline component applies to all Volumes within the IS. To reduce repetition in the concordance table, a representative example is provided: Volume 2, Abbreviations Glossary of technical words, acronyms, and/or abbreviations in plain language follow the Table of Contents within Volumes 1 to 11.
3.3	Presentation	A list of all tables, figures, and photographs	1 to 11	Table of Contents (List of Tables and/or List of Figures)	V.2-ii	Concordance to this guideline component applies to all Volumes within the IS. To reduce repetition in the concordance table, a representative example is provided: Volume 2, Table of Contents, List of Tables List of Tables and List of Figures are found within the Table of Contents within each Volume (1 to 11).
		A complete list of supporting literature and references	1 to 11	Section 3 Knowledge and Literature Cited	3-1	Concordance to this guideline component applies to all Volumes within the IS. To reduce repetition in the concordance table, a representative example is provided: Volume 2, Section 3 Knowledge and Literature Cited
		Balanced cross-referencing of information within each section or volume of the Impact Statement document is preferred to avoid repetition	1 to 11	Grays Bay Road and Port Project Impact Statement	1-4	Concordance to this guideline component applies to all Volumes within the IS. To reduce repetition in the concordance table, a representative example is provided: Volume 2, Section 1.2 Regional Context
		The main priority in organizing the Impact Statement, volumes and chapters, should be to provide multiple audiences the ability to understand the proposed project and assessed impacts and benefits	1	Non-technical Summary	NTS-1	
			1	Executive Summary	ES-1	
			1	Main Document	MD-1	
		Mitigation and management plans should be developed as stand-alone documents	11	Section 37 Management Plans, List of Appendices	V.11-iii	List of Appendices, each of which are stand-alone documents
		The Proponent shall provide copies of the Impact Statement and its summaries in an accessible format that respects the limited broadband in the north as the Impact Statement will be accessed through the NIRB's Public Registry	1	Non-technical Summary	NTS-1	
			1	Executive Summary	ES-1	
			1	Main Document	MD-1	
		Documents must be in PDF format without password restrictions, the text should be searchable and key text, images, document information able to be copied so parties can reference materials for Information Requests and Technical Comments	1 to 11	Grays Bay Road and Port Project Impact Statement	1	All Volumes, Sections, and Appendices
		The NIRB will require an electronic copy of the IS document and all appendices and may also require multiple hard copies of the Impact Statement.	1 to 11	Grays Bay Road and Port Project Impact Statement	1	Provided to NIRB

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Prior to making the submission to the NIRB, Proponents shall contact the NIRB to determine the number of print and electronic copies required	1 to 11	Grays Bay Road and Port Project Impact Statement	1	As discussed with NIRB
		The Proponent is encouraged to use various methods of representing the materials in addition to text descriptions (e.g., tables, figures, pictures, three-dimensional modeling, videos, etc.) to facilitate awareness of topics being discussed in the Impact Statement	1 to 11	Grays Bay Road and Port Project Impact Statement	1	Tables, pictures, figures provided where applicable.
3.4	Main Document	The Proponent shall prepare the main document and/or volume to have sufficient details for the reader to learn and understand the proposed project, potential impacts, mitigation measures, residual effects, and the significance of those effects.	1	Main Document, Section MD.1 Introduction	MD-1	
		The main document shall also include key maps illustrating the proposed project location and key project components.	1	Main Document, Figure MD 1.1 to 1.3	MD-7	
		Detailed studies (including all relevant and supporting data and methodologies) shall be provided in separate appendices and will be referenced by appendix, section, and page in the text of the main document.	1	Section MD 5.1.2 Project Effects	MD-40	
3.5	Translation	Popular Summary, Executive Summary and Glossary to be in English, French and Inuktitut.	1	Table of Contents - English	MD-i	Table of Contents in each language is provided for quick reference to translated sections using the bookmark feature in the PDF document.
		French	1	Table of Contents - French	MD-xiii	Table of Contents in each language is provided for quick reference to translated sections using the bookmark feature in the PDF document.
		Inuinnaqtun	1	Table of Contents - Inuinnaqtun	MD-v	Table of Contents in each language is provided for quick reference to translated sections using the bookmark feature in the PDF document.
		Inuktitut	1	Table of Contents - Inuktitut	MD-ix	Table of Contents in each language is provided for quick reference to translated sections using the bookmark feature in the PDF document.
4.0 4.1	Executive Summary (stand alone)	Describe key elements of the project and key findings of effects assessments for the activities that make up the project	1	Executive Summary	ES-15	
		Provide conclusions to the assessment, complete with rationale. Provide measures proposed to address all predicted impacts	1	Executive Summary	ES-38	
		Discuss proposed methods to address significant impacts of known/expected public concern.	1	Executive Summary	ES-38	
4.2	Popular Summary/Non-tech	Intent and structure identical to Executive Summary but prepared in non-technical language, includes glossary, concise, referenced in the IS and if possible made available as a standalone document	1	Non-Technical Summary	NTS-1	
		1 page Fact sheet	1	Volume 1 - Impact Statement Summary	PDF pg. 3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	Summaries	Summaries to be in: English	1	Table of Contents - English	MD-i	Table of Contents in each language referenced for quick reference to translated sections using the bookmark feature in PDF document.
		French	1	Table of Contents - French	MD-xiii	Table of Contents in each language referenced for quick reference to translated sections using the bookmark feature in PDF document.
		Inuinnaqtun	1	Table of Contents - Inuinnaqtun	MD-v	Table of Contents in each language referenced for quick reference to translated sections using the bookmark feature in PDF document.
		Inuktitut	1	Table of Contents - Inuktitut	MD-ix	Table of Contents in each language referenced for quick reference to translated sections using the bookmark feature in PDF document.
5 5.1	Introductory Sections of Impact Statement Proponent Info	The Proponent shall identify itself and explain current and proposed ownership of rights and interests in the proposed project, as well as operational arrangements and corporate and management structures.	2	Section 1.1 Proponent Information	1-1	
		It shall specify the Proponent’s policies related to the biophysical and socio-economic environments, as well as health	2	Section 1.1.1 Operational Experience	1-2	
		The Impact Statement shall further specify whether and how these policies apply to all businesses for which the Proponent has an operating responsibility, including to employees, contractors, subcontractors, and suppliers	2	Section 1.1.1 Operational Experience	1-2	
		These policies shall also describe the Proponent’s reporting systems in place to ensure that lessons learned are incorporated into the business plan and operations on a regular basis.	2	Section 1.1.1 Operational Experience	1-2	
		Furthermore, the Proponent shall provide complete contact information such as telephone and fax numbers, postal and email addresses, and where necessary, separate addresses for corporate and operations offices	2	Section 1.1 Proponent Information	1-1	
		The Proponent shall describe its past and present operational experience in the activities being proposed for the project, and with transportation networks involving air, marine, or ground transportation (winter and all-weather road components).	2	Section 1.1.1 Operational Experience	1-2	
		The Proponent shall reference: Its record of compliance with governmental policies and regulations pertaining to biophysical and socio-economic issues in past operations	2	Section 1.1.1 Operational Experience	1-2	
		Its record of safety, major accidents, spills and emergencies, and corresponding responses	2	Section 1.1.1 Operational Experience	1-2	
		Its record of any corporate policies, codes of practice, programs, or plans concerning the proponent’s environment and sustainability. Information shall also be provided on how its plans, policies, and programs align with and recognize the importance of Inuit laws, norms, and societal values	2	Section 1.1.1 Operational Experience	1-2	
		Its record in honouring commitments on biophysical and socio-economic matters in the event of planned or premature project closure, whether temporary or permanent, or due to change of ownership	2	Section 1.1.1 Operational Experience	1-2	
		Its record of undertaking adaptive management	2	Section 1.1.1 Operational Experience	1-2	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Its relations with Indigenous peoples, including prior experience with any Impact and Benefits Agreements if appropriate	2	Section 1.1.1 Operational Experience	1-2	
		Its record of any training and/or support provided to Indigenous peoples to advance within the company	2	Section 1.1.1 Operational Experience	1-2	
		Its history of operational experiences in Arctic and Sub-arctic regions including but not limited to glaciers where unusual seasonal weather may occur	2	Section 1.1.1 Operational Experience	1-2	
		Its record in incorporating biophysical, socio-economic, health, and cultural considerations into site preparation/pre-construction, construction, operations (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final closure (decommission and reclamation), and post-closure	2	Section 1.1.1 Operational Experience	1-2	
		Corrective actions it has undertaken in the past, distinguishing between those taken voluntarily and those taken at the insistence of a third party	2	Section 1.1.1 Operational Experience	1-2	
		The Proponent shall identify and describe any obligations or requirements that it must meet to post a bond or other forms of financial security to ensure payment of compensation in the event of accidents that directly or indirectly result in major damage by the proposed project to either the biophysical or socio-economic environments	2	Section 1.1.2 Project Funding	1-3	
		This must include considerations for the cost of planned or premature closure, whether temporary, reduced, or permanent	2	Section 1.1.2 Project Funding	1-3	
		The Proponent shall provide information on the current status of project financing and financial preparedness to meet the requirements for reclamation and security, should the proposed project proceed	2	Section 1.1.2 Project Funding	1-3	
		If the Proponent does not have prior operational experience in Nunavut or Northern Canada, it shall discuss experience obtained in developing projects in similar environments to Nunavut or Northern Canada as well as the safeguards that it intends to put in place to compensate for the lack of prior experience	2	Section 1.1.1 Operational Experience	1-2	
5.2	Project Overview	The IS shall include an overview that provides general project information to ensure the NIRB, and all parties involved have a clear understanding of the proposed project and its potential effect	2	Section 1.5 Project Overview	1-13	
5.3	Project Location	The IS shall contain a concise description of the geographical setting and the socio-ecological context in which the proposed project would take place. This description shall focus on those aspects of the proposed project and it's setting that are important to understand the potential biophysical and socio-economic impacts of the proposed project as well as effects of the biophysical environment on the project.	2	Section 1.5.1 Project Location	1-18	
		The following information shall be included The Geographic coordinates (longitude/latitude (degrees, minutes, seconds)) and the Universal Transverse Mercator coordinates of the proposed main project site	2	Section 1.5.1 Project Location, Table 1.5 Project Component Locations (Approximate)	1-18	
		Current land and/or aquatic uses (refers to both freshwater and marine water uses) in the area and the relationship of the proposed project facilities and components with any Crown land, Inuit Owned Land, and Commissioner's Land	2	Section 1.5.1 Project Location	1-20	
			2	Section 1.4 Regulatory Regime	1-8	
		All waterbodies, including navigable waterways	2	Section 1.5.1 Project Location	1-20	
			7	Section 20.2.2.2 Fish and Fish Habitat Overview	20-26	
		The biophysical, socio-economic, cultural significance and value of the historical and archaeological sites, and/or culturally significant areas, in the local and regional study areas identified by potentially impacted communities, residents of the designated area, Inuit knowledge holders and/or Indigenous groups	2	Section 1.5.1 Project Location	1-18	
			3	Section 5.4.2 Spatial Boundaries	5-5	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Environmentally sensitive areas, such as national and territorial parks, ecological reserves, marine protected areas, UNESCO World Heritage Sites, ecologically and biologically sensitive areas, wetlands, estuaries, and habitats of federally listed species at risk (Schedule 1 of Species at Risk Act) and other sensitive areas;	2	Section 1.5.1 Project Location	1-19	
		Culturally important features on the landscape, culturally significant areas, and traditional harvesting regions	2	Section 1.5.1 Project Location	1-19	
		Local communities	2	Section 1.5.1 Project Location	1-18	
		Land Tenure (see Section 5.3.1	2	Section 1.5.1 Project Location	1-19	
		The Impact Statement shall also provide maps of the proposed project location	2	Section 1.5.1 Project Location, Figure 1.4 Project Location	1-19	
		The location map shall include the boundaries of the proposed site with geographic coordinates, the key project components, the major infrastructure, adjacent properties or leased lands, adjacent land and/or aquatic uses, and any important environmental features listed above	2	Section 1.5.1 Project Location	1-19	
		In addition, site plans/sketches and photographs showing project location, site features, and the intended location of project components shall be included.	2	Section 1.5 Project Overview, Figure 1.3 Project Overview	1-15	
		Location maps shall be labelled with common and accepted place-names usually referred to by the local communities in their own language/dialects, in addition to their official toponyms (see Section 3.5), especially where traditional Inuit place-names have been made official through the process outlined in Section 33.9 of the Nunavut Agreement.	2	Section 1.5.1, Figure 1.4 Project Location	1-19	
		The Proponent is encouraged to identify dialectal differences among potentially impacted communities, as necessary	9	Section 24.2.2.2 Inuit of the Kitikmeot Region; Governance, Demographics, and Language	24-33	
			9	Section 24.2.2.3 Inuvialuit; Governance, Demographics, and Language	24-61	
		Maps of the proposed project's location shall be provided as an electronic geospatial data file at a common scale and datum to accompany the text to allow for comparison and overlay with other maps.	2	Section 1.5.1, Figure 1.4 Project Location	1-19	
		The Proponent should include a common reference point for potentially impacted communities to identify the scale of proposed works	2	Section 1.5.1 Project Location	1-18	
			2	Section 1.5 Project Overview, Figure 1.3 Project Overview	1-15	
5.3.1	Land Tenure (including GIS info where non-confidential)	The Proponent shall delineate on a map of suitable scale the legal boundaries of any areas to which it will acquire rights through lease or other tenure arrangements, including Crown land, Inuit Owned Land, and Commissioner's land	2	Section 1.4 Regulatory Regime, Figure 1.2 Land Tenures	1-10	
		It shall further describe those areas by providing such information as, but not limited to site coordinates, land size, file numbers, start and end dates, fees, name of right holder, and any post-authorization amendments and/or renewals	2	Section 1.4 Regulatory Regime	1-8	
		The Proponent shall also provide information on existing tenures, licences, permits, or other authorizations that would be potentially impacted by the proposed project and provide a record on consultations with holders of such tenures, permits, or authorizations	2	Section 1.4 Regulatory Regime	1-12	
5.4	Regulatory Regime	and other regulatory approvals applicable to the proposed project as required by all relevant federal, territorial, regional and/or municipal owned lands	2	Section 1.4 Regulatory Regime	1-8	
		any relevant regional studies or strategic assessments relating to project approval, site preparation/pre-construction, construction, operations (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final	2	Section 1.4 Regulatory Regime	1-8	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		This section shall explain how the requirements would be met, including identifying potential future changes, and what specific governmental permits and approvals would be required	2	Section 1.4 Regulatory Regime	1-8	
		A list of currently held and required permits and licences, including dates of issue and expiry (as applicable) shall be appended. Requirements imposed by Article 12 of the Nunavut Agreement may be excluded from this discussion.	2	Section 1.4 Regulatory Regime	1-8	
		(including fuel and payroll taxes) with the Government of Nunavut, as well as meeting their regional programs for resource management	2	Section 1.4 Regulatory Regime	1-8	
5.5	Regional Context	The Proponent shall describe in general terms the regional biophysical and socio-economic (including health, social, economic, and cultural) environments as well as well-being of the region and Nunavut as a whole.	2	Section 1.2 Regional Context	1-4	
		This includes, but is not limited to, ecological land classifications, ecological processes and relationships, the location of other base and precious metal finds and other existing and potential developments including current and future land use plans.	2	Section 1.2 Regional Context	1-4	
		This discussion should also include regional current and future land and/or aquatic use activities, including hunting, harvesting, gathering, occupancy, and land uses such as for cultural practices, travel and camps, and cultural connection (past, present, and future) to the proposed project affected area	2	Section 1.2 Regional Context	1-4	
6 6.1	Project Description Project Design	An explanation of how the biophysical and socio-economic environments and well-being have influenced the design of the proposed project.	2	Section 2.1.1 Biophysical and Socio-Economic Environments and Ecosystem Integrity	2-1	
		A discussion on how the potential for climate change effects on the proposed project has influenced the design, planning and management of the proposed project components and associated activities	2	Section 2.1.2 Climate Change and Sustainability	2-5	
		on wildlife habitats, including freshwater habitat, marine habitat, and terrestrial habitat including cumulative impacts in the local and regional study area as well as the Kitikmeot region where applicable	2	Section 2.1 Project Design Considerations	2-1	
			2	Section 2.6.1 Detailed Project Components	2-26	
			10	Section 32 Cumulative Effects Assessment Overview, Table 32.2 Summary of Cumulative Effects Assessments for Valued Components	32-15	
		A discussion of how potential effects to humans (e.g., social, economic, and well-being) and communities have influenced the proposed project design to protect and/or minimize adverse effects due to remote locations.	2	Section 2.1 Project Design Considerations	2-1	
		A discussion of how potential impacts to workers and the public under both normal operations and potential accident and malfunction situations have influenced the design of the proposed project	2	Section 2.1.4 Workers Health and Safety	2-6	
		A discussion of how potential impacts to aquatic, marine, and terrestrial wildlife (e.g., caribou, polar bears, peregrine falcons, belugas, etc.) have influenced the design of the proposed project especially indicating methods to avoid and/or minimize impacts to aquatic, marine, and terrestrial wildlife, including the geographical location of project components, and how the proposed project has been designed to limit the overall size of the proposed project footprint, minimize sensory disturbance to wildlife	2	Section 2.1.1 Biophysical and Socio-Economic Environments and Ecosystem Integrity	2-1	
		A discussion of how regional health, social, economic, and cultural conditions have influenced the proposed project design.	2	Section 2.1.2 Climate Change and Sustainability	2-5	
		A discussion of how project design, particularly project infrastructure and site preparation, has been influenced by the distribution of past and current archaeological resources and sites used for harvesting of fish and wildlife and quarrying of soapstone	2	Section 2.1.1 Biophysical and Socio-Economic Environments and Ecosystem Integrity	2-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		A discussion of how public engagement, consultation and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, have influenced the planning and design of the proposed project	2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
		The considerations for future development	2	Section 2.3 Future Development	2-10	
		A discussion of how the Proponent has applied the precautionary principle in its project planning, design, and management	2	Section 2.1.3 Precautionary Principle	2-6	
		A discussion of how the proposed project would contribute to sustainability	2	Section 2.1.2 Climate Change and Sustainability	2-5	
		Demonstration that the proposed project can be closed in a manner that does not adversely impact members of the public and/or the environment, including	2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
		A description of the estimated contaminant and other material (physical and chemical (including nuclear) levels in the environment as well as estimated doses to members of the public after closure and reclamation; and	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.1 Human Health)	12	In Volume 9, Appendix 26A, the assessment of ecological health had identified no contaminants of concern. There is no pathway for chemical contaminant loading.
		Consideration for the overall aesthetics of the site after closure and reclamation	2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
		All assumptions underlying design features which are relevant to the impact assessment should be explicitly stated	2	Section 2.1 Project Design Considerations	2-1	
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 23.3.2.3 Mitigation, Management, and Enhancement Measures (Marine Mammals)	23-66	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 23.3.2.3 Mitigation, Management, and Enhancement Measures (Marine Mammals) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 23.6 Prediction Confidence and Uncertainty (Marine Mammals)	23-127	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 8, Section 23.6 Prediction Confidence and Uncertainty (Marine Mammals) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
6.2	Project Purpose, Need and Alternatives	Any problems and opportunities that the proposed project is intended to satisfy	2	Section 1.6 Project Purpose and Need	1-20	
		General feasibility from an economic perspective, including how the proposed project would directly or indirectly benefit communities in Nunavut and other regions of Canada;	2	Section 2.5.1 Economic Benefits	2-20	
		An assessment of the longer-term strategic implications of the proposed project, and how it may affect or contribute to transportation and other infrastructure networks (existing and proposed) in Nunavut	2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 1.5 Project Overview	1-13	
		Identification of past, current, and potential future users of the local study area, regional study area, and project infrastructure, including commercial, government, public, and private	2	Section 2.3 Future Development	2-10	
		An analysis of the overall net benefit of the proposed project in terms of Nunavut, and of Canada as a whole	2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.5 Economic and Employment Information	2-20	
		The Proponent is expected to provide evidence that it engaged Inuit Organizations as early as possible in the identification of alternative means to undertake the proposed project, and where Inuit showed interest, how it involved those parties in developing criteria, weighing and assessment structures for – and the conduct of the – alternative means assessment	2	Section 2.4 Alternatives	2-12	
			2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
			2	Section 1.3 Project Development History	1-6	
		Discussions addressing the above points shall be supported by an analysis of the positive and negative social and economic impacts on existing industries, markets, and communities over the life of the proposed project. This analysis should also indicate the distribution and magnitude of benefits and/or losses to specific well-being and mental health of socio-economic groups in the relevant study area	2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.5 Economic and Employment Information	2-20	
			9	Section 26.3 Assessment of Project Effects on Community Health & Well-being	26-37	Analysis of positive and negative social and economic impacts, including magnitude, distribution, and effects on community well-being and mental health, is provided through the Employment and Economy and Community Health and Well-being VC assessments.
			9	Section 27.3 Assessment of Project Effects on Employment & Economy	27-45	Analysis of positive and negative social and economic impacts, including magnitude, distribution, and effects on community well-being and mental health, is provided through the Employment and Economy and Community Health and Well-being VC assessments.
6.2.1	Alternatives	The IS shall include an explicit analysis of all alternative means of carrying out the proposed project components or activities, including a "no-go" alternative.	2	Section 2.4 Alternatives	2-11	Referenced as "Without the Project"
		This analysis must include the identification and application of criteria used (including Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge,) to determine the technical feasibility and economic viability of the alternatives to the proposed project (e.g., transportation as well as the natural, social, economic, and cultural environments).	2	Section 2.4 Alternatives	2-11	
			2	Section 1.3 Project Development History	1-6	
		This analysis must be done to a level of detail which is sufficient to allow the NIRB and the public to compare the proposed project with the alternatives and validate that the preferred plan for the proposed project is the most reasonable approach in terms of the economic costs and the biophysical, social, cultural, well-being, health and economic impacts and benefits (including transboundary effects	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
		For this validation, the Proponent must include reasons for selection of the project and/or its components the preferred alternative, and the reasons for rejecting other alternatives	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Where different routes are being considered for components such as roads and transmission line corridors, the Proponent must demonstrate strong consideration of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, and avoidance of impacts on Inuit values.	2	Section 2.4 Alternatives	2-11	
		The preferred alternative means should be based on the consideration of biological, ecological, physical, health, social, economic, well-being, and cultural impacts, the technical feasibility, and economic viability, and the best available technology, and application of the precautionary principle	2	Section 2.4 Alternatives	2-11	
		If the preferred alternative changes throughout the course of its assessment, the Proponent shall consult with the NIRB to determine whether this proposed change would result in a change to the scope of the proposed project under Review	2	Section 2.4 Alternatives	2-11	
			3	Section 6.1.2 WKR Commitment to Engagement	6-5	
		Further, the NIRB will only consider alternatives identified by the proponent which are fully described in its Impact Statement. Any alternatives not identified as preferred or fully described are considered excluded from the assessment and would need to be considered in a separate assessment	2	Section 2.4 Alternatives	2-11	
		The assessment of alternatives should demonstrate: The assessment of the technical and economic feasibility for each alternative has considered the: vulnerability of the Arctic ecosystem, particularly in terms of the accelerated pace of climate change effects certainty or uncertainty of the assessment lifestyle (cultural and hunting/harvesting of the area, isolation) potential for extension of the life of the proposed project including phased approaches;	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
			2	Section 2.4 Alternatives, Table 2.3 Evaluation of Project Components Summary	2-18	
		That the best available technologies were considered and applied in determining alternative means (i.e. alternative energy considerations);	2	Section 2.4 Alternatives, Table 2.3 Evaluation of Project Components Summary	2-18	
		The criteria used to evaluate alternative means reflects the potential concern for both the short-term (during construction and operations) and long-term (after decommissioning and reclamation) physical-chemical stability and environmental impacts of the proposed project;	2	Section 2.4 Alternatives, Table 2.3 Evaluation of Project Components Summary	2-18	
			2	Section 2.4 Alternatives, Table 2.3 Evaluation of Project Components Summary	2-18	
		The requirements of Section 7.4.3 of this document, specifically the consideration for cumulative impacts on the terrestrial, aquatic, and marine ecosystem and on traditional harvesting activities and whether each alternative has considered the vulnerability of the Arctic ecosystem	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
		The application of the precautionary principle, as outlined in Section 1.3, including consideration of uncertainty and potential for adverse impacts including climate change	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-15	
		How baseline data, valued components, and assessment boundaries have been considered	2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
			4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.2.4 Assessment Boundaries	9-5	
			4	Section 9.3 Description of the Environment and Baseline Information	9-8	
		How the views, information, knowledge and opinions of Nunavummiut and other potentially affected Indigenous groups (Inuvialuit, First Nations and/or Metis), the public, and other participants have been taken into consideration in the assessment of all the alternative options. Information should include a discussion of how engagement and consultations by the Proponent have influenced the proposed project planning, and how the preferences of Nunavummiut, the public, and other participants are considered by the Proponent in determining the preferred project alternatives	2	Section 2.4 Alternatives	2-12	
			3	Appendix 6E Historical Engagement Activities	6E-1	
			3	Section 6.3 Engagement Details and Outcomes, Table 6.2 Summary of Key Issues Raised During Engagement	6-12	
			3	Section 6.3.4 Response to Community Feedback	6-15	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
6.3	Scope of the Project	As set out in ss. 99(1)(a) and 99(1)(b) of the NuPPAA , the scope of the proposed project shall be defined to reflect the project proposal received by the NIRB from the Proponent and must include any work or activity identified in the project proposal, as well as any other work or activity that the Board considers sufficiently related to the proposed project.	2	Section 2.6 Detailed Scope of the Project	2-25	
		The NIRB may exclude any work or activity from the scope that it considers insufficiently related to the proposed project	2	Section 1.5 Project Overview	1-14	NIRB confirmed that third-party use of the proposed road and port, and any associated infrastructure expansions, are excluded from the Project scope and would require separate assessment (NIRB Final Scope List for the Grays Bay Road and Port Project; NIRB File No.: 24XN038). Accordingly, these activities are not assessed as Project components but are considered, where applicable, in cumulative effects discussions.
			4	Section 9.4.3 Cumulative Effects Assessment	9-15	
		The Proponent shall consider all phases, components, activities, and works and/or alternative means to undertake the project identified in the scope of the proposed project as part of the impacts assessment	2	Section 2.6.2 Construction Phase	2-35	
			2	Section 2.6.3 Operations and Maintenance Phase	2-49	
6.3.1	Detailed project description	The Proponent shall describe the proposed project by presenting project components and all activities associated with each in a systematic way including alternative means to undertake the project.	2	Section 2 Project Components and Activities	2-1	
		The description should focus on the activities that will have the greatest potential to have biological, ecological, physical, health, social, economic, well-being, and cultural impacts. The description shall encompass the proposed project as a whole, including all phases of development, the location of each activity and the activities' duration, magnitude, and scale in sufficient detail to allow the Proponent to predict potential adverse and positive ecosystemic and socio-economic impacts, any interaction between those impacts, and to address any public concerns about the proposed project.	2	Section 1.5 Project Overview	1-13	
			2	Section 2 Project Components and Activities	2-1	
			2	Section 2.2 Project Phases	2-8	
			2	Section 2.4 Alternatives	2-11	
		The Impact Statement should include a schedule, including time of year, frequency, and duration of all proposed activities including alternative means to undertake the project that the proponent wishes to include in the NIRB's Review and highlight activities that involve periods of increased disturbance to the biological, ecological, physical, health, social, economic, well-being, and cultural conditions.	2	Section 2.2 Project Phases	2-8	
			2	Section 2.6.2 Construction Phase	2-35	
			2	Section 2.6.3 Operations and Maintenance Phase	2-49	
		The description should also include changes that would occur in the local or regional study areas because of the proposed project and/or the alternative means to undertake the project.	2	Section 1.5 Project Overview	1-13	
			2	Section 2 Project Components and Activities	2-1	
			2	Section 2.2 Project Phases	2-8	
			2	Section 2.4 Alternatives	2-11	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Where specific codes of practice, guidelines, and policies apply, thresholds and quantitative limits shall be applied. These documents must be cited and may be included as appendices to the Impact Statement where required	5 to 9	Section 20.1.2 Regulatory and Policy Setting (Freshwater Fish and Fish Habitat)	20-6	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 7, Section 20.1.2 Regulatory and Policy Setting (Freshwater Fish and Fish Habitat) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
6.3.2	Project Phases	The Proponent is required to present a description of each project development phase [site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final closure (decommission and reclamation) and post-closure], relevant timeframes, works and undertakings associated with each of these phases.	2	Section 2.2 Project Phases	2-8	
			2	Section 2.6.2 Construction Phase	2-35	
			2	Section 2.6.3 Operations and Maintenance Phase	2-49	
			2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
		The plan must include consideration for reduced function, temporary closure, or care and maintenance recognizing that operations may come to an unforeseen pause. The Proponent must also identify all associated monitoring and mitigation plans (biophysical and socio-economic) to be implemented in each of the identified phases to eliminate or minimize adverse impacts that might occur at various project stages for each project element	2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
			11	Section 37 Management Plans, Table 37.1 Summary of Mitigation and Monitoring Plans for the Project	37-6	
			11	Section 37, Appendix 37F Progressive Reclamation Plan	1	
6.4	Future Development	The Proponent shall evaluate any foreseeable expansions of the current proposed project, the needs of required infrastructure, and associated biophysical, socio-economic, and well-being impacts.	2	Section 2.3 Future Development	2-10	
		Such an evaluation should be based on the Proponent's business strategic plan for the proposed project, other predictions and the development realized by projects of a similar nature.	2	Section 2.3 Future Development	2-10	
		The Proponent shall provide sufficient information regarding foreseeable future development related to the proposed project to ensure that the Proponent is not 'project splitting'.	2	Section 2.3 Future Development	2-10	
			2	Section 2.4 Alternatives	2-11	
		Conceptual design is normally sufficient when providing information on future development	2	Section 2.3 Future Development	2-10	
		In addition, the Proponent shall discuss how any foreseeable future development scenarios have been taken into consideration when designing the infrastructure and ancillary utilities for the proposed project.	2	Section 2.3 Future Development	2-10	
		The Proponent's assessment of cumulative impacts of the proposed project shall also include the future development scenarios as outlined above	2	Section 2.3 Future Development	2-10	
			10	Section 32.3 Regional and Future Perspectives	32-10	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
6.5	Economic and Employment Information	To understand the context of the proposed project, the Impact Statement shall include a description of the economic and employment aspects of the proposed project including	2	Section 2.3 Future Development	2-10	
			2	Section 2.5 Economic and Employment Information	2-20	
		Capital costs, estimated operating costs, including closure costs and the total expected revenues (current market values);	2	Section 2.3 Future Development	2-10	
		Estimation of the number of full and part-time jobs to be created directly and indirectly by the proposed project, with consideration of local business and supplying contracting	2	Section 2.3 Future Development	2-10	
			2	Section 2.5.2 Employment Opportunities	2-22	
		The types of jobs, required skills and education levels (using a recognized classification system) including training requirements for each position	2	Section 2.5 Economic and Employment Information	2-20	
		Opportunities for employment	2	Section 2.5.2 Employment Opportunities	2-22	
		The number of person years of work, broken down by various phases of the proposed project	2	Section 2.5.2 Employment Opportunities	2-22	
			9	Section 27.3.4 Change in Employment	27-65	
		Contracting and procurement information for each phase of the Project including, if known, a breakdown of the number and types of jobs that will be done by contractors and what the contractor obligations to employees will be, and opportunities for these contracts create for Inuit owned and locally owned business. If applicable, this should include any assistance the Proponent will complete with Inuit and local entrepreneurs	2	Section 2.5.5 Contracting and Procurement	2-24	
			9	Section 27.3.6 Change in Contracting and Business Opportunities	27-85	
		Communities of focus for hiring opportunities and anticipated hiring policies	9	Section 27.3.4 Change in Employment	27-65	
			11	Section 37, Appendix 37J Human Resources Plan	1	
		Worker housing situations including number of workers expected to be residing onsite or in workers' camps, on-site services and facilities for workers, transportation to work and proposed work schedule	2	Section 2.5.2 Employment Opportunities	2-23	
		Discussion of the commuting arrangements for local hired workers, Inuit and non-Inuit, especially those who live in the communities without proposed direct air transport to the proposed project sites and how the Proponent plans to support the fly-in/fly-out workforce with in-community liaison workers	2	Section 2.5.3 Workforce Mobilization	2-24	
		Expectations and perceptions to employment at the proposed project by the residents in the proposed project regional study area	9	Section 27.2.2 Overview, Table 27.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback Related to Employment and Economy	27-18	
		Information on benefits, including employee assistance programs that might be expected by employees and whether these benefits will extend to contractor employees (e.g., training, skill enhancement, career planning, employee counselling, cultural support, wellness program);	9	Section 27.3.4.2 Mitigation, enhancement, and Management Measures (Change in Employment)	27-66	
			11	Section 37, Appendix 37J Human Resources Plan	1	
		Information on training opportunities and/or support provided to Inuit to be able to advance within the company; including towards management roles	9	Section 27.3.5 Change in Education and Training	27-81	
		Information on training opportunities and retention plan for women, specifically Inuit women.	9	Section 27.3.5 Change in Contracting and Business Opportunities	27-85	
		Information on the management of workplace harassment and discrimination, including any policies and training offered to all employees	9	Section 27.3.4.2 Mitigation, enhancement, and Management Measures (Change in Employment)	27-66	
			11	Section 37, Appendix 37J Human Resources Plan	1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Information on assistance programs and/or support provided to Inuit to successfully enter the contracting and procurement process	9	Section 27.3.4.2 Mitigation, enhancement, and Management Measures (Change in Employment)	27-66	
			11	Section 37, Appendix 37J Human Resources Plan	1	
		Workplace policies and programs (e.g., codes of conduct, workplace safety programs, cultural awareness programs, on-site support for Inuit and non-Inuit workers, community support for worker’s families, and country food programs).	9	Section 27.3.4.2 Mitigation, enhancement, and Management Measures (Change in Employment)	27-66	
			11	Section 37, Appendix 37J Human Resources Plan	1	
7 7.1	Impact Assessment Methodology Factors to be considered	The Impact Statement Guidelines correspond to the factors as outlined in s. 103 of the NuPPAA that the NIRB must take into account when conducting a review. (a) the purpose of the project and the need for the project	2	Section 1.6 Project Purpose and Need	1-20	
		(b) whether, and to what extent, the project would protect and enhance the existing and future well-being of the residents and communities of the designated area, taking into account the interests of all Canadians	2	Section 1.6.1 Sovereignty and Security Benefits	1-20	
			2	Section 1.6.3 Community and Social Benefits	1-24	
		(c) whether the project reflects the priorities and values of the residents of the designated area	2	Section 1.6.1 Sovereignty and Security Benefits	1-20	
			2	Section 1.6.3 Community and Social Benefits	1-24	
		(d) the anticipated effects of the environment on the project, including effects associated with natural phenomena, arctic meteorological and seismological activity, other geohazards and landscape instability, and climate change	2	Section 2.1.2 Climate Change and Sustainability	2-5	
			10	Section 35 Effects of the Environment on the Project	35-1	
		(e) the anticipated ecosystemic, socio-economic, cultural, health, and well-being impacts of the proposed project, including those arising from the effects referred to in paragraph (d)	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.4 Assessment of Cumulative Effects (Terrain, Soils, and Permafrost)	14-43	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4 Assessment of Cumulative Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 31.1 Context and Approach (Holistic Assessment)	31-1	
			10	Section 31.3 Holistic Valued Component System	31-16	
		(f) the cumulative ecosystemic and socio-economic impacts that could result from the impacts of the project combined with those of any other project that has been carried out, is being carried out or is likely to be carried out	10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
			10	Section 32.4 Key Assessment Outcomes(Cumulative Effects Assessment Overview), Table 32.2 Summary of CEA for VCs	32-15	
			10	Section 32.5 Summary (Cumulative Effects Assessment Overview)	32-17	
			4	Section 9.4.3 Cumulative Effects Assessment	9-14	Defines the approach and describes the criteria for selecting other projects, defining the cumulative assessment areas, and evaluating cumulative effects.
			5 to 9	Section 11.4 Assessment of Cumulative Effects (Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.4.3 Summary of Cumulative Effects (Air Quality)	11-61	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4.3 Summary of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5.2 Significance of Cumulative Effects (Air Quality)	11-64	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5.2 Significance of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		(g) whether the impacts referred to in paragraphs (e) and (f) would unduly prejudice the ecosystemic integrity of the designated area	10	Section 31.1 Context and Approach (Holistic Assessment)	31-1	
			10	Section 31.2 Valued Component System (Holistic Assessment)	31-3	
			10	Section 31.3 Holistic Valued Component System	31-16	
			10	Section 31.4 Collective System (Holistic Assessment)	31-26	
			5 to 9	Section 14. Assessment of Project Effects (Terrain, Soils, & Permafrost)	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14. Assessment of Project Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.3.2.4 Project Residual Effect (Terrain, Soils, & Permafrost)	14-31	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.2.4 Project Residual Effect (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.4 Assessment of Cumulative Effects (Terrain, Soils, & Permafrost)	14-43	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4 Assessment of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		(h) the measures, including those proposed by the Proponent, that should be taken to i) avoid and mitigate adverse ecosystemic and socio-economic impacts, including contingency plans to help mitigate uncertainty ii) optimize the benefits of the project, with specific consideration given to expressed community and regional preferences in regard to benefits iii) compensate persons whose interests are adversely affected by the project	4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	approach / process with regard to iii) compensate persons whose interests are adversely affected by the project - compensation will be determined as required
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.5.3 Summary of Mitigation, Management, and Enhancement Measures (Terrain, Soils, & Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5.3 Summary of Mitigation, Management, and Enhancement Measures (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.7 Follow-up and Monitoring (Terrain, Soils, & Permafrost)	14-53	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.7 Follow-up and Monitoring (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iv) restore ecosystemic integrity after the permanent closure of the project	2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
		(i) the significance of the impacts referred to in paragraphs (e) and (f), taking into account the measures referred to in paragraph (h)	10	Section 32 Cumulative Effects Assessment Overview	32-15	Table 32.2 Summary of Cumulative Effects Assessments for Valued Components
			4	Section 9.4.1.4 Significance Determination	9-13	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	This reference is to the EA Methodology to relay the process taken to complete the Impact Statement.
			5 to 9	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the capacity of renewable resources that are likely to be significantly affected by the project to meet the existing and future needs of the residents of the designated area	6	Section 14.3.2 Change in Landforms and Terrain Conditions	14-29	
			6	Section 14.5 Significance of Effects (Terrain, Soils, and Permafrost)	14-50	
		(k) any monitoring program of the project's ecosystemic and socio-economic impacts that should be established, including one proposed by the Proponent	11	Section 37 Management Plans, Table 37.2 Summary of Mitigation and Monitoring Plans for the Project	37-6	
		(l) the interests in land and waters that the Proponent has acquired or seeks to acquire	2	Section 1.4 Regulatory Regime, Land Tenure and Regulatory Authorizations	1-8	
		(m) the options for carrying out the project that are technically and economically feasible and the anticipated ecosystemic and socio-economic impacts of such options	2	Section 2.4 Alternatives	2-11	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		(n) the posting of performance bonds	11	Appendix 37F, Section 5 Estimated Closure and Reclamation Costs	V11-7	Performance bonds are not anticipated as part of the Project. WKR does not anticipate posting performance bonds or financial security during the NIRB review process, as the Project is primarily composed of permanent infrastructure that does not require reclamation. For areas used temporarily during construction, reclamation will occur in accordance with permit conditions, and any associated security requirements will be determined alongside overall Project construction financing once detailed design is finalized. Permanent infrastructure will be addressed through agreements with the relevant government entity, with WKR expecting that a government entity will assume long-term responsibility — and ultimate liability — prior to construction. For Project components on Inuit Owned Lands, any cash bond requirements will be guided by a detailed reclamation plan approved by the Kitikmeot Inuit Association. Should performance bonds or other financial assurances be required by regulators at subsequent permitting stages, WKR will implement a structured process to ensure appropriate financial assurance is in place at that time
		(o) the particular issues or concerns identified under subsection 96(1) The potential for the “Grays Bay Road and Port” project proposal to result in adverse ecosystemic and socio-economic effects as a result of the combined cumulative effects of the Proposal and increased levels of mineral development in the Kitikmeot Region likely to be associated with the Proposal were initially discussed in 2017, continue to be of concern in 2024, and requires further analysis, and should be considered during the review of the Proposal. Comments received from various commenting parties have identified this issue of potential cumulative effects as a particular concern and also noted that a comprehensive environmental review would be necessary to fully account for these potential impacts. Given the number of mineral exploration projects in the region, the importance of wildlife habitat (e.g., caribou calving and post-calving habitat) and Inuit harvesting in the region, the potential transboundary effects, and the continued encroachment of development into previously undisturbed areas throughout the region, the potential for adverse cumulative ecosystemic and socio-economic effects must factor prominently in the assessment of the	2	Section 2.3 Future Development	2-10	
			4	Section 9.4.3 Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
			10	Section 32.2.2 Where Cumulative Effects Assessment Information is in the Impact Statement, Table 32.1 Cumulative Effects Assessment Information in the Impact Statement	32-7	
			10	Section 32.3 Regional and Future Perspectives	32-10	
			10	Section 32.5 Summary (Cumulative Effects Assessment Overview)	32-17	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		“Grays Bay Road and Port” project proposal. The potential indirect effects arising from the Proponent’s intentions to use the road and port to encourage mineral exploration and the resulting increased connections to Yellowknife and the rest of Canada, requires consideration during the assessment of the Project. The associated implications of these connections on further development in the West Kitikmeot Region must also be considered. 1) potential cumulative impacts of increasing mineral development in the Kitikmeot Region;	6	Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost)	14-43	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			6	Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, & Permafrost)	14-48	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			6	Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			6	Section 16.5.1 Project Residual Effects Likely to Interact Cumulatively with Residual Effects from Other Physical Activities (Caribou)	16-125	
			3	Section 6.3.1 Historical Engagement Activities (2016-2017)	6-10	
		2) other transportation infrastructure projects;	4	Section 9 Effects Assessment Overview, Appendix 9A Project Inclusion List, Table 9A1.1 Description of Physical Activities	9A1-1	
			2	Section 1.3 Project Development History	1-6	
			2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.3 Future Development	2-10	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			2	Section 2.4 Alternatives	2-11	
			3	Section 7.4 Regional Development	7-10	
			10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
			10	Section 32.2.2 Where Cumulative Effects Assessment Information is in the Impact Statement, Table 32.1 Cumulative Effects Assessment Information in the Impact Statement	32-7	
			10	Section 32.3 Regional and Future Perspectives	32-10	
			10	Section 32.5 Summary (Cumulative Effects Assessment Overview)	32-17	
			3	Section 6.3.1 Historical Engagement Activities (2016-2017)	6-10	
		3) impacts of increased shipping in the Kitikmeot Region;	2	Section 2.3 Future Development	2-10	
			2	Section 2.4 Alternatives, Table 2.2 Evaluation of Project Location Options Summary	2-14	
			8	Section 23.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Marine Mammals)	23-16	
			8	Section 23.3 Assessment of Project Effects on Marine Mammals	23-42	
			8	Section 23.3.7 Effects of Climate Change on Marine Mammals (Key findings)	23-99	
			8	Section 23.4 Assessment of Cumulative Effects (Marine Mammals)	23-103	
			8	Section 23.4.1 Justification of Projects Rated No Interaction (Marine Mammals)	23-107	
			8	Section 23.4.3.3 Cumulative Effects (Change in Behaviour Caused by Sensory Disturbance)	23-109	
			8	Section 23.4.4.3 Cumulative Effects (Change in Mortality and / or Injury Risk)	23-114	
			8	Section 23.4.5 Summary of Cumulative Effects (Marine Mammals)	23-118	
			8	Section 23.5 Significance of Effects (Marine Mammals)	23-119	
			10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
			10	Section 32.3 Regional and Future Perspectives	32-10	
			10	Section 32.5 Summary (Cumulative Effects Assessment Overview)	32-17	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			10	Section 33.2 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Transboundary Effects Assessment)	33-1	
			10	Section 33.4.9 Marine Mammals (Transboundary Effects Assessment)	33-21	
			10	Section 34.4.2 Marine Hazardous Materials Spills (Description of Potential Accidents or Malfunctions)	34-10	
			10	Section 34.4.7 Marine Vessel Accident (Description of Potential Accidents or Malfunctions)	34-12	
			10	Section 34.7.2 Marine Hazardous Materials Spill (Description of Residual Effects)	34-27	
			10	Section 34.7.7 Marine Vessel Accident (Description of Residual Effects)	34-45	
			11	Section 37 Management Plans, Appendix 37I Port Management Plan (Draft), Section 5 Port Marine-based Operations	12	
			11	Section 37 Management Plans, Appendix 37H EPP (Draft), Attachment H4 Risk Management and Emergency Response Plan (Draft)	1	
			11	Section 37 Management Plans, Appendix 37H EPP (Draft), Attachment H5 Spill Contingency Plan (Draft)	1	
		4) impacts on the Bathurst caribou herd;	6	Section 16.2 Baseline Conditions (Caribou)	16-27	
			6	Section 16.4 Assessment of Project Effects on Caribou	16-85	
			6	Section 16.4.2.4 Project Residual Effects (Bathurst Caribou Herd)	16-95	
			6	Section 16.5 Assessment of Cumulative Effects on Caribou	16-125	
			6	Section 16.5.6 Summary of Cumulative Effects (Bathurst Caribou Herd)	16-143	
			6	Section 16.6 Transboundary Effects (Caribou)	16-152	
			6	Section 16.7 Significance of Effects (Caribou)	16-158	
			6	Section 16.8 Prediction Confidence and Uncertainty (Caribou)	16-161	
			6	Section 16.9 Follow-up and Monitoring (Caribou)	16-164	
			10	Section 31.3.1 effect on Land and Freshwater Environment (Holistic Assessment)	31-18	
			10	Section 33.4.3 Caribou (Transboundary Effects Assessment)	33-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		5) and transboundary issues.	2	Section 2.3 Future Development	2-10	
			3	Section 6.1.1.2 Other Indigenous Groups (Public Engagement)	6-3	
			4	Section 9.4.2 Transboundary Impacts	9-14	
			6	Section 16.6 Transboundary Effects (Caribou)	16-152	
			10	Section 32.2.2 Where Cumulative Effects Assessment Information is in the Impact Statement, Table 32.1 Cumulative Effects Assessment Information in the Impact Statement	32-6	
			10	Section 32.3 Regional and Future Perspectives	32-10	
			10	Section 33 Transboundary Effects Assessment	33-1	
			10	Section 33.4.3 Caribou (Transboundary Effects Assessment)	33-14	
			10	Section 33.4.9 Marine Mammals (Transboundary Effects Assessment)	33-21	
		(p) any other matter within the Board's jurisdiction that, in its opinion, should be considered	2	Section 2.6 Detailed Scope of the Project	2-25	
		a) Technical innovations previously untested in the Arctic including new technology for port and road design and operations				
		Anticipated ecosystemic and socio-economic impacts of the proposed Project b) Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
			3	Section 4 Inuit Knowledge, Indigenous Knowledge, and Community Knowledge	4-1	
			3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives	5-1	
			3	Section 5.4.1 Scope of Each Valued Component Assessment	5-5	
			3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives, Table 5.1 Application of Inuit Qaujimajatuqangit Principles in Engagement and in the IS	5-3	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		c) Statement of consultation principles and practices	5 to 9	Section 11.1 Scope of the Assessment (Influence of Inuit, Indigenous, and Community Knowledge) [Air Quality]	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1 Scope of the Assessment (Influence of Inuit, Indigenous, and Community Knowledge) [Air Quality] VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			2	Section 2.1.5 Public Engagement and Inuit Qaujimajatuqangit	2-7	
			3	Section 6 Public Engagement	6-1	
			3	Section 6.1 Engagement Approach	6-2	
			3	Section 6.2 Methods of Engagement	6-9	
			3	Section 6.3 Engagement Details and Outcomes	6-10	
		d) Significant effects analysis	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 14.5 Significance Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5 Significance Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		e) Sustainability analysis	10	Section 31.2 Valued Component System	31-3	Sustainability is evaluated through integrated VC, cumulative, and holistic assessments that consider long-term ecosystemic and socio-economic outcomes.
			10	Section 31.3 Holistic Valued Component System	31-6	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		f) Interactions with Valued Ecosystem Components and Valued Socio-Economic Components	4	Section 9.4.1.1 Project Interactions, Potential Effects, and Effects Pathways	9-9	
			5 to 9	Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost)	14-43	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 31.2 Valued Component System	31-3	
			10	Section 31.3 Holistic Valued Component System	31-16	
			10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
		g) Discussion of similar resource development projects carried out in areas outside the Nunavut Settlement Area	2	Section 1.6 Project Purpose and Need	1-22	
		h) Planned future development and the associated level of uncertainty.	2	Section 2.3 Future Development	2-10	
			4	Section 9.4.3 Cumulative Effects Assessment	9-14	
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			4	Section 9 Effects Assessment Overview, Appendix 9A Project Inclusion List, Table 9A1.1 Description of Physical Activities	9A1-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, & Permafrost)	14-48	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4.5 Summary of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost)	14-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 32.2 Approach (Cumulative Effects Assessment Overview)	32-1	
			10	Section 32.3 Regional and Future Perspectives	32-10	
			10	Section 32.5 Summary (Cumulative Effects Assessment Overview)	32-17	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The NIRB will consider the need for, alternatives to, and alternative means of carrying out the proposed project in assessing the justification for any significant ecosystemic and socio-economic impacts identified both separately and holistically, and in formulating its recommendations to the responsible Ministers	2	Section 1.6 Project Purpose and Need	1-20	
			2	Section 2.4 Alternatives	2-11	
			10	Section 31.2 Valued Component System, Table 31.1 Valued Component Summary and Relationships	31-5	
			10	Section 32.4 Key Assessment Outcomes(Cumulative Effects Assessment Overview), Table 32.2 Summary of CEA for VCs	32-15	
7.2	Scope of the Impact Assessment	The scope of the impact assessment determines the expectations of the process based on priority issues related to the proposed project, defining the components of the ecosystemic and/or the socio-economic (including health, social, economic, and cultural) environments that could be impacted by the proposed project and for which there is public concern	4	Section 9.2 Scope of the Assessment	9-3	
			5 to 9	Section 11 .1 Scope of Assessment (Air Quality)	11-1	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11 .1 Scope of Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The scope confirms which valued ecosystemic and socio-economic components must be considered to determine the potential for impacts associated with the proposed project through all planned project stages of the development, and which the Proponent will be required to examine within its Impact Statement.	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.2.4 Assessment Boundaries	9-5	
			2	Section 2.2 Project Phases	2-8	
			5 to 9	Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Scoping establishes the impact assessment parameters and focuses the assessment on relevant issues and concerns. The impact assessment of the proposed project in support of the Board's Review must address the factors as outlined in Section 7.1.	4	Section 9.1 Overview (Effects Assessment Methodology)	9-1	
			4	Section 9.2 Scope of the Assessment	9-3	
			4	Section 9.4 Impact Assessment Approach	9-8	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
7.2.1	Valued Ecosystemic and Socio-Economic Components	As noted in Section 2.1 of these Impact Statement Guidelines, the Impact Statement should include the processes and interactions between the valued components selected that are likely to be affected by the proposed project.	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.4.1.1 Project Interactions, Potential Effects, and Effects Pathways	9-9	
		If relevant, the location of these valued components should be indicated on maps or charts, indicating to whom these valued components are important and the reasons why, in terms of biophysical, social, economic, health, cultural, archaeological, recreational, tourism, aesthetic or other considerations	5 to 9	Section 11.1.4.1 Spatial Boundaries (Air Quality)	11-12	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4.1 Spatial Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent should also indicate the specific geographical areas or ecosystems that are of particular concern, and their relation to the broader regional biophysical and socio-economic environments or values	4	Section 9.2.4 Assessment Boundaries	9-5	
			4	Section 9.3 Description of the Environment and Baseline Information	9-8	
			5 to 9	Section 14.1.4 Boundaries (Terrain, Soils, and Permafrost)	14-9	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4 Boundaries (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.2 Baseline Conditions	14-13	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2 Baseline Conditions VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The final list of valued components to be presented in the Impact Statement shall be completed according to the evolution and design of the proposed project and reflect the knowledge on the biophysical or socio-economic environments acquired through public engagement.	4	Section 9.2.1 Valued Components	9-3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent must describe how the valued components were selected and what methods were used to predict and assess the impacts of the proposed project on these valued components.	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11 .1 Scope of Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11 .1 Scope of Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent should also validate the choice of valued components, especially those valued components that will be used to assess the significance of proposed project component interactions, through engagement with the potentially affected communities, residents, public and knowledge holders, local organizations, designated Inuit organizations, Indigenous groups, other governments or organizations, and interested individuals, and through respectful incorporation of Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge.	5 to 9	Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.3 Description of the Environment and Baseline Information	9-8	
		The Proponent shall provide a rationale for the selection of communities and relevant studies for which baseline data has been provided. For all valued components used in the assessment, the Proponent shall describe, explain, and justify the identified indicators or measurable parameters (i.e., thresholds) that would be used to identify changes in the valued components as outlined in Section 7.4.5	3	Section 5.4.3 Baseline Conditions	5-6	
			3	Section 7 Regional Historical Overview	7-1	
			5 to 9	Section 14.2 Baseline Conditions (Terrain, Soils, and Permafrost)	14-13	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2 Baseline Conditions (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent is expected to identify the proposed project components and activities that are anticipated to interact with the selected valued components.	5 to 9	Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost)	14-6	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.1.1 Project Interactions, Potential Effects, and Effects Pathways, Table 9.1 Template to Identify Potential Project Interactions and Effects in VC Assessments	9-9	
			5 to 9	Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost, Table 14.6 Project Interactions with terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost, Table 14.6 Project Interactions with terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Components and activities related to site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final closure (decommission and reclamation) and post-closure of the proposed project	4	Section 9.4.1.1 Project Interactions, Potential Effects, and Effects Pathways, Table 9.1 Template to Identify Potential Project Interactions and Effects in VC Assessments	9-9	
			5 to 9	Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost, Table 14.6 Project Interactions with terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost, Table 14.6 Project Interactions with terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Components and activities induced by the proposed project development, which will occur in the reasonably foreseeable future	10	Section 32.2.1 Why and How are Cumulative Effects Assessed	32-4	
			4	Section 9.4.3 Cumulative Effects Assessment	9-15	
			4	Section 9 Effects Assessment Overview, Appendix 9A Project Inclusion List, Attachment 9A1 Description of Physical Activities	9A1-1	
7.2.2	Assessment Boundaries	The scope of the proposed project must include any NIRB defined temporal, spatial, and issues scope boundaries	4	Section 9.2.4 Assessment Boundaries	9-5	Methodology and approach for all VC's; detailed examples subdivided in the next rows
7.2.2.1	Spatial Boundaries	The Impact Statement shall define the spatial boundaries of the maximum area potentially affected by the proposed project and the alternative means to undertake the project, based on the boundaries for each individual type of impact	4	Section 9.2.4 Assessment Boundaries	9-5	
			5 to 9	Section 14.1.4 Boundaries (Terrain, Soils, and Permafrost)	14-9	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4 Boundaries (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent is required to consult with the potentially affected members of the public and governments as well as the NIRB during the development of the proposed project, when defining the spatial boundaries used in the Impact Statement.	3	Section 5.4.2 Spatial Boundaries	5-5	
			5 to 9	Section 14.1.1.1 Influence of Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Terrain, Soils, and Permafrost)	14-3	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.1.1 Influence of Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Further, depending on the nature and specific location of the proposed project, the Proponent is encouraged to also engage with government departments and agencies as well as local government, Designated Inuit organizations and Regional Wildlife Boards in areas whose members may be impacted or have interest in the proposed project	3	Section 6 Public Engagement	6-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		National and international neighbouring areas to the designated area are summarized below but may not be exclusive to other areas that may be affected by or have interest in the proposed project.	4	Section 9.2.4.1 Spatial Boundaries	9-6	
			5 to 9	Section 14.1.4 Boundaries (Terrain, Soils & Permafrost)	14-9	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4 Boundaries (Terrain, Soils & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Impact Statement shall describe the spatial boundaries, including local and regional study areas, of each valued components either individually or as part of a system used to assess the potential adverse and beneficial impacts of the proposed project and provide a rationale for each boundary.	4	Section 9.2.4 Assessment Boundaries	9-5	
			5 to 9	Section 14.1.4 Boundaries (Terrain, Soils & Permafrost)	14-9	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4 Boundaries (Terrain, Soils & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The spatial boundaries of the assessment of the proposed project shall be determined based on the following criteria: The physical extent of project activities and/or alternative means to undertake the proposed project, including transportation routes	4	Section 9.2.4 Assessment Boundaries	9-5	
			5 to 9	Section 14.1.4 Boundaries (Terrain, Soils & Permafrost)	14-9	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4 Boundaries (Terrain, Soils & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The extent of terrestrial, marine, and aquatic ecosystems and habitat potentially affected by the proposed project, taking into account factors such as watersheds, and the migratory and/or life cycle of wildlife species, and demonstrated by evidence of the potential geographic extent of effects, supported by scientific methods, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	4	Section 9.2.4 Assessment Boundaries	9-5	
			5 to 9	Section 21.1.4 Boundaries (Marine Water & Sediment)	21-10	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 21.1.4 Boundaries (Marine Water & Sediment) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Ecological impacts (e.g., with respect to pollutant transport, bioaccumulation, noise)	9	Appendix 26A Human Health and Ecological Risk Assessment” Specifically the following: 4.2.2 Identification of Chemicals of Potential Concern	5	
			9	Appendix 26A Human Health and Ecological Risk Assessment” Specifically the following: 2.2.2 Ecological Risk Assessment Framework	34	It should be noted that, although human health assessments consider noise as a potential hazard to people, noise is not evaluated in ecological risk assessments, in accordance with federal guidance (CCME 2020; FCSAP 2025).
			9	Appendix 26A Human Health and Ecological Risk Assessment” Specifically the following: Table 4.4 Exposure Pathways for the Grays Bay Port and Road Ecological Risk Assessment	38	
			9	Appendix 26A Human Health and Ecological Risk Assessment” Specifically the following: 5 Toxicity Assessment	40	As there were no complete exposure pathways for ecological receptors, TRVs for ecological receptors were not necessary.
		The communities potentially directly or indirectly impacted by the proposed project	9	Section 25.1.4.1 Spatial Boundaries (Food Security and Food Sovereignty)	25-9	Concordance to this guideline component applies to multiple VC assessments within Volume 9. To reduce repetition in the concordance table, a representative example is provided: Section 25.1.4.1 Spatial Boundaries (Food Security and Food Sovereignty) VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 25.1.4.1 Spatial Boundaries (Food Security and Food Sovereignty) - Figure 25.1 Food Security and Food Sovereignty Assessment Area	25-11	Concordance to this guideline component applies to multiple VC assessments within Volume 9. To reduce repetition in the concordance table, a representative example is provided: Section 25.1.4.1 Spatial Boundaries (Food Security and Food Sovereignty) - Figure 25.1 Food Security and Food Sovereignty Assessment Area VC assessments in Volume 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The extent to which traditional and contemporary land and/or aquatic use activities, including hunting, harvesting, gathering, and land uses such as for cultural practices, travel and camps, and cultural connection (past, present, and future) could potentially be affected by the proposed project	9	Section 24.1.4.1 Spatial Boundaries (Traditional Land, Marine, and Resource Use)	24-11	
		The size, nature, and location of past, present, and reasonably foreseeable projects and activities which could interact with the items listed above	4	Section 9 Effects Assessment Overview, Appendix 9A Project Inclusion List, Table 9A1.1 Description of Physical Activities	9A1-1	
			5 to 9	Section 24.4.1 Project Residual Effects Likely to Interact Cumulatively (TLRMU)	24-152	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 24.4.1 Project Residual Effects Likely to Interact Cumulatively (TLRMU) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Potential ecosystemic or socio-economic impacts outside of Nunavut	10	Section 33.3.1 Identification of Valued Components Subject to Transboundary Effects	33-11	
			10	Section 33.2 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Transboundary)	33-1	
			10	Section 33.3.2 Assessment of Transboundary Effects	33-13	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 24.4.1 Project Residual Effects Likely to Interact Cumulatively (TLRMU)	24-152	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 24.4.1 Project Residual Effects Likely to Interact Cumulatively (TLRMU) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The following general spatial boundaries are suggested as a minimum for impact assessment	4	Section 9.2.4 Assessment Boundaries	9-5	
		Site study area: the site study area (SSA) is the proposed project footprint (i.e., where proposed project activities would be undertaken including the project's proposed facilities, buildings and infrastructure, transportation corridors, access roads, shipping routes, etc. and any energy generation/transmission, water withdrawal and deposition, and granular or other natural resource gathering to support project physical works and activities).	4	Section 9.2.4 Assessment Boundaries	9-6	
		Local Study Area: the local study area (LSA) is that area inclusive of, and beyond the site study area, where there exists the reasonable potential for direct impacts due to project activities from any phase of the proposed project, ongoing normal activities, or to possible abnormal operating conditions. The geographic boundary will depend on the factor being considered (e.g., a local study area defined for the aquatic environment will differ from that defined for the atmospheric environment).	4	Section 9.2.4 Assessment Boundaries	9-6	
		Regional Study Area: the regional study area (RSA) is the area within which there exists the potential for direct and indirect biophysical and socio-economic effects of the proposed project that may interact with the effects of other projects, resulting in the potential for cumulative effect and induced effects. The geographic boundaries for the regional study areas are also specific to the factor being considered and the area includes lands, communities, and portions of Nunavut and other regions of Canada that are outside the Nunavut Settlement Area that may be relevant to the assessment of wider-spread impacts of the proposed project. The Proponent is advised to duly consider the transboundary implications of impacts to identified valued components because of air and marine transportation for the proposed project.	4	Section 9.2.4 Assessment Boundaries	9-6	
		The Proponent shall include a stand-alone section of the Impact Statement that consolidates all identified transboundary impacts occurring outside the Designated Area but resulting from Project activities. This summary must synthesize effects across valued components and refer to the detailed analysis provided in the relevant subsections of the Impact Statement	10	Section 33 Transboundary Effects Assessment	33-1	
			6	Section 16.6 Transboundary Effects (Caribou)	16-152	
		The Impact Statement must contain a justification and rationale for all spatial boundaries and scales chosen and provide evidence that they have consulted Inuit or other potentially	4	Section 9.2.4 Assessment Boundaries	9-5	
			3	Section 5.4.2 Spatial Boundaries	5-5	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		affected Indigenous groups (Inuvialuit, First Nations or Metis) about these spatial boundaries and their appropriateness, and where Inuit or other potentially affected Indigenous groups (Inuvialuit, First Nations or Metis) have identified alternative spatial boundaries, provide a rationale for why they were not adopted.	5	Section 11.1.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Air Quality)	11-3	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Section 11.1.4.1 Spatial Boundaries (Air Quality)	11-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4.1 Spatial Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Impact Statement shall determine the temporal boundaries separately for the site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final closure (decommission and reclamation) and post-closure periods, including planned activities to be undertaken in conjunction with the proposed project.	4	Section 9.2.4.2 Temporal Boundaries	9-7	
7.2.2.2	Temporal Boundaries	Like spatial boundaries, temporal boundaries may vary with, among other things, the type of impact being considered and with seasonal changes. The establishment of temporal boundaries has two (2) aspects: the time-horizon used to predict changes, and the temporal variability and periodicity that characterize the predicted impacts. The time-horizon used for predicting change must be a function of the anticipated duration of the proposed project; including the final closure and post-closure phases, the predicted impacts, and the predictive capability of the various disciplines considered.	4	Section 9.2.4.2 Temporal Boundaries	9-7	
			5 to 9	Section 14.1.4.2 Temporal Boundaries (Terrain, Soils, and Permafrost)	14-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4.2 Temporal Boundaries (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Impact Statement shall determine the temporal boundaries separately for the site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, temporary closure (care and maintenance), final closure (decommission and reclamation) and post-closure periods, including planned activities to be undertaken in conjunction with the proposed project.	4	Section 9.2.4.2 Temporal Boundaries	9-7	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The temporary closure period (or care and maintenance) covers the period of untimely closure of the proposed project and includes care and maintenance activities.	4	Section 9.2.4.2 Temporal Boundaries	9-7	
			2	Section 2.6.4 Decommissioning and Reclamation Phase	2-54	
			11	Section 37 Management Plans, Appendix 37F Progressive Reclamation Plan	1	
		The final closure period covers decommission and reclamation activities. The post-closure period covers the period after the proposed project has been decommissioned and abandoned and ends when the footprint has been reclaimed and returned as much as possible to its natural state and has been accepted as reclaimed by regulatory authorities. Therefore, temporal boundaries of the post-closure period may encompass many years, depending on the site, the type of project, and the methods of closure	4	Section 9.2.4.2 Temporal Boundaries	9-7	
		The Proponent shall also consider where applicable, the temporal bounds of project alternatives under assessment, noting where they differ from those for the preferred option.	4	Section 9.2.4.2 Temporal Boundaries	9-7	
		As is the case for the determination of spatial boundaries, the temporal boundaries must indicate the range of appropriate scales at which baseline descriptions and the assessment of ecosystemic, socio-economic, and cumulative impacts are presented.	5 to 9	Section 14.1.4.2 Temporal Boundaries (Terrain, Soils, and Permafrost)	14-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.4.2 Temporal Boundaries (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		For all temporal boundaries, the Impact Statement shall give a rationale and justification for the boundaries chosen, including a description of any consultation with members of the public or technical experts including the incorporation of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge.	4	Section 9.2.4.2 Temporal Boundaries	9-7	
		The Proponent shall demonstrate consideration to traditional and contemporary land and/or aquatic uses and occupancy (past, present, and future), in addition to other factors to be considered in its determination of temporal boundaries for the proposed project. This will be informed through consultation with communities and local land users	4	Section 9.2.4.2 Temporal Boundaries	9-7	
			3	Section 5 Integration into Engagement Methods and the Assessment	N/A	
		the Proponent shall recognize the potential influence of climate change. In every instance where future climate change effects on the valued components or the proposed project are being considered, the Proponent shall include a range of potential outcomes drawing on the range of credible science scenarios about future climate alterations and discuss the implications of each	5 to 9	Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
7.3	Description of the Ecosystemic and Socio-Economic Environments and Baseline Information	The Impact Statement shall include a description of the environment, including the valued components of the existing environment and environmental processes, their interrelations, and interactions as well as the variability in these components, processes, and interactions over time scales appropriate to the Impact Statement	3	Section 7 Regional Historical Overview	7-1	
		The Impact Statement shall include descriptions of existing conditions and trends over time to date for all selected valued components.	3	Section 7 Regional Historic Overview	7-1	
			5 to 9	Section 14.2.2 Overview (Terrain, Soils, and Permafrost)	14-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2.2 Overview (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The description of baseline conditions shall include both qualitative and quantitative information and data, as necessary, to understand the human and biophysical components of the environment.	3	Section 7.1 Introduction (Regional Historical Overview)	7-1	
			6	Section 14.2.2 Overview (Terrain, Soils, and Permafrost)	14-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2.2 Overview (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Baseline shall include well-being, food security, cultural practices, and land use.	9	Appendix 25A People & Communities Baseline Report	1	
		In characterizing the environmental impacts of the proposed project, the Proponent shall consider the historical background conditions (including a review of published literature, technical scientific reports, and peer-reviewed scientific literature), current baseline environment and the environmental and socio-economic trends within the proposed project area, including Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, shared in relation to the existing ecosystemic and socio-economic environments relevant to the assessment of potential impacts from the project for all proposed phases.	5 to 9	Appendix 14A Terrain, Soils, & Permafrost Baseline Report, Section 4 Summary of Baseline Conditions	12	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Appendix 14A Terrain, Soils, & Permafrost Baseline Report, Section 4 Summary of Baseline Conditions VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The description of the historical background, current baseline conditions, and the impact trends shall include a consideration of past projects and activities carried out within the applicable study areas (project footprint, local study area, regional study area) which may have overlapping impacts, including transboundary impacts	3	Section 7 Regional Development	7-10	
			4	Appendix 9A Project Inclusion List, Table 9A1.1 Description of Physical Activities	9A1-1	
		The Proponent shall explain methodologies used for developing an appropriate baseline.	4	Section 9.3 Description of the Environment and Baseline Information	9-8	
		When developing baseline for the Impact Statement, the Proponent shall consider other types of information in addition to data, such as Inuit and other Indigenous stories and myths, perception of the land, well-being, food security, cultural practices, and land use.	3	Section 9.3 Description of the Environment and Baseline Information	9-8	
			9	Appendix 25A People & Communities Baseline Report	17	
		The Proponent shall work with potentially affected communities and Indigenous organizations to appropriately identify and use this knowledge and information.	5 to 9	Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		For data collection, information should be included on evaluation of the adequacy of data or validation, confidence levels associated with baseline data, and identification of significant gaps in knowledge and understanding and analyses (see Section 2.1).	5 to 9	Section 15.6.3 Gaps and Uncertainties (Vegetation)	15-96	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.6.3 Gaps and Uncertainties (Vegetation) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 15.2.1 Methods (Vegetation)	15-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.2.1 Methods (Vegetation) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		In addition, any uncertainties and the methodology and/or steps to be taken to fill information gaps shall be discussed as deficiencies in baseline data increase uncertainties in the prediction of potential impacts, and consequently may require an intensification of corresponding monitoring and mitigation programs (Section 11.3), and follow-up and adaptive plans (Section 11.3.1), so parties can assess the Proponent’s strategy	5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost)	14-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		It is important that the Impact Statement reflects a holistic view of what the current state of the environment is, not just for a scientific view, but from an Inuit lens.	9	Appendix 25A People & Communities Baseline Report	17	
		To identify natural fluctuations and trends including cyclical and other recurrent phenomena, the Proponent shall collect baseline data to reflect sufficient time, depth, and geographic broadness of both temporal and spatial scale (e.g., populations and distributions of wildlife valued ecosystemic components are known to fluctuate in cyclic trends over extensive time periods and geographic ranges and it could take several years to conduct the field research necessary to collect adequate baseline information across all seasons)	6	Appendix 16A Wildlife Baseline Report, Section 3 Regional Overview	39	
		Where well-supported long term scientific data is lacking or there exists a reasonable degree of uncertainty, other types of information can be used to establish baseline data and should prioritize Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, to fill in gaps, particularly with reference to long-term natural fluctuations and trends that may not be sufficiently characterized by historic scientific data and relatively short-term project-specific studies	6	Appendix 16A Wildlife Baseline Report, Section 2 Data Sources and Methods	5	
		To understand the natural ecological conditions and the potential impacts from the proposed project on these conditions, the Proponent should consider the design of all ecosystemic and socio-economic environmental monitoring programs to ensure that the baseline data required is useful in understanding the relationship between the natural ecological conditions and the potential project impacts on these conditions.	5	Section 11.7 Follow-up and Monitoring (Air Quality)	11-67	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.7 Follow-up and Monitoring (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		While detailed guidance on baseline collection has not been provided, guidance is available through the below list and relevant authorities.			N/A	
		To plan for and prepare the necessary baseline data in advance of an impact assessment, the NIRB strongly encourages developers of major projects to engage potentially affected members of the public and governments, as well as the NIRB during the development of the proposed project, the proponent must consider if the data and/or information	3	Section 6.3.1 Historical Engagement Activities (2016-2017)	6-10	
			3	Section 6.3.2 Current Engagement Activities Led by WKR (2024-2025)	6-11	
			3	Section 6.3 Engagement Details and Outcomes	6-10	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Volume 5, Section 11.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Air Quality)	11-18	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Is collected in a manner conducive to detailed analyses, extrapolations, and reliable predictions.	4	Section 9.3 Description of the Environment and Baseline Information	9-8	
			3	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost)	14-52	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Is suitable for estimating pre-project baseline conditions	4	Section 7 Regional Development	7-10	
		Can be used to predict potential effects from the proposed project.	5 to 9	Section 14.3.2.1 Analytical Assessment Techniques (Terrain, Soils, and Permafrost)	14-29	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.2.1 Analytical Assessment Techniques (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Is collected with consideration to seasonal or temporal variations, ensuring a comprehensive representation	5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Supports evaluations of post-project changes in conditions	5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Adheres to recognized data standards or methodologies to ensure consistency	5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Is gathered in collaboration or consultation with relevant stakeholders, ensuring diverse insights.	5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Is transparent and made accessible to all relevant stakeholders	5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
7.4	Impact Assessment Approach	The impact assessment shall describe			N/A	
		Baseline information, which includes historic to current conditions and trends over time	3	Section 7 Regional Historical Overview, Section 7.1.2 Historical Timeline	7-2	
		Potential impacts on individual valued components, with consideration of the interrelations between them and potential interactions	5 to 9	Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost	14-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.1 Project Interactions with Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Identified community objectives and desired outcomes and how these have informed the impact assessment and development of mitigation measures and monitoring programs	5 to 9	Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (on Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Potential cumulative impacts	5	Section 11.4: Assessment of Cumulative Effects (on Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4: Assessment of Cumulative Effects (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Potential for transboundary impacts	10	Section 33 Transboundary Effects Assessment	33-1	
			6	Section 16.6 Transboundary Effects (Caribou)	16-152	
		Potential impacts to Indigenous Peoples asserting s. 35 rights	9	Section 24 Assessment of Potential Effects on Traditional, Land, Marine, and Resource Use	24-1	
			10	Section 33.2 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Transboundary Effects Assessment)	33-10	
			3	Section 4.1.2 Indigenous Knowledge	4-2	
			3	Section 6 Public Engagement	6-1	
		Proposed mitigation measures to avoid, minimize, and restore predicted impacts, or offsetting as a last option to compensate for any residual predicted impacts	5	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Predicted residual impacts after mitigation measures have been applied	5 to 9	Section 14.3.4.4 Project Residual Effects (Terrain, Soils, and Permafrost)	14-40	Valued Component assessments in Volumes 5–9 follow a consistent structure. To avoid repetition, an example concordance is provided for predicted residuals effects after mitigation has been applied (e.g., Volume 6, Section 14 – Terrain, Soils, and Permafrost).
			5 to 9	Section 14.3.5 Summary of Project Residual Effects (Terrain, Soils, and Permafrost)	14-40	Valued Component assessments in Volumes 5–9 follow a consistent structure. To avoid repetition, an example concordance is provided for predicted residuals effects after mitigation has been applied (e.g., Volume 6, Section 14 – Terrain, Soils, and Permafrost).

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Predicted significance of identified project-specific and cumulative impacts	5	Section 11.5 Significance of Effects (Air Quality)	11-64	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Proponents are expected to thoroughly assess the potential impacts that have been identified by communities through engagement as issues of concerns, regardless of the Proponent’s findings on the predicted significance of those impacts	3	Section 6.3.3 Summary of Key Issues, Table 6.2 Summary of Key Issues Raised During Engagement	6-12	
			5 to 9	Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost)	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Terrain, Soils, and Permafrost), Table 14.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback	14-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Terrain, Soils, and Permafrost), Table 14.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5	Section 14.5 Significance of Effects (Terrain, Soils & Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5 Significance of Effects (Terrain, Soils & Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Impact Analysis on Individual Valued Components The impact assessment for each valued component shall be linked to a list of proposed project components and activities which they may interact with and which may result in in the potential for impacts.	5	Section 11.3.1, Table 11.7 Project Interactions with Air Quality	11-24	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.1, Table 11.7 Project Interactions with Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		To support the identification of potential impacts on valued components that may result from the construction, operation, closure and/or post-closure activities of the proposed project, it is useful to begin by identifying the potential interactions between the various project components and activities with the selected valued components	5	Section 13.3.1, Table 13.7 Project Interactions with Noise & Vibration	13-23	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 13.3.1, Table 13.7 Project Interactions with Noise & Vibration VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		A matrix, table, or a comparable tool should be used to identify potential project interactions with valued components	5	Section 13.3.1, Table 13.7 Project Interactions with Noise & Vibration	13-23	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 13.3.1, Table 13.7 Project Interactions with Noise & Vibration VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent is encouraged to engage with potentially impacted communities, the public, and interested parties to identify appropriate methods and tools for identifying and illustrating the potential for impacts. Requirements and guidance specific to the impact assessment of ecosystemic and socio-economic components are detailed in Section 8 of the Standardized Revised Draft IS Guidelines.	3	Section 6 Public Engagement	6-1	
		Based on the predicted potential adverse impacts, the proposed mitigation measures shall be addressed in the corresponding management plans	11	Section 37.1.2 Environmental Management Plan Overview	37-2	
	Holistic Discussion	To meaningfully and effectively understand potential impacts and the significance of these impacts, particularly on potentially impacted communities, a holistic discussion and analysis shall take place in addition to viewing components individually so that they are not separately from their environment and the other components identified	10	Section 31 Holistic Valued Component System	31-16	
		When assessing potential impacts, Proponents shall include in their discussion the capability of natural systems (local and regional) to maintain their structure and functions and to support biological and ecological diversity and health	4	Section 9.4 Impact Assessment Approach	9-8	
			10	Section 31.1 Context and Approach (Holistic Assessment)	31-1	
			10	Section 31.2 Valued Component System	31-3	
		This level of analysis should further include the collective, or combined, impacts of the proposed project on the environment and people, including their culture, health, and well-being	10	Section 31.3.3 Effects on the Human Environment	31-23	
			10	Section 31.3.1 Effects on Land and Freshwater Environment	31-18	
			10	Section 31.3.2 Effects on the Ocean Environment	31-21	
		The Proponent's Impact Statement shall describe community values, objectives and desired outcomes, including future use of an area as identified for the proposed project and how these could be impacted by the proposed project.	10	Section 31.3.3 Effects on the Human Environment	31-23	
		This discussion shall include any resulting changes to project design and/or associated mitigation measures or monitoring programs.	10	Section 31.1 Context and Approach	31-1	
		Considerations should include - Valued components that are interconnected - Potential individual and collective impacts - Potential impacts or changes to the function of the system - Potential impacts to community objectives and desired outcomes and any associated mitigation measures or monitoring programs considering existing community programs	10	Section 31.2 Valued Component System	31-3	
			10	Section 31.4 Collective System	31-26	
7.4.1	Impact Predications	Table 1 Description of how scientific evidence, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge was used to predict impacts	4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-5	
			4	Section 9.4 Impact Assessment Approach	9-8	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			3	Section 5.5 Reconciling Perspectives	5-9	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Description of how well-being, values, and community objectives and desired outcomes of potentially impacted communities are reflected in the prediction of impacts community	3	Section 5.4.6 Significance of Effects	5-7	
			3	Section 6.3 Engagement Details and Outcomes	6-10	
			5 to 9	Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost)	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			3	Section 5.5 Reconciling Perspectives	5-9	
		Description of how engagement with specific groups informed the impact assessment and predictions	5 to 9	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost)	14-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback, Table 14.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Terrain, Soils, and Permafrost)	14-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback, Table 14.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			3	Section 5.5 Reconciling Perspectives	5-9	
		Gaps or uncertainty in the impact assessment (including the methods used, information available, and results) identified	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost)	14-51	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.6 Prediction Confidence and Uncertainty (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Key differences in conclusions drawn from knowledge sources and justification for the Proponent's preference, if any, as well as plans to address differences identified and described	3	Section 5.5 Reconciling Perspectives	5-9	
		The Proponent shall assess the potential for short and long-term direct, indirect, induced, and cumulative impacts – including transboundary impacts and impacts to Indigenous Groups asserting s. 35 rights – of the proposed project on the ecosystemic and socio-economic environments, and the interactions and interrelations between valued components as well as on identified community objectives and desired outcomes	5 to 9	Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost), Table 14.3 Characterization of Residual Effects on Terrain, Soils, and Permafrost	14-12	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost), Table 14.3 Characterization of Residual Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3.2.2 Project Effects Pathways (Terrain, Soils, and Permafrost)	14-29	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.3.2.2 Project Effects Pathways (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.4.2.3 Cumulative Effects (Terrain, Soils, and Permafrost)	14-47	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.4.2.3 Cumulative Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 33.4 Transboundary Effects Assessment	33-13	
			10	Section 33.5 Transboundary Effects Assessment	33-24	
		The Proponent shall provide a discussion on how the predicted changes or impacts compare to baseline conditions, the proposed mitigation measures and residual impacts (impacts after mitigation) and the significance of residual impacts.	5 to 9	Section 14.3.2.2 Project Effects Pathways (Terrain, Soils, and Permafrost)	14-29	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.3.2.2 Project Effects Pathways (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3.2.3 Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost)	14-31	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.3.2.3 Mitigation, Management, and Enhancement Measures (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.3.2.4 Project Residual Effect (Terrain, Soils, and Permafrost)	14-31	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.3.2.4 Project Residual Effect (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.5.1 Significance of Project Residual Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: 14.5.1 Significance of Project Residual Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Significance determinations shall be informed with input by potentially impacted communities.	5 to 9	Section 11.7 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.7 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent shall also describe its assessment of the degree of uncertainty associated with each predicted impact.	5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	Assessment of Impacts on Individual Valued Components	The Proponent shall identify potential impacts to each valued components resulting from each proposed project phase, including impacts arising from accidental events and malfunctions, with established mitigation (e.g., industry standard practices) used to draw impact predictions	5 to 9	Section 11.3.1, Table 11.7 Project Interactions with Air Quality	11-24	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.1, Table 11.7 Project Interactions with Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 34.4 Description of Potential Accidents or Malfunctions	34-8	
			10	Table 34.6 Potential Interactions between Accidents and Malfunctions and Valued Component	34-13	
			10	Section 34.6.1 Mitigation Applicable to All Scenarios	34-15	
		Predictions shall be presented with explanations and justification, including the following: Explain how scientific, engineering, and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge data and analysis were integrated to inform the identification of impacts and determination of mitigation;	5 to 9	Section 11.3.1 Project Interactions with Air Quality (Air Quality)	11-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Project Interactions with Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Document and justify study methodologies, including mathematical or numerical modeling and statistical analyses (see Section 2.1.2);	4	Section 9.4.1.1 Project Interactions, Potential Effects, and Effects Pathways	9-11	Approach / Methodology
			5 to 9	Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost)	14-6	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.3 Potential Effects, Pathways, and Measurable Parameters (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost)	14-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.5 Residual Effects Characterization (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.2.1 Methods (Terrain, Soils, and Permafrost)	14-14	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.2.1 Methods (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.3 Description of the Environment and Baseline Information	9-8	Approach / Methodology

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Support analyses, interpretation of results and conclusions with reference to appropriate literature;	5 to 9	Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost	14-29	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3 Assessment of Project Effects on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Document assumptions and limitations of data collection and analyses, and describe how uncertainty in impact predictions have been dealt with	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	Approach / Methodology
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Identify which impact prediction studies included the assistance of communities and individuals, who was involved (if the information can be made public), and how participants were selected and were engaged in the impact prediction (see Section 2.1.1);	3	Appendix 6A Inuit Advisory Group Workshop Summaries; 1.3 Workshop Participants	1-3	
			5 to 9	Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, was used to inform, interpret, or guide the scientific and engineering results and where Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, was able to offer new or additional insights or results may not align in full, and where scientific and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, findings differ, the Proponent will identify efforts it has made and mitigation	3	Appendix 6A - 5 Summary of Risk Assessment Activity	5-3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Identify all proposed mitigation measures and adaptive management strategies, if applicable	5 to 9	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Describe or characterize the potential residual effects	4	Section 9.4.1 Project Effects Assessment and Characterization; Section 9.4.1.3 Residual Project Effects	9-12	Approach / Methodology
			5 to 9	Section 11.1.5 Residual Effects Characterization (Air Quality)	11-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.5 Residual Effects Characterization (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
7.4.2	Impacts of the Natural Environment on the Project	The Proponent shall discuss the potential impacts of the environment on the proposed project (e.g., water crossing integrity), considering such factors as	10	Section 35.3 Terrain Instability	35-8	
			6	Section 14.3.4 Change in Terrain Stability	14-34	
		Geotechnical hazards such as slope instability, ground instability including that related to differential thaw settlement and frost heave; ice scour; seismic activity	6	Section 14.3.4 Change in Terrain Stability	14-34	
			10	Section 35.3 Terrain Instability	35-8	
			10	Section 35.4 Seismic Activity	35-11	
		Unfavourable geological conditions (weak zones and/or faults);	10	Section 35.5 Unfavourable Geological Conditions	35-13	
		Permafrost (ground instability related to permafrost thaw and discharge of subsurface water including potential hazards associated with winter icing occurrence	10	Section 35.3.1 Potential Effects of Terrain Instability (Effects of the Environment)	35-8	
			6	Section 14.3.4.2 Project Effect Pathways (Terrain, Soils, and Permafrost	14-34	
		Severe weather events (extreme precipitation events, flooding, storm surges, fire, high winds, extreme temperatures etc.)	5	Appendix 12B Climate Change Risk Assessment	16	
			5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
		Sea ice conditions, sea level trends, subsidence (thaw settlement and crustal movements), and local and global climate change	5	Appendix 12B Climate Change Risk Assessment	22	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
7.4.2.1	Climate Change	Table 1: Requirements for Climate Change Assessment	5	Section 12.3 West Kitikmeot Region Climate Summary	12-14	
		Analysis of the Project's greenhouse gas (GHG) emissions against relevant emissions reduction efforts, targets, or climate change legislation, regulation, or policies	5	Section 12.4.2 Project Activities, Technologies, and Practices (Climate)	12-22	
		Positive and negative impacts on carbon sinks and sources	5	Section 12.4.3 GHG Emissions Quantification (Climate)	12-23	
		When required, an upstream GHG assessment. Additional requirements to be issued in Project specific impact statement guidelines	5	Section 12.4.3 GHG Emissions Quantification (Climate)	12-23	
		When required, a net-zero plan. Additional requirements to be issued in Project specific impact statement guidelines	5	Section 12.2 Regulatory and Policy Setting (Climate)	12-7	Not applicable at this stage. Subject to future project-specific requirements.
		Proposed mitigation measures, including an evaluation of best available technologies and environmental practices and its conclusions	5	Section 12.4.5 Summary of Mitigation, Management, and Enhancement Measures	12-27	
		Identifying Project Impacts on Valued Components in the Context of Climate Change	5 to 9	Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Rationale for the selection of climate models and associated scenarios when assessing the proposed project's impacts on valued components, including an assessment of the degree of uncertainty associated with climate models and scenarios applied, and the related impact on other predictions in the Impact Statement	5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
			5	Appendix 12B, Section 2 Methodology (Climate Change Risk Assessment Technical Data Report)	3	
		Impacts of climate change on valued components	5 to 9	Section 14.3.7 Effects of Climate Change on Terrain, Soils, Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Vulnerability of valued components in the context of climate change, including how the vulnerability of valued components may change over time, and how this informs the assessment of the Project's impact on valued components	5	Section 12.5 Climate Change Risk Assessment	12-29	
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrain, Soils, Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Where interactions occur with the Project, incorporate climate change uncertainty into the assessment of the proposed project's impacts on valued components	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrain, Soils, Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrain, Soils, and Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How the Proponent has considered and reflected Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge in the assessment of climate change impacts on valued components, including how engagement informed the modeling, assessment and proposed mitigations of impacts to valued components	5	Section 12.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment	12-2	
		How the context of climate change has informed the proposed mitigation measures, particularly the resilience and/or adaptation of valued components to the impacts from the Project.	5	Section 12.4.2 Project Activities, Technologies, and Practices	12-22	
		Assessing Proposed Project Climate Change Resilience	5	Appendix 12B Climate Change Risk Assessment Technical Data Report Section 5.3 Consequence Assessment	23	
		Rationale for the selection of natural hazards and influences of nature for the assessment of project resilience to climate change, including how climate parameters and associated trends have informed the selection and assessment	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5 Impact and Consequence Assessment	16	
		Rationale for selection of climate models and associated scenarios, including an assessment of the degree of uncertainty or confidence associated with climate models and scenarios applied, and the related impact on other predictions in the Impact Statement	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 6 Climate Assessment	36	
		Risks and/or impacts on the proposed project from climate change, including implications and considerations for project design, planning, construction, operations, and closure	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 7 Risk Assessment and Adaptation Recommendations	40	
			5	Section 12.5 Climate Change Risk Assessment	12-29	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Evidence that the perspectives and observations of Inuit and Indigenous Groups asserting s. 35 rights on climate change, Inuit Qaujimaningit, Indigenous Knowledge, Community Knowledge, and best available scientific knowledge, have been applied to inform the understanding and assessment of potential future risks due to climate change.	5	Section 12.1.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Climate)	12-3	
		As a result, the Impact Statement shall include a discussion of climate change, including the extent to which the impacts of a project contribute to climate change (i.e., greenhouse gas (GHG) emissions), the impacts of climate change on valued components, as well as the proposed project’s climate change vulnerability and associated mitigation and adaptation actions	5	Section 12.4 Greenhouse Gas Emissions Assessment (Climate)35.1 Introduction	21-Dec	
			10	Section 35.1 Introduction (Effects of the Environment)	35-1	
			10	Section 35.3.1 Potential Effects of Terrain Instability (Effects of the Environment)	35-8	
			10	Section 35.3.2 Mitigation and Management Measures (Effects of the Environment)	35-9	
		Proponents must describe and assess the requirements in Table 2 on the basis of current scientific knowledge, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge as well as application of climate change models. Additional details on requirements are provided below	5	Section 12.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Climate)	12-2	
a)	Identifying Project Contributions to Climate Change	Impact Statement must include a discussion on the project’s GHG emissions and impacts to Nunavut and Canada’s climate change mitigation efforts. Proponents are responsible for ensuring compliance with legislation, requirements, and targets related to climate change that may exist or arise from applicable agencies, such as Environment and Climate Change Canada and the Government of Nunavut	5	Section 12.4 Greenhouse Gas Emission Assessment (Climate)	12-21	
		In conducting technical assessments, Proponents shall follow guidance from applicable authorizing agencies, such as Environment and Climate Change Canada. In addition, proponents shall engage applicable territorial-level bodies such as the Government of Nunavut’s Climate Change Secretariat (GN-CCS) in the Department of Environment	5	Section 12.4.1.1 Regulatory Context (Climate)	12-21	
		The discussion shall include			N/A	
		• A list of applicable territorial and/or federal legislation, policies, and regulations, explaining any implications for the proposed project	5	Section 12.2 Regulatory and Policy Setting	12-7	
			5	Section 12.4.1.1 Regulatory Context (Climate)	12-21	
		• The impact of the proposed project on territorial and/or federal (as available) emissions reduction efforts and on global GHG emissions	5	Section 12.4.4 Comparison to Territorial and National GHG Emissions	12-27	
		• An estimate of net GHG emissions by year for each phase of the proposed project, including each term of the net GHG emissions equation	5	Section 12.4.3 GHG Emissions Quantification	12-23	
		• An emissions intensity for each year of the operation phase of the proposed project	5	Section 12.4.3.3 Operations and Maintenance	12-26	
		• A quantitative and qualitative description of the positive and negative impacts on carbon sinks and sources (i.e., increasing or decreasing the ability of a reservoir or source to take and emit carbon dioxide from and to the atmosphere	5	Section 12.4 Greenhouse Gas Emission Assessment	12-21	
		• An upstream GHG assessment, accounting for all emissions from all stages of the proposed project, from the point of the start of operations or utilization to the project under review (when required under relevant policies and/or regulations	5	Section 12.4 Greenhouse Gas Emission Assessment	12-21	
		• For projects with lifetimes to 2050 and beyond, a net-zero plan that would build off the best available technologies and environmental practices evaluation in order to achieve net-zero emissions by 2050;	5	Section 12.4.7 Follow-up and Monitoring (Climate)	12-28	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Proposed mitigation measures, including an evaluation of best available technologies and environmental practices and its conclusions	5	Section 12.4.5 Summary of Mitigation, Management, and Enhancement Measures	12-27	
		Reporting criteria and proposed reporting schedules with the applicable agencies and territorial bodies such as the GN-CCS	5	Section 12.4.7 Follow-up and Monitoring (Climate)	12-28	
b)	Identifying Project Impacts on VC in context of climate change	The Proponent shall identify	5		N/A	
		the proposed project's impacts on valued components in the context of climate change	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Section 13.3.5 Effects of Climate Change on Noise & Vibration	13-48	
		impacts of and vulnerability to climate change on valued components	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		where appropriate, the interaction of the Project's impacts and climate change impacts and vulnerability on valued components	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Proponents are expected to use best available models to predict future scenarios, including global climate models (or Earth System Models) of future climate and models of potential impacts.	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Appendix 12A Climate Profile Technical Data Report - 5 Climate Data	14	
		Proponents should use multiple models where needed and/or possible and look to expert advice to conduct assessments	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent shall scope the Climate Change assessment by describing the valued components, spatial and temporal boundaries, and baseline conditions for the assessment. These may necessarily differ from those established for the impact assessment	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Considerations when scoping include: Valued Components - The valued components identified do not have to include all the valued components for the impact assessment; - The valued components identified cannot be limited to components with predicted residual impacts; and - The valued components selected shall include, but cannot be limited to, those that could potentially be most impacted by the proposed project in combination with other human activities and/or natural processes and components identified by potentially impacted communities.	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
					N/A	
		The discussion shall include: The rationale for the selection of climate models and associated scenarios, including associated uncertainties related to climate change predictions	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The impacts of climate change on valued components, which may include but not be limited to: - Impacts of climate change on extreme meteorological events including flooding, storms, etc. and associated impacts to valued components (e.g., fish habitat impacts due to coastal erosion from wave action); - Predicted impacts of climate change on mean and extreme climate parameters relevant to the proposed project and associated impacts to valued components (e.g., shifting ranges of plant and animal species, permafrost thawing); - As relevant, impacts from climate change on sensitive ecosystem features and/or valued components within the terrestrial and aquatic ecosystems (e.g., sensitive land features);	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 15.3.7 Effects of Climate Change on Vegetation	15-69	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.3.7 Effects of Climate Change on Vegetation VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The vulnerability of valued components in the context of climate change, including how the vulnerability of valued components may change as conditions change over the temporal scope of the proposed project up to and including the closure and post-closure phases, and how this informs the assessment of the proposed project's impact on valued components	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 15.3.7 Effects of Climate Change on Vegetation	15-69	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.3.7 Effects of Climate Change on Vegetation VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Where interactions occur with the proposed project, an incorporation of climate change uncertainty into the assessment of the Project's impacts on valued components	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 15.3.7 Effects of Climate Change on Vegetation	15-69	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.3.7 Effects of Climate Change on Vegetation VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How the modelling and evaluation of effects of climate change on valued components and proposed mitigations informed the public engagement process	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.3.5 Effects of Climate Change on Air Quality	11-54	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.5 Effects of Climate Change on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5	Section 6.1 Engagement Approach (Public Engagement)	6-2	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		How the Proponent has considered and reflected Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge and the best available scientific knowledge in the assessment of climate change effects on valued components, including how engagement informed the assessment and proposed mitigations of impacts to valued components	9	Section 9.4 Impact Assessment Approach	9-8	
			6	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost)	14-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How climate change has informed the proposed mitigation measures, particularly the resilience and/or adaptation of valued components to the impacts from the proposed project	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost	14-42	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.3.7 Effects of Climate Change on Terrian, Soils, & Permafrost VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
c)	Assessing Project Climate Change Resilience	The Impact Statement shall discuss potential future vulnerabilities and risks to the proposed project due to climate change.			N/A	
		These include the impacts on the proposed project due to changes to the likelihood and severity of natural hazards (e.g., severe and/or extreme temperature and precipitation events, high winds and waves, ice ride up and pile-up events, extreme ocean water levels, severe fog or white-out conditions, changes to the timing of ice formation, active layer thickness, and frequency of storms), and influences of nature (e.g., flooding, droughts, ice jams, permafrost conditions, landslides, avalanches, erosion, fire, outflow conditions and terrain response to seismic events due to changes in soil strength resulting from climate).	5	Appendix 12A Climate Profile Technical Data Report	14	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Table 3.6 Climate Hazards and Thresholds Assessed in the CCRA	13	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 6 Climate Assessment	36	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Table 6.2 Probability Scores for the Grays Bay Region under SSP5-8.5	38	
		Proponents shall identify these natural hazards and influences, consider how climate change may affect them, and assess how they may impact the proposed project.	5	Section 12.5 Climate Change Risk Assessment	12-29	
		Proponents shall refer to available resources from federal and territorial governments, Designated Inuit Organizations, organizations representing Indigenous Groups asserting s. 35 Rights, and technical knowledge to inform the understanding of the potential risks and vulnerabilities from climate change on the Project	5	Section 12.1.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Climate)	12-3	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 6 Climate Assessment	36	
		Proponents shall follow guidance from applicable agencies, such as Environment and Climate Change Canada Canada’s Strategic Assessment of Climate Change, and associated technical guides, on conducting a climate change resilience assessment	5	Section 12.2 Regulatory and Policy Setting	12-7	
		Proponents shall apply climate change models, where these models span the range of possible future climate scenarios, rather than designing and applying a single “best guess” scenario (CCDS, 2018).	5	Section 12.2 Regulatory and Policy Setting	12-7	
			5	Appendix 12A Climate Profile Technical Data Report, Section 2 Climate Data Sources	3	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 2 Methodology	3	
		The discussion shall include:			N/A	
		The rationale for the selection of natural hazards and influences of nature for the assessment of project resilience, including how climate parameters and associated trends have informed the selection and assessment	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5 Impact and Consequence Assessment	16	
		• The rationale for the selection and assessment of climate models and associated scenarios	5	Appendix 12A Climate Profile Technical Data Report, Section 2.2 Climate Projections	3	
		• An assessment of the degree of uncertainty or confidence associated with climate scenarios applied	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 9 Limitations of the CCRA	115	
			5	Section 12.4.6 Prediction Confidence and Uncertainty	12-28	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The description of how climate change could influence impacts that have a reasonable probability of occurrence and potential adverse effects if not managed, including how these may change over the temporal scope of the proposed project up to and including the closure and post-closure phases. This includes impacts from extreme meteorological events on the proposed project and related considerations for project design and planning, which may include but not be limited to:	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	16	
		o Extreme temperature and precipitation events	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	16	
		o High winds and waves	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	16	
		o Ice-ride up and pile-up events	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	22	
		Extreme ocean water levels (i.e., high and low	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	21	
		o Severe fog or white-out conditions	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	21	
		o Potential changes to the timing of ice formation, active layer thickness, and frequency of storms	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	18	
		As relevant, impacts on the proposed project, and related considerations for project design and planning, from changes to ecosystem features arising due to climate change (e.g., availability and use of water, permafrost thawing	5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 5.1 Impact Assessment	20	
		A statement on the climate change resilience of the proposed project, including impacts to operations, proposed commitments and/or mitigation measures, and closure	5	Section 12.4.5 Summary of Mitigation, Management, and Enhancement Measures	12-27	
		Evidence that the perspectives and observations of Inuit and Indigenous Groups asserting s. 35 rights on climate change, Inuit Qaujimaningit, Indigenous Knowledge, Community Knowledge, and best available scientific knowledge have been applied to inform the understanding and assessment of potential future risks due to climate change	5	Section 12.1.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback	12-2	
			5	Appendix 12A Climate Profile Technical Data Report, Section 1.2 Inuit Knowledge, Traditional Knowledge, and Community Knowledge	2	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report, Section 1.1 Inuit Knowledge, Traditional Knowledge, and Community Knowledge	1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
7.4.3	Cumulative Effects	Table 2: Requirements for Cumulative Impacts Assessment			N/A	
		Description of how scientific evidence, Inuit Qaujimaningit, Indigenous Knowledge, and/or Community Knowledge was used to predict cumulative impacts	4	Section 9.4.3 Cumulative Effects Assessment	9-14	
			10	Section 32 Cumulative Effects Assessment, Table 32.1	32-8	
		Description of how engagement with specific groups informed the impact assessment and predictions	3	Section 5 Integrating Inuit, Indigenous, and Community Values and Perspectives	5-3	
		Methodology used to develop the cumulative impact assessment and select valued components, processes, and interactions	10	Section 32.2 Approach	32-1	
		Identify the Project's predicted cumulative impacts on the ecosystemic and socio-economic environments in combination with human activities (e.g., past, existing proposed, and reasonably foreseeable activities, including activities and base case assumptions in relation to induced development associated with the proposed project under assessment), and human activities within determined spatial and temporal assessment boundaries	10	Section 32.4 Key Assessment Outcomes	32-14	
			5 to 9	Section 11.4 Assessment of Cumulative Effects (on Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Priority issues including selected valued components, processes, and interactions related to the proposed project as identified by parties	10	Section 32.2.1 Why and How are Cumulative Effects Assessed	32-1	
			10	Table 32.2 Summary of Cumulative Effects Assessments for Valued Components	32-15	
			5 to 9	Section 11.1.1.4 Influence of Inuit, Indigenous, and Community Knowledge on the Assessment of Cumulative Effects (Air Quality)	11-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.4 Influence of Inuit, Indigenous, and Community Knowledge on the Assessment of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Identify and predict the likelihood and significance of cumulative effects on the ecosystemic and socio-economic environments in combination with human activities, including direct, indirect and residual impacts (effects after mitigation) with a focus on the proposed project's relative contribution to cumulative impacts	5 to 9	Section 11.4.1 Project Residual Effects Likely to Interact Cumulatively (Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4.1 Project Residual Effects Likely to Interact Cumulatively (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			10	Section 32.4 Key Assessment Outcomes	32-14	
			5 to 9	Section 11.4 Assessment of Cumulative Effects, Table 11.19 Residual Cumulative Effects on Air Quality (on Air Quality)	11-62	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects, Table 11.19 Residual Cumulative Effects on Air Quality (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5.2 Significance of Cumulative Effects (Air Quality)	11-64	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5.2 Significance of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5.2 Significance of Cumulative Effects (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5.2 Significance of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Identify potential follow-up measures that are aligned with applicable regional efforts to adaptively manage cumulative impacts	10	Section 32.5 Summary	32-17	
			5 to 9	Section 16.9 Follow-up and Monitoring (Caribou)	16-164	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.9 Follow-up and Monitoring (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Identify gaps or uncertainty in the impact assessment (including the methods used, information available, and results).	10	Section 32.2 Approach	32-1	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Identify and describe key differences in conclusions drawn from knowledge sources and justification for the Proponent's preference, if any, as well as plans to address	10	Section 32.5 Summary	32-17	
			5 to 9	Section 16.8 Prediction Confidence and Uncertainty (Caribou)	16-161	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.8 Prediction Confidence and Uncertainty (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		A cumulative effect refers to the accumulation of changes caused by human activities (e.g., past, existing proposed, and reasonably foreseeable activities, including activities associated with the project under assessment) and natural processes (including climate change). These changes occur over space and time and can be brought about by the combination of various effects that are additive or interactive. The combination and interaction between these types of effects can increase or decrease the impact of a single effect. For example, hunting, oil spills, loss of habitat, and commercial fishing pressure on prey species, can all combine to affect the health and abundance of marine mammals a given area. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over time.			N/A	Statement

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The cumulative impacts assessment shall reflect a holistic discussion of potential impacts and reflect identified community values, objectives, and desired outcomes, including future use of an area.	10	Section 31 Holistic Assessment, Figure 31.2 Project and Cumulative Effects of Port and Road Activities on Land and Freshwater	31-19	
			10	Section 31 Holistic Assessment, Figure 31.3 Project and Cumulative Effects of Port Activities on the Ocean Environment	31-21	
			10	Section 31 Holistic Assessment, Figure 31.4 Cumulative Effects of Port and Road Activities on the Human Environment	31-24	
		The cumulative impact assessment shall be informed by potentially impacted communities and reflect Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge as well as concerns shared	4	Section 9.4.3 Cumulative Effects Assessment	9-14	
			5 to 9	Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The cumulative impact assessment should enable proponents, potentially impacted communities, the public, and interested parties, to better understand the breadth and scope of cumulative impacts that are predicted to occur in the Regional Study Area and how the proposed project interacts with these cumulative impacts	4	Section 9.4.3 Cumulative Effects Assessment	32-10	
			5 to 9	Section 11.4 Assessment of Cumulative Effects (on Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent shall scope the cumulative impact assessment by describing the valued components, spatial and temporal boundaries, and baseline conditions considered for the assessment	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
a)	Scoping The Cumulative Impact Assessment	Considerations when scoping include:			N/A	
		Valued Components Proponents shall consider all the valued components identified for the project assessment and provide the methodology and description for the valued components selected for inclusion in the cumulative impacts assessment. Considerations for selecting valued components shall include, but not be limited to:	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Community values, objectives, and desired outcomes, including future use of an area	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Predicted residual impacts	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Valued components with associated significance determinations and those that could potentially be most impacted by the proposed project in combination with other human activities and/or natural processes	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Priority issues related to the proposed project as identified by parties, especially potentially impacted communities	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Valued components sensitive to the development context of the project	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Valued components with known existing impacts	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Valued components representative of key and or important ecosystemic function	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Critical importance of an area where pressures in other areas have increased reliance on this area for traditional use	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		• Importance of the particular area to the cultural practices	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		The Proponent shall provide the			N/A	
		• methodology used to develop the project cumulative impact assessment	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		• methodology to select or exclude valued components and description of the associated considerations, as informed and confirmed by	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			10	Section 32.2 Approach	32-1	
		o Applicable land-use plans and regional and/or strategic environmental assessments that identify existing ecosystemic and social conditions, and key thresholds and areas of concern (e.g., Species at Risk)	10	Section 32.2.3 Summary of Approach	32-10	
		o Guidance for identifying valued components	10	Section 32.2.3 Summary of Approach	32-10	
			4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
		o Evidence of engagement with potentially impacted parties and reflecting Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge to understand ecosystemic and social values (as well as their interactions). Where relevant, the Proponent shall consult with adjacent jurisdictions outside of the designated area	3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			3	Section 6 Public Engagement	6-1	
		o Community values, objectives, and desired outcomes, including future use of an area	10	Section 32.3 Regional and Future Perspectives	32-10	
	Spatial and Temporal Boundaries	The spatial boundary for a cumulative impacts assessment needs to reflect the potential impacts on selected valued components for the proposed project in combination with other human activities (e.g., past, existing, proposed and reasonably foreseeable activities, including activities associated with the project under assessment) and natural processes (such as climate change	4	Section 9.2.4.1 Spatial Boundaries	9-6	
			10	Section 32.5 Key Assessment Outcomes	32-14	
		• A larger special boundary enables Proponents to assess the proposed project impacts in relation to other projects or activities in the geographical region, that have been or that are likely to be carried out	4	Section 9.2.4.1 Spatial Boundaries	9-6	
		• Spatial assessment boundaries may cross jurisdictional boundaries, and where necessary may extend beyond Canada's jurisdiction, to appropriately assess cumulative effects relevant to the proposed project, including additive and interactive cumulative effect pathways that are reasonably linked to the project	4	Section 9.2.4.1 Spatial Boundaries	9-6	
		• Boundaries may differ for each valued component included and must not be constrained by jurisdictional boundaries	4	Section 9.2.4.1 Spatial Boundaries	9-6	
			5 to 9	Section 11.1.4 Boundaries (Air Quality)	11-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4 Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		• Temporal boundaries shall consider past, existing, proposed, and reasonably foreseeable activities, including activities associated with the proposed project under assessment	4	Section 9.2.4.2 Temporal Boundaries	9-7	
			5 to 9	Section 11.1.4 Boundaries (Air Quality)	11-14	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4 Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		• Justification of the methodology undertaken and criteria used to determine spatial and temporal boundaries for each valued component selected, as informed and confirmed by	4	Section 9.2.4 Assessment Boundaries	9-5	
			5 to 9	Section 11.1.4 Boundaries (Air Quality)	11-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4 Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		o Applicable land-use plans and regional and/or strategic environmental assessments	10	Section 32.3 Regional and Future Perspectives	32-13	
			5 to 9	Section 11.1.4 Boundaries (Air Quality)	11-11	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.4 Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		o Guidance for determining spatial and temporal boundaries and updated to be relevant for the cumulative impact assessment	10	Section 32.2.1 Why and How are Cumulative Effects Assessed (CEA Overview)	32-1	
			4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		o Evidence of engagement with potentially impacted parties, the NIRB, and reflection of Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge to determine spatial and temporal boundaries for each valued component selected	5 to 9	Section 11.1.1.1 Influence of Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Air Quality)	11-3	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.1 Influence of Inuit, Indigenous, and Community Knowledge on Assessment Boundaries (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
	Baseline Conditions	• Descriptions of baseline conditions, as informed and confirmed by	4	Section 9.3 Description of Environment and Baseline Information	9-8	
		o Applicable land-use plans and regional and/or strategic environmental assessments	10	Section 32.3 Regional and Future Perspectives	32-13	
		o Guidance for determining baseline conditions and resulting information established for valued components and updated to be relevant for the cumulative impact assessment	5 to 9	Section 11.2.1 Methods (Air Quality)	11-17	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2.1 Methods (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		o A discussion of past, present, and projected trends over time for each valued component to establish the degree of vulnerability and resilience each valued component has to future change	10	Section 32.2.1 Why and How are Cumulative Effects Assessed (CEA Overview)	32-1	
	Contribution of Parties	• Description of engagement with potentially impacted parties, the NIRB and reflection of Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge to understand baseline conditions	5 to 9	Section 11.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Air Quality)	11-18	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
b)	Assessing Cumulative Impacts and Determining Significance	The Proponent shall identify the proposed project’s cumulative impacts on valued components and ecological and socio-economic systems, in combination with other human activities (e.g., past, existing, and reasonably foreseeable activities, including activities associated with the proposed project) and relevant natural processes (such as climate change), within defined spatial and temporal assessment boundaries. This includes reasonably foreseeable activities for which a credible causal link to the proposed project has been established. The Proponent shall assess the significance of cumulative impacts, with a focus on the proposed project’s relative contribution to cumulative impacts in the region	4	Section 9.4.3 Cumulative Effects Assessment	32-10	
			5 to 9	Section 11.4 Assessment of Cumulative Effects (on Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5.2 Significance of Cumulative Effects (Air Quality)	11-64	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5.2 Significance of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The discussion shall include: The degree of uncertainty or confidence associated with the prediction of reasonably foreseeable projects and activities. The NIRB will accept less detail and more uncertainty from Proponents into the future or the less certain the reasonably foreseeable future development	3	Section 32.3 Regional and Future Perspectives (CEA Overview)	32-10	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Documentation of the methodology used to predict cumulative impacts, including multiple realistic scenarios of conceptualized phased developments that considers natural environmental vulnerabilities and risks	10	Section 32.2.3 Summary of Approach (CEA Overview)	32-10	
			4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Documentation of the methodology undertaken and criteria used to evaluate interactions between the Project’s valued components with human activities (e.g., past, existing and proposed activities, including activities associated with the project under assessment) and natural processes (such as climate change), including proposed future activities associated with the proposed Project under assessment, within the spatial and temporal boundaries established	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			5 to 9	Section 11.4 Assessment of Cumulative Effects (on Air Quality)	11-55	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4 Assessment of Cumulative Effects (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
	Mitigation	A description of the proposed mitigation measures that are technically or economically feasible, including potential regional or collaborative approaches, and their effectiveness to avoid, minimize, restore, or offset potential adverse cumulative biological, ecological, physical, health, social, economic, and cultural impacts	4	Section 9.4.3.4 Cumulative Effects Mitigation Measures	9-16	
			5 to 9	Section 11.4.2.2 Mitigation, Management, and Enhancement Measures for Cumulative Effects (on Air Quality)	11-59	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.4.2.2 Mitigation, Management, and Enhancement Measures for Cumulative Effects (on Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Describe mitigation measures recommended by parties that were not committed to, including reasons why (e.g., feasibility, economic reasons, etc.	9	Section 24.3.3.1 Project Effects Pathways, Wildlife and Wildlife Habitat	24-89	"Community members in Kugaaruk also said the vibration of caribou migrating can be felt three days before they arrive, and recommended building culverts in areas where the caribou could cross to avoid interference with their migration (GBRP 2025). WKR will consider this as an option when determining the most effective mitigation measures to reduce effects on wildlife movement"
			6	Section 16.4.3.3 Mitigation, Management, and Enhancement Measures, Road Embankments and Berms	16-103	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	Significance	Documentation of the methodology undertaken and criteria used to characterize cumulative impacts, including any exclusions of residual impacts, as well as assumptions and uncertainties made	4	Section 9.4.3.1 Scoping the Cumulative Effects Assessment	9-14	
			5 to 9	Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost)	14-46	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.4.1 Project Residual Effects Likely to Interact Cumulatively (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		A description of the significance of cumulative impacts, after the application of proposed mitigation measures based on the characterization of cumulative impacts	5 to 9	Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, and Permafrost)	14-50	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 14.5.2 Significance of Cumulative Effects (Terrain, Soils, and Permafrost) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
		A description of the confidence in the significance of cumulative impacts, including evidence of engagement with potentially affected parties and reflection of Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge for understanding societal and cultural values to inform impact characterization and significance determination	5 to 9	Section 11.6: Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6: Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
c)	Identifying Follow-Up Measures to Monitor and Manage Cumulative Impacts	The Proponent shall identify potential follow-up measures – and, as appropriate, are aligned with applicable regional efforts – to adaptively manage cumulative impacts and are reasonable for the Proponent to implement and are proportional to the proposed project's contribution to cumulative impacts. The discussion shall include	5 to 9	Section 11.7 Follow-up and Monitoring (Air Quality)	11-67	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.7 Follow-up and Monitoring (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		• Identification of potential monitoring measures, including their alignment with regional efforts to manage cumulative impacts, such as applicable land-use plans and regional / strategic environmental assessments, community-based monitoring programs, and follow-up measures that are actively implemented by other Proponents	5 to 9	Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality)	11-40	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.3.2.3 Mitigation, Enhancement, and Management Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.7 Follow-up and Monitoring (Air Quality)	11-67	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.7 Follow-up and Monitoring (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		• Discussion of uncertainties associated with cumulative impacts in the identification of monitoring measures. In some cases, adaptive management at a regional and/or collaborative level may be needed to address cumulative impacts	5 to 9	Section 11.6: Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6: Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		• Discussion of how engagement with potentially impacted parties and reflection of Inuit Qaujimaningit, Indigenous Knowledge, or Community Knowledge informed the design and proposed implementation plan for proposed follow-up measures	4	Section 9.4.3.5 Cumulative Effects Assessment - Residual Cumulative Effects	9-16	
			10	Section 32.2.2 Where Cumulative Effects Assessment Information is in the Impact Statement	32-8	Table 32.1 Cumulative Effects Assessment Information in the Impact Sheet
7.4.4	Transboundary Impacts	Transboundary considerations include both geographic proximity to transboundary areas and shared resources. Triggers for transboundary considerations in a NIRB assessment are			N/A	
		Location of associated activities or components of a proposed project referred to the NIRB			N/A	
		Proposed project components in an area in the designated area that other Indigenous groups also have rights	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.1 Transboundary Summary - Introduction	33-1	
			6	Section 16.1.1.1 Influence of Inuit, Indigenous, and Community Knowledge on Assessment Boundaries	16-5	
		Potential negative impacts to the well-being of Canadians outside of the designated area	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.5.3 Transboundary Summary - Community Health and Well-being	33-26	
			6	Section 16.6 Transboundary Effects (Caribou)	16-152	
		Potential negative impacts to the rights of other Indigenous groups, including harvesting rights	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.5.1 Transboundary Summary - Traditional Land, Marine, and Resource Use	33-24	
			6	Section 16.4.4.2 Project Residual Effect - Indirect Mortality	16-12	
		Potential for negative impacts to resources outside of the designated area (e.g., water, air, and migratory species such as caribou, marine mammals, fish, and birds)	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.4 Biophysical VCs (Transboundary Effects Assessment)	33-13	
		The Proponent shall give due consideration to the potential for transboundary impacts which may be a result from interactions between the effects of the proposed project in the designated area, and the effects of projects located outside the designated area.	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.3 Approach to Assessing Transboundary Effects	33-11	
		the potential for transboundary impacts related to cumulative effects associated with this proposed project shall also be defined.	10	Section 33.3 Approach to Assessing Transboundary Effects	33-11	
		Where feasible, the potential for transboundary impacts should be considered for all valued components identified by the Proponent, with specific consideration given to the potential for transboundary impacts associated with marine transportation on marine mammals, migratory birds and seabirds, and their habitat, as well as the large migration range of land mammals such as caribou.	10	Section 33.4 Biophysical VCs (Transboundary Effects Assessment)	33-13	
			10	Section 33.5 Human VCs (Transboundary Effects Assessment)	33-34	
			6	Section 16.6.1 Scope of Assessment (Caribou)	16-152	
		This shall include direct, indirect, and induced impacts on the socio-economic environment, including to land and/or aquatic uses, and other harvesting and cultural uses and food security and associated well-being. Any residual impacts which have the potential to occur outside of the designated area shall also be included in the Proponent's evaluation of transboundary impacts	4	Section 9.4.2 Transboundary Impacts	9-14	
			10	Section 33.5 Human VCs (Transboundary Effects Assessment)	33-34	
			6	Section 16.6.1 Transboundary Effects - Scope of Assessment	16-152	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Impact Statement shall include a dedicated, stand-alone section that consolidates all predicted transboundary impacts across the Regional Study Area.	10	Section 33 Transboundary Summary	33-1	
7.4.5	Indicators and Criteria	The Proponent shall identify the indicators and criteria selected for assessing the potential impacts of the proposed project, including any cumulative and transboundary impacts as well as the significance of impacts, and shall justify their selection	4	Section 9.2 Scope of the Impact Assessment	9-3	
			4	Section 9.4 Impact Assessment Approach	9-8	
		the Proponent shall describe the role played by consultation with members of the public, technical experts, and discuss how Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, informed, interpreted, or guided this selection including those which were not adopted	4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
		The Proponent shall also identify all indicators suggested by the public and governments which were adopted and provide justification for any which were not adopted	4	Section 9.2 Scope of the Impact Assessment	9-3	
			4	Section 9.4 Impact Assessment Approach	9-8	
		the Proponent shall emphasize the linkage between those indicators and the relevant valued components or synergistic effects from the addition or interaction of changes to the environment, and how the Proponent adopted Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, including observational/sensory indicators, into the assessment, and/or where these are not included for valued components or systems, provide a supporting rationale	4	Section 9.2 Scope of the Impact Assessment	9-3	
			4	Section 9.4 Impact Assessment Approach	9-8	
		The indicators for the valued ecosystemic components or synergistic effects from the addition or interaction of changes to the environment should include sensitivity to contaminants and environmental pathways of exposure and bioaccumulation	4	Appendix 26A Human Health and Ecological Risk Assessment, 2.2.2 Ecological Risk Assessment Framework	5	
			9	Appendix 26A Human Health and Ecological Risk Assessment, 4 Toxicity Assessment	40	
			9	Appendix 26A Human Health and Ecological Risk Assessment, 7 Risk Characterization	48	
			9	Appendix 26A Human Health and Ecological Risk Assessment, 19 Conclusion	59	
7.4.6	Significance Determination	Table 4: Requirements for Significance Determination			N/A	
		The methods used in developing significance determinations are described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The terms used to identify levels of significance are defined and described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How each factor defined in s. 90 of the NuPPAA, as well as other relevant factors identified by the NIRB (e.g., in Standard or Project-specific Impact Statement Guidelines), was considered is described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality)	11-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How scientific evidence, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge was used to inform the methods and conclusions of the significance determination are described. This includes perspectives of Inuit and Indigenous Groups asserting s. 35 Rights on what constitutes a significant impact, such as highlighting where culturally relevant thresholds have been identified and applied	5 to 9	Section 11.1.1.5: Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects	11-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How well-being and the values of potentially impacted communities are reflected in the determination of significance is described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 26.1.6 Significance Definition (Community Health & Well-being)	26-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 26.1.6 Significance Definition (Community Health & Well-being) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		How engagement with specific groups informed the significance determination is described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Any key differences in conclusions drawn from knowledge sources and justification for the Proponent's preference, if any, are described	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Gaps or uncertainty in the significance determination are described	4	Section 9.4.4 Prediction Confidence & Certainty	9-17	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The assessment of impacts shall include predictions of the significance of impacts on the environment	7	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		In developing its significance determinations of potential impacts, Proponents are expected to	7		N/A	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Describe the methods used in developing significance determinations and sources of knowledge used	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Describe and define the terms used to identify levels of significance	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Describe how each factor defined in s. 90 of the NuPPAA, as well as other relevant factors identified by the NIRB (in Standard or Project-specific Impact Statement Guidelines), was considered	5 to 9	Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality)	11-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Describe how well-being and the values of potentially impacted communities are reflected in the determination of significance	3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 26.5 Significance of Effects (Community Health & Well-being)	26-104	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 26.5 Significance of Effects (Community Health & Well-being) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Describe how engagement with specific groups informed the significance determination	3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality)	11-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Discuss how different parties' views were considered in the significance determinations	3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality)	11-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		• Describe any key differences in conclusions drawn from knowledge sources and justification for the Proponent's preference, if any. This will include efforts made, including mitigation, monitoring, and accommodation measures it has adopted to reconcile these differences	3	Section 5.5 Reconciling Perspectives	5-9	
			5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Identify any gaps or uncertainty in the significance determination	3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Per s. 90 of the NuPPAA, the following attributes, at a minimum, shall be taken into consideration by the NIRB in determining the significance of each impact	3	Section 5.4.6 Significance of Effects	5-7	
			5 to 9	Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality)	11-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.5 Residual Effects Characterization, Table 11.4 Characterization of Residual Effects on Air Quality (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the size of the geographic area, including the size of wildlife habitats, likely to be affected by the impacts	5 to 9	Section 16.7.1 Significance of Project Residual Effects (Caribou)	16-158	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.7.1 Significance of Project Residual Effects (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		the ecosystemic sensitivity of that area	5 to 9	Section 16.7.1 Significance of Project Residual Effects (Caribou)	16-158	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.7.1 Significance of Project Residual Effects (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the historical, cultural and archaeological significance of that area	9	Section 30.5 Significance of Effects (Heritage Resources)	30-17	
		the size of the human and the animal populations likely to be affected by the impacts	5 to 9	Section 16.1.7 Significance Definition (Caribou)	16-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.1.7 Significance Definition (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the nature, magnitude and complexity of the impacts	5 to 9	Section 16.1.7 Significance Definition (Caribou)	16-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.1.7 Significance Definition (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the probability of the impacts occurring	5 to 9	Section 16.1.7 Significance Definition (Caribou)	16-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.1.7 Significance Definition (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		the frequency and duration of the impacts	5 to 9	Section 16.1.7 Significance Definition (Caribou)	16-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.1.7 Significance Definition (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the reversibility or irreversibility of the impacts	5 to 9	Section 16.1.7 Significance Definition (Caribou)	16-26	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.1.7 Significance Definition (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		the cumulative impacts that could result from the impacts of the project combined with those of any other project that has been carried out, is being carried out or is likely to be carried out	5 to 9	Section 16.5.1 Project Residual Effects Likely to Interact Cumulatively with Residual Effects from Other Physical Activities (Caribou)	16-125	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.5.1 Project Residual Effects Likely to Interact Cumulatively with Residual Effects from Other Physical Activities (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		any other factor that the Board considers relevant to the assessment of the significance of impacts			N/A	See below.
		Technical innovations previously untested in the Arctic including new technology for port and road design and operations	2	Section 2.1 Project Design Considerations (Introduction and Project Description)	2-1	Currently there are no planned untested technical innovations or new technology for port and road design and operations have been identified. As design progresses, these technical or new innovations may be further researched for applicability.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	5 to 9	Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality)	11-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.1.5 Influence of Inuit, Indigenous, and Community Knowledge on Assessing Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Statement of consultation principles and practices	3	Section 6.1 Engagement Approach (Public Engagement)	6-2	
		Significant effects analysis Sustainability analysis	5 to 9	Section 15.5 Significance of Effects (Vegetation)	15-93	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 15.5 Significance of Effects (Vegetation) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Interactions with Valued Ecosystem Components and Valued Socio-Economic Components	10	Section 31.2 Valued Component System (Holistic Assessment)	31-3	As provided in many sections above based on the guidance document; here is one example of where this is discussed.
		Discussion of similar resource development projects carried out in areas outside the Nunavut Settlement Area			N/A	Not a resource development. While not discussed explicitly in the IS, other infrastructure projects, including ports, roads and airstips have been reviewed during design, baseline development and effects assessments and influenced mitigation measures and best management practices used within the IS.
		Planned future development and the associated level of uncertainty.	2	Section 2.3 Future Development (Introduction and Project Description)	2-10	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent is expected to work with potentially impacted communities, the public, and interested parties, including Nunavut Tunngavik Incorporated, the Regional Inuit Associations, and organizations representing Indigenous Groups asserting s. 35 Rights, to define community values and identify criteria to be used in the significance determination	4	Section 9.4.1.4 Significance Determination	9-13	
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Considerations could include the: - Proximity of project activities and components to a community - Areas the community identifies as important - Intensity and frequency of traditional and cultural uses in the area - Diversity of traditional and cultural uses and experiences in the area - Uniqueness of the particular area to the cultural practices - Role that the location holds in trade and cultural exchange - Role the place holds in the community’s history and culture	9	Section 24.1.6 Significance Definition (TLMRU)	24-16	
		The following are descriptors which may be applicable for specifying significance of identified potential impacts: - Negligible, low, medium, high, adverse, additive, beneficial, positive, negative - Intensive in concentration or associated with significant levels of change - Frequent and long-lasting - Irreversible - Occur at a broad spatial scale - Associated with cumulative change - Diminish the sustainability of ecosystemic and socio-economic systems - Negatively impact ecological functions of ecosystemic and socio-economic systems - Negatively impact ecological functions or exceed available assimilative capacity of the ecosystemic and socio-economic environment - Associated with variables of societal importance and public concern and likely to exceed desired levels of change - Not in compliance with existing standards or regulations	5 to 9	Section 24.1.5 Residual Effects Characterization, Table 24.3 Characterization of Residual Effects on Traditional Land, Marine, and Resource Use (TLMRU)	24-15	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 24.1.5 Residual Effects Characterization, Table 24.3 Characterization of Residual Effects on Traditional Land, Marine, and Resource Use (TLMRU) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
7.4.7	Certainty	The Proponent shall also assess the degree of uncertainty or confidence associated with each predicted effect and level of significance	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The level of certainty with predictions is related to limitations in the overall understanding of the ecosystem and limitations in accurately foreseeing future events or conditions, including the overall understanding of the use of the technology within the Arctic and/or the Kitikmeot Region	4	Section 9.4.4 Prediction Confidence and Certainty	9-17	
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		All forecasts and discussions related to climate change should include the associated level of certainty	5 to 9	Section 16.4.7 Effects of Climate Change on Caribou	16-122	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.4.7 Effects of Climate Change on Caribou VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent shall provide a reasonable description of how uncertainties have been dealt with, through elements such as project design, monitoring, and contingency plans and may testing novel mitigation measures, research partnerships or precautionary offsets triggered by defined thresholds (see Section 11.3.1	5 to 9	Section 16.8 Prediction Confidence and Uncertainty (Caribou)	16-161	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.8 Prediction Confidence and Uncertainty (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.4 Prediction Confidence & Certainty	9-17	
			5 to 9	Section 16.8 Prediction Confidence and Uncertainty (Caribou)	16-161	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.8 Prediction Confidence and Uncertainty (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Where uncertainty remains high application of the precautionary principle (proactive mitigation and flexible follow-up) should be applied	4	Section 9.4.4 Prediction Confidence & Certainty	9-17	
			5 to 9	Section 16.9 Follow-up and Monitoring (Caribou)	16-164	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Section 16.9 Follow-up and Monitoring (Caribou) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8	Project Environment and Impact Assessment	The Impact Statement shall provide a complete analysis of the predicted effects from the proposed project on the ecosystemic and socio-economic environments (see Section 7.0), which will serve as a basis for developing various mitigation and monitoring plans to eliminate and/or minimize the potential impacts from the proposed project	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.1 Scope of the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1 Scope of the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.3 Assessment of Project Effects on Air Quality	11-24	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3 Assessment of Project Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.4 Assessment of Cumulative Effects (Air Quality)	11-55	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.4 Assessment of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.6 Prediction Confidence and Uncertainty (Air Quality)	11-65	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.6 Prediction Confidence and Uncertainty (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.7 Follow-up and Monitoring (Air Quality)	11-67	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.7 Follow-up and Monitoring (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
8.1	Ecosystemic Environment and Impact Assessment	The Proponent shall present relevant information pertaining to the ecosystemic environment and associated processes to be assessed (see Section 7.3), to serve as a baseline for comparison of the potential impacts of the proposed project, and discussing impact related to all project phases of development (from site preparation/pre-construction, construction, operations, temporary closure, final closure through post-closure monitoring), including information relating to potential effects associated with induced developments	4	Section 9.4 Impact Assessment Approach	9-8	
			5 to 9	Section 11.1 Scope of the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1 Scope of the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.2 Baseline Conditions (Air Quality)	11-17	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.2 Baseline Conditions (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.3 Assessment of Project Effects on Air Quality	11-24	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3 Assessment of Project Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.4 Assessment of Cumulative Effects (Air Quality)	11-55	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.4 Assessment of Cumulative Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent shall take an ecosystemic approach that is informed by both scientific and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge perspectives regarding ecosystem health and integrity	4	Section 9.1 Overview, Figure 9.1 Overview of Assessment Methodology	9-2	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			5 to 9	Section 11.1.1 Influence of Engagement, and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-2	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1.1 Influence of Engagement, and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.1.3 Potential Effects, Pathways, and Measurable Parameters (Air Quality)	11-9	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1.3 Potential Effects, Pathways, and Measurable Parameters (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent should identify and justify the indicators and significance thresholds for its proposed project, including evidence of involvement of potentially affected communities and residents in the determination of these indicators and thresholds, and further relate them to project monitoring and follow-up measures.	4	Section 9.2.1 Valued Components	9-3	
			4	Section 9.2.3 Incorporation of Engagement and Inuit, Indigenous, and Community Knowledge	9-4	
			4	Section 9.4.1 Project Effects Assessment and Characterization	9-9	
			4	Section 9.4.1.3 Residual Project Effects	9-12	
			4	Section 9.4.1.4 Significance Determination	9-13	
			4	Section 9.5 Monitoring and Adaptive Management	9-18	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 11.1.1 Influence of Engagement, and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality)	11-5	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1.1 Influence of Engagement, and Inuit, Indigenous, and Community Knowledge on the Assessment (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.1.5 Residual Effects Characterization (Air Quality), Table 11.4 Characterization of Residual Effects on Air Quality	11-15	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1.5 Residual Effects Characterization (Air Quality), Table 11.4 Characterization of Residual Effects on Air Quality VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 11.1.6 Significance Definition (Air Quality)	11-17	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.1.6 Significance Definition (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		For each predicted negative impact in this section, associated mitigation measures proposed should be discussed to the extent possible to reduce or avoid the identified impacts, with references to project design (see Section 6.1) and environmental management systems (see Section 11.0).	5 to 9	Section 11.5 Significance of Effects (Air Quality)	11-63	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.5 Significance of Effects (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			4	Section 9.4.1.2 Mitigation Measures	9-12	
			4	Section 9.5 Monitoring and Adaptive Management	9-18	
			5 to 9	Section 11.3.2.3 Mitigation, Management, and Enhancement Measures (Air Quality)	11-40	Concordance to this guideline component applies to all VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example is provided: Volume 5, Section 11.3.2.3 Mitigation, Management, and Enhancement Measures (Air Quality) VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		The Proponent should also include a treatment on the temporal aspect of when potential impacts on each relevant valued ecosystemic component could reasonably be expected to manifest	11	Section 37 Management Plans	37-1	
			4	Section 9.2.3.2 Temporal Boundaries	9-7	
		For potential impacts associated with induced development, the Proponent is encouraged to consider the extent to which impact mitigation and monitoring measures for the proposed project could be aligned or coordinated with the proponents of induced developments	4	Section 9.4.1.2 Mitigation Measures	9-12	
			4	Section 9.4.3.2 Identification of Other Projects and Activities	9-16	
			3	Appendix 6A Grays Bay Road and Port Project What We Heard Report (Inuit Advisory Group Workshop #2 Summary), Table 3.3	3.6	
			10	Section 32.3 Regional and Future Perspectives	32-10	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.1 8.1.1.1	Air Quality Baseline Information	i. Background ambient air quality data collected and or modelled in the Local Study Area and Regional Study Area including airborne dust (TSP, PM10 and PM2.5);	5	Section 11.2.3 Baseline Summary	11-23	
			5	Appendix 11A Air Quality Technical Modelling Report, Section 3.3 Baseline Ambient Air Quality	18	
		ii. Current sources of criteria air contaminants [e.g., TSP, PM10, PM2.5, NOx, SO2, volatile organic compounds, Ozone (O3) etc.] and green house has emissions; and	5	Section 11.2.3 Baseline Summary	11-23	
			5	Appendix 11A Air Quality Technical Modelling Report, Section 3.3 Baseline Ambient Air Quality	18	
		iii. Seasonal variations or climatic conditions associated with variations on air quality.	5	Section 11.2.3 Baseline Summary	11-23	
			5	Appendix 11A Air Quality Technical Modelling Report, Section 3.2 Climate & Meteorology	16	
8.1.1.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all Project components and activities on air quality especially near sensitive receptors and for all relevant phases (including construction and operation). This analysis shall include the following: i. Discussion of the standards, guidelines and regulations that the Proponent will incorporate to minimize and mitigate effects to air quality;	5	Section 11.1.2 Regulatory and Policy Setting (Air Quality)	11-6	
		ii. Predictions of principle pollution emission sources from the Project at various stages, including: o Criteria air contaminants [e.g., TSP, PM10, PM2.5, NOx, SO2, volatile organic compounds, Ozone (O3), etc.], any other relevant air contaminants and green house gas (GHG) emissions from the fuel consumption of mobile equipment such as vehicles,	5	Section 11.3.2.2 Project Effects Pathways	11-28	
		o Fugitive dust and gaseous emissions from construction activities and land clearing, quarries and other Project components and works; and	5	Section 11.3.2.2 Project Effects Pathways	11-28	
		o Fugitive dust emissions from ground transportation and wind erosion at various Project components including all of the proposed project.	5	Section 11.3.2.2 Project Effects Pathways	11-28	
		iii. Assessment of dispersion of Project emissions within the Local Study Area and Region Study Area, using appropriate modelling, and discussion of related impacts and mitigation strategies, including: o Providing a rationale for the choice of the air quality model, including the type and magnitude of emissions, the complexity of sources and terrain, and meteorology;	5	Section 11.3.2.2 Project Effects Pathways	11-28	
			5	Section 11.3.2.4 Project Residual Effects	11-44	
		o Providing and referencing all relevant emissions factors. For all applicable emission sources, include the Tier and emission factor. Justify the effectiveness of mitigation and control measures used to reduce emission rates of contaminants from sources, including details of all assumptions associated with related mitigation measures, and their feasibility. Provide isopleth maps to visually represent the dispersion of modelled air contaminants, for all relevant air contaminants and averaging times.	5	Section 11.3.2.2 Project Effect Pathways	11-29	
			5	Appendix 11A Air Quality Technical Modelling Report, Appendix C Concentration Contour Plots for Construction	Figure C.1	
			5	Section 11.3.2.4 Project Residual Effects	11-44	
		iv. Comparing total predicted air contaminant concentrations (including baseline and modelled concentrations) with relevant air quality standards. ²¹ Discussion of proposed project components and activities which may contribute to the potential for acidic input, and an evaluation of associated effects;	5	Section 11.3.2.2 Project Effects Pathways	11-28	
			5	Section 11.3.2.4 Project Residual Effects	11-44	
		v. Assessment of effects on air quality from proposed project emissions during various project stages including airborne dust (TSP, PM10 and PM2.5 and/or metals) and criteria air contaminants such as SO2, NOx, CO, volatile organic compounds, O3, and any other relevant air contaminants etc.;	5	Section 11.3.2.2 Project Effects Pathways	11-28	
			5	Section 11.3.2.4 Project Residual Effects	11-44	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vi. Assessment of the proposed project's green house gas contributions to both Nunavut and Canada; and,	5	Section 12.4 Greenhouse Gas Emissions Assessment	12-21	
		vii. A discussion of the potential effects of changes in air quality on human health and the environment.	9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-66	
			5	Section 11.3.2.4 Project Residual Effects	11-44	
8.1.2 8.1.2.1	Climate and Meteorology Baseline Information	i. A description of the baseline meteorological and climatic conditions at the Local Study Area and Regional Study Area, including methods of determination including a discussion of how data from outside the proposed project area may have been utilized and uncertainties encountered;	5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
			5	Appendix 12A Climate Profile Technical Data Report, Section 5 Climate Data	14	
		ii. Meteorological data including, but not limited to, air temperature, precipitation, wind directions and velocity, as well as prevailing wind directions for locations of proposed project components and along proposed shipping route(s);	5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
			5	Appendix 12A Climate Profile Technical Data Report, Section 5 Climate Data	14	
		iii. Annual, seasonal, monthly, and daily average and mean values of above noted meteorological parameters; seasonal and yearly fluctuations and variability; and extreme climate events over the same period of time in which the data including site-specific data	5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
			5	Section 12.3.1 Climate Change Observations in the Kitikmeot Region	12-9	
			5	Appendix 12A Climate Profile Technical Data Report, Section 5 Climate Data	14	
		iv. Prevalent trends related to VECs in the project area and any resulting implications to the proposed project.	5	Section 12.3 West Kitikmeot Region Climate Summary	12-8	
			5	Appendix 12A, Section 5 Climate Data	14	
8.1.2.2	Climate and Meteorology Impact Assessment	The Proponent is required to present a comprehensive analysis of the impact that all components of the Project and activities may have on climate and meteorology. This analysis shall include the following:	5	Section 12 Climate	12-1	
			5	Section 12.4 Greenhouse Gas Emissions Assessment	12-21	
		i. Discussion of the relationship between climate change and green house gas emissions from the proposed project; and	5	Section 12.4 Greenhouse Gas Emissions Assessment	12-21	
			5	Section 12.4.1 Scope of Assessment (GHG Emissions Assessment)	12-21	
			5	Section 12.4.2 Project Activities, Technologies, and Practices	12-22	
			5	Section 12.4.3 Greenhouse Gas Emissions Quantification	12-23	
		ii. Discussion on the climate parameters that may change due to emissions from the proposed project [greenhouse gas, and criteria contaminants such as SO2, NOx, CO, Volatile Organic Compounds, O3, etc.]	5	Section 12.4 Greenhouse Gas Emissions Assessment	12-21	
			5	Section 12.4.3 Greenhouse Gas Emissions Quantification	12-23	
			5	Section 12.5 Climate Change Risk Assessment	12-29	
			5	Appendix 12B Climate Change Risk Assessment Technical Data Report	1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.3 8.1.3.1	Noise and Vibration Baseline Information	i. Description of baseline noise and vibration levels in the proposed project area, including a discussion on variability, and if applicable, the relationship between these parameters and local weather conditions, seasonal variations, etc.;	5	Section 13.2 Baseline Conditions (Noise and Vibration)	13-16	
			5	Appendix 13A Acoustic Baseline Report, Section 4 Methods	9	
			5	Appendix 13B Noise and Vibration Technical Modelling Report, Section 4 Baseline Conditions	12	
		ii. Review of available studies and/or research the potential impacts of noise and vibrations on wildlife behaviours and health in both terrestrial and marine environments, with a focus on noise from other operations, in comparable climate and geographical regions if possible. Emphasis should be placed on level of noise and the identification of noise sensitive species, timing, etc.; and	5	Section 13.2 Baseline Conditions (Noise and Vibration)	13-16	
			5	Section 13.3 Assessment of Project Effects on Noise and Vibration	13-23	
			5	Appendix 13A Acoustic Baseline Report	1	
			5	Appendix 13B Noise and Vibration Technical Modelling Report	1	
			6	Section 16.4 Assessment of Project Effects on Caribou	16-92	
			6	Section 17.4 Assessment of Project Effects on Birds	17-35	
			6	Section 18.4 Assessment of Project Effects on Muskox	18-67	
			6	Section 18.8 Assessment of Project Effects on Moose	18-94	
			6	Section 18.12 Assessment of Project Effects on Grizzly Bear	18-122	
			6	Section 18.16 Assessment of Project Effects on Wolverine	18-150	
			7	Section 20.3.3 Change in Fish Health, Growth, or Survival (Freshwater Fish and Fish Habitat)	20-57	
			8	Section 22.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Fish and Fish Habitat)	22-78	
			8	Section 22.3.4 Change in Mortality and/or Injury Risk (Marine Fish and Fish Habitat)	22-102	
			8	Section 23.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Mammals)	23-68	
			8	Section 23.3.4 Change in Mortality and/or Injury Risk (Marine Mammals)	23-84	
		iii. Review of available studies and/or research on the potential impacts of noise and vibrations from blasting in or near freshwater	7	Section 20.3.3 Change in Fish Health, Growth, or Survival (Freshwater Fish and Fish Habitat)	20-57	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.3.2	Noise and Vibration Impact Assessment	The Proponent is required to present a comprehensive analysis of the impact that all proposed project components and activities may have due to noise and vibration, both atmospheric and underwater. This analysis shall include the following:	5	Section 13.3 Assessment of Project Effects on Noise and Vibration	13-23	
		i. Description of anticipated noise and vibration levels from all relevant proposed project equipment and activities;				
		ii. Discussion of the standards, guidelines, thresholds and regulations that the Proponent will comply with to minimize and mitigate impacts associated with noise and vibrations;	5	Section 13.1.2 Regulatory and Policy Setting (Noise and Vibration)	13-6	
		iii. Potential increase to atmospheric noise levels from proposed project activities at different project stages, including those contributions arising from:	5	Section 13.3.1 Project Interactions with Noise and Vibration	13-23	
		o Ground transportation, including project proposal traffic, other access roads and the public where applicable;	5	Section 13.3.2.4 Project Residual Effects (Noise)	13-29	
		o Air transportation;	5	Section 13.3.1 Project Interactions with Noise and Vibration	13-23	
		o Equipment use at construction sites, including power generators; and	5	Section 13.3.1 Project Interactions with Noise and Vibration	13-23	
		o operations including: blasting; drilling, maintenance activities, proposed project specific traffic	5	Section 13.3.1 Project Interactions with Noise and Vibration	13-23	
		iv. Potential changes in marine noise levels due to shipping activities, as well as noise propagation in the marine environment; and	8	Section 23.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Mammals)	23-68	
		v. Potential impacts of noise and vibration on the following: o Humans and human activity in close proximity to noise generating sources;	5	Section 13.3.2.4 Project Residual Effects (Noise)	13-29	
			5	Section 13.3.3.4 Project Residual Effects (Vibration)	13-40	
			9	Section 24.3.4 Change to Specific Areas of Cultural Importance Where TLMRU Occurs (TLMRU)	24-119	
		o Terrestrial wildlife, with a focus on caribou and migratory birds and Species at Risk;	6	Section 16.4.2.2 Project Effects Pathways - Indirect Habitat Loss (Caribou)	16-92	
			6	Section 17.4.1.2 Project Effects Pathways	17-36	
			6	Section 18.4.1.2 Project Effects Pathways - Muskox	18-68	
			6	Section 18.8.1.2 Project Effects Pathways - Moose	18-95	
			6	Section 18.12.1.2 Project Effects Pathways - Grizzly Bear	18-123	
			6	Section 18.16.1.2 Project Effects Pathways - Wolverines	18-152	
		o Marine mammals;	8	Section 23.3.3 Change in Behavior Caused by Sensory Disturbance	23-68	
		o Fish in fresh water and marine environments; and	7	Section 20.3.3.2 Project Effects Pathways - Death of Fish - Production of Underwater Noise	20-57	
			7	Section 20.3.3.4 Project Residual Effects - Death of Fish - Production of Underwater Noise	20-66	
		o Benthic invertebrates.	8	Section 22.3.3 Change in Behavior Caused by Sensory Disturbance	22-80	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.4 8.1.4.1	Terrestrial Environment Baseline Information	i. Description of existing unique or valuable landforms (e.g., eskers, fragile landscapes, wetlands), including details regarding their ecological functions and distribution in the Local Study Area;	6	Section 14.2 Baseline Conditions	14-19	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
		ii. Description of existing or proposed protected areas, special management areas, and conservation areas in the Regional Study Area;	9	Section 29.3.2 Change in Land Use Designation	29-35	
		iii. Discussion of the landforms and topographic features at areas proposed for construction of proposed major project components, including the thickness and characteristics of soil and/or sediment, assessment of terrain stability and sensitivity and classification of soils as applicable;	6	Section 14.2 Baseline Conditions	14-19	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
		iv. Description of the bedrock lithology, morphology, surficial geology (including soils and sediment and their thermal and ground ice conditions), and landform at proposed borrow and quarry sites, roads, infrastructure, and other areas where earthworks are proposed	6	Section 14.2 Baseline Conditions	14-20	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
		v. Discussion of the relationship between permafrost, waterbodies (including stream crossings) and topography, including a description of talik occurrence and implications for subsurface flow, stability assessments and potential for water discharge to the surface and winter icing occurrence.	6	Section 14.2 Baseline Conditions	14-19	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
			7	Section 19.2.2.4 Groundwater Quality	19-50	
		vi. Description of permafrost distribution in the Local Study area, in particular the occurrence of ice-rich permafrost and description of thaw sensitivity (including thaw-sensitive slopes)	6	Section 14.2 Baseline Conditions	14-13	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
			7	Section 19.2.2.4 Groundwater Quality	19-50	
		vii. Details regarding the suitability of topsoil and overburden for use in the re-vegetation of surface-disturbed areas;	6	Section 14.2.2.3 Surficial Materials and Landforms	14-19	
			6	Appendix 14A Section 4 Summary of Baseline Conditions	38	
		viii. Description of permafrost distribution in the Local Study Area, including areas of discontinuous permafrost, high ice-content soils, ice lenses, thaw-sensitive slopes, and talik zones;	6	Section 14.2 Baseline Conditions	14-21	
			6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
		ix. Description of permafrost temperatures at areas planned for proposed project facilities and infrastructure, including discussion of sensitivity to climate change, and implications for stability and safety of infrastructures; and	6	Appendix 14A Terrain, Soils and Permafrost Baseline, Section 4.2 Permafrost	15	
			6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
		x. Sites of paleontological or palaeobotanical significance within the Local Study Area.	9	Section 30.2.2 Overview	30-10	
8.1.4.2	Impact Assessment	The Proponent is required to present a comprehensive analysis of the impact that all proposed project components and activities may have on the terrestrial environment. This analysis shall include the following: i. General impact on topography in the Local Study Area as a result of proposed project development, borrow resource extraction, with a focus on sensitive landforms, and those serving as important vegetation and wildlife habitat;	6	Section 14.3.2 Change in Landforms & Terrain Conditions	14-29	
		ii. Potential impacts on the abundance and distribution of unique or valuable landforms (e.g., wetlands, eskers and fragile landscapes) from the proposed project;	6	Section 14.3.2 Change in Landforms and Terrain Conditions (Terrain, Soils, and Permafrost)	14-29	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iii. Potential for soil erosion, including stream bank erosion, resulting from surface disturbances associated with the proposed project components and activities (e.g., road embankments, water crossings, water management/diversions) during all project phases;	6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
		iv. Potential impacts to soil quality from compaction, the deposition of air emissions and airborne fugitive dust emissions and/or spills from the proposed project;	6	Section 14.3.3 Change in Soil Properties (Terrain, Soils, and Permafrost)	14-33	
		v. Implications to the project planning and design of design of proposed project components related to terrain condition, in particular sensitive landforms, ice-rich permafrost, thaw sensitive terrain (including slopes) and occurrence of taliks in the vicinity of waterbodies	6	Section 14.3.2 Change in Landforms & Terrain Conditions	14-29	
			6	Section 14.3.4 Change in Terrain Stability	14-34	
			7	Section 19.3.4 Change in Groundwater Quality	19-76	
		vi. Potential impacts on physical and thermal stability of terrain (including that due to thaw of ice-rich permafrost) in the vicinity of project facilities and infrastructure. Discussion should focus on the potential for impacts arising from surface disturbances due to construction and operation of the proposed all-weather access road, port and Jericho station (e.g., overburden stripping, cuts/fills, excavation of the facility and infrastructure;	6	Section 14.3.4 Change in Terrain Stability	14-34	
		vii. Assessment and prediction of permafrost behaviour (degradation and its rate) beneath relevant infrastructure and areas (e.g., all-weather road, storage areas, fuel tank farms, quarries). Long-term predictions of the thermal regime around relevant infrastructure the proposed project facilities should be conducted with the consideration of climate change. Numerical modelling should be employed for both short term and long-term predictions of permafrost evolution including predictions of artesian inflow into any relevant the proposed project facilities if thawing of permafrost is envisioned Assessment and prediction of permafrost behaviour (degradation and its rate)	6	Section 14.3.4 Change in Terrain Stability	14-34	
		viii. Potential impacts on contamination of traditional foods as a result of bioaccumulation, (i.e., food chain uptake through air, water, and soil);	9	Appendix 26A Human Health Risk Assessment, Section 4.2.3 Identification of Exposure Pathways and Conceptual Site Model	37	
			9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-112	
		ix. Potential impacts on food (i.e., contamination of country foods) including those harvested or grown for subsistence or medicinal purposes (i.e., berries, etc.);	9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-112	
		x. Discussion of whether country foods are consumed, or are expected to be consumed, in the potentially affected area;	9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-86	
		xi. Identification of what country foods are consumed, which parts of country foods are consumed, and their consumption frequency;	9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-86	
		xii. Lists all potential contaminants and a determination of whether these contaminants may persist into country foods as a result from project activities;	9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-112	
		xiii. Potential impact from the loss or alteration of habitat (i.e., vegetation) due to pollutants and noise and its effects on wildlife, wildlife calving grounds and marine habitat;	6	Section 16.4.2.2 Project Effects Pathways- Indirect Habitat Loss - Caribou	16-92	
			6	Section 17.4.1.2 Project Effects Pathways- Birds	17-35	
			6	Section 18.4.1.2 Project Effects Pathways - Muskox	18-68	
			6	Section 18.8.1.2 Project Effects Pathways - Moose	18-95	
			6	Section 18.12.1.2 Project Effects Pathways - Grizzly Bear	18-123	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			6	Section 18.16.1.2 Project Effects Pathways- Wolverines	18-152	
			8	Section 23.3.3 Change in Behaviour Caused by Sensory Disturbance	23-69	
		xiv. Discussion on environmental receptivity including ecological, physical and/or climatic factors that influence exposure to harmful substances; and	9	Appendix 26A Community Health and Well Being, Section 4.1 and 4.2	12	
		xv. Discussion of the potential for the occurrence, frequency, and distribution of terrain hazards, including ground instability (e.g. slope instability) and snow drifts and banks, as a result of construction activities (e.g., cut/fill, extraction of construction materials).	6	Section 14.3.4 Change in Terrain Stability- Project Effects Pathways (Terrain, Soils, and Permafrost)	14-34	
8.1.5 8.1.5.1	Geological Features, Surficial and Bedrock Geology and Geochemistry Baseline Information	i. Description of local and regional bedrock and surficial geology including the bedrock type and depth; physical, chemical and hydrogeological properties of bedrock and surficial material where applicable to the Project. Maps should be provided showing site	6	Section 14.2 Baseline Conditions	14-15	
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
			7	Appendix 19B ML-ARD Risk Assessment	3-2	
		ii. Description of subsurface formations that may be used for Project-related disposal and their hydrogeological conditions.	7	Section 19.2.2.4 Groundwater Quality	19-50	There is no current plan for project-related disposal in subsurface formations and therefore, to date, no analysis has been completed for hydrogeological conditions related to subsurface disposal.
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		iii. Physical thermal, mechanical and geotechnical characteristics of surficial material and bedrock (and if appropriate structural geology) where applicable to major infrastructure areas or where earthworks are proposed in the Project.	6	Section 14.2 Baseline Conditions	14-15	
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
		iv. Assessment of ARD/ML potential of exposed bedrock.	7	Section 19.2.2.3 Surface Water & Sediment Quality - Geochemistry	19-47	
			7	Appendix 19B ML-ARD Risk Assessment	22-Apr	
		v. Description of local and regional bedrock and quaternary geology. The history of the geological formations and the description of their physical, chemical, and hydrogeological properties should be given. For data obtained with in-situ investigations, maps should be provided showing the location of the boreholes, with their positions relative to the planned project component;	6	Section 14.2 Baseline Conditions	14-15	
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
			7	Appendix 19B ML-ARD Risk Assessment	3-2	
		vi. Description of structural geology, such as fractures and faults, at major project infrastructure areas and where earthworks are proposed (e.g., port site, tank farm(s) and storage facilities, etc.);	6	Appendix 14A Section 4.1 – Physiography and Bedrock Geology; Appendix A Regional Geology Map	12	Geotechnical assessments for infrastructure siting within the Port has not been completed. Baseline mapping is provided and engineering design will use the geology mapping to inform siting of facilities. No concerns related to structural integrity have been identified.
			6	Appendix 14A Section 4.4 – Geomorphological Processes	29	
			6	Section 14.3.4 Change in Terrain Stability	14-35	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vii. Typical regional and local cross-sections of the general geology should be provided showing the geological units and their elevation, groundwater table, and linear geological structures;	6	Section 14.2 Baseline Conditions	14-15	Typical regional and local cross-sections of the general geology have not been completed, as this is a linear infrastructure project, where building will be above ground. Site-specific figures and cross-sections will be created as detailed design of the road and port are developed.
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
		viii. Description of the geotechnical properties of bedrock and soil units, including ice content and thermal conditions of permafrost soils and rocks, as relating to slope stability, and bearing capacity of facility foundations; and	6	Section 14.2 Baseline Conditions	14-19, 14-20, 14-21	
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
			7	Appendix 19B ML-ARD Risk Assessment	3-2	
		ix. Acquisition of the in-situ stress either with in-situ investigation or from other sources with reasonable confidence.	6	Section 14.2 Baseline Conditions	14-15	In situ stress evaluations have not been completed, as this is a linear infrastructure project, where building will be above ground. Site-specific evaluations may be created as detailed design of the road and port are developed.
			6	Appendix 14A, Section 4 Summary of Baseline conditions	12	
8.1.5.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities on geology. This analysis should include the following: i. Potential geotechnical and geophysical hazards within the Project area, including potential seasonal and ongoing surface subsidence, seismicity and (if applicable) faulting, risks associated with cut/fill slopes, excavations, and surface constructed facilities. Where appropriate, the assessment should be supplemented by analysis and illustrations such as maps, figures, cross sections and borehole logs;	6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
			10	Section 35.4 Seismic Activity	35-11	
		ii. Potential effects on foundation stability of major proposed project components from geological fractures and faults, and associated implications of these features on project planning and engineering design. Those Project components assessed shall include, but are not limited to the port facilities, major watercourse crossings, and equipment pads; and	6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	No geological fractures and faults have been identified in areas where the port or major watercourse crossings are planned. Site-specific evaluations may be created as detailed design of the road and port are developed.
		iii. Risk assessment and predictions, including proposed management measures.	6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
8.1.6 8.1.6.1	Hydrological Features and Hydrogeology Baseline Information	i. Description of hydrology of the Local Study Area and Regional Study Area (e.g., streams, surface water flows, subsurface water movement, ice formation, and melt patterns);	7	Section 19.2 Baseline Conditions (Water Resources)	19-37	
			7	Appendix 19A Section 1.3 Regional Setting	6	
		ii. Description of relevant hydrological regimes, drainage basins, watershed boundaries and site water balance in the Regional Study Area;	7	Section 19.2 Baseline Conditions (Water Resources)	19-28	
			7	Appendix 19A Section 1.3.1 Regional Watersheds	6	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iii. Description of groundwater and surface water quantity, including natural fluctuations, variability, and sources of variability in flow rates, including seasonal fluctuations and year-to-year variability, and the interactions between surface water and groundwater flow systems;	7	Section 19.2 Baseline Conditions (Water Resources)	19-28	
			7	Appendix 19A Section 1.3.3 Hydrological Processes	9	
		iv. Describe existing groundwater resources within the Project area including hydrogeological conditions in near-surface materials or deeper formations where relevant to proposed Project routes/areas, components and activities;	7	Section 19.2 Baseline Conditions (Water Resources)	19-28	
			7	Appendix 19A Hydrology Baseline	N/A	
		v. Describe permafrost and talik distribution at shorelines and beneath waterbodies such as proposed water crossings; and	7	Section 19.2 Baseline Conditions (Water Resources)	19-28	
		vi. Describe potential locations of naturally occurring icings including those at potential water crossings.	7	Section 19.2 Baseline Conditions (Water Resources)	19-28	
8.1.6.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its transportation activities where applicable, on hydrology and hydrogeology. This analysis should include the following: i. Discussion of the potential impact of variable and extreme stream-flows on project design and planning, for example, water crossing integrity including how the design and size of proposed water crossings would ensure adequate flow capacity to accommodate spring freshet and storm flows (e.g., 1 in 100 year or greater storm events). This should include mitigation contingencies if the water crossings does not function as intended;	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
			7	Section 19.3.4 Change to Groundwater Quality	19-72	
		ii. Potential impacts to existing watersheds from surface water diversions or withdrawal associated with proposed project components or required by all-weather access road, port, Jericho Station, and winter ice road development and other Project components (e.g., quarries.);	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
				Section 19.3.4 Change to Groundwater Quality	19-72	
		iii. Evaluation of stormwater runoff and surface water connectivity throughout the Local Study Area and Regional Study Area, with consideration for potential impacts to receiving waters (e.g., flow rates and flow patterns);	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
			7	Section 19.3.4 Change to Groundwater Quality	19-72	
		iv. Potential impacts to natural drainage patterns from the construction and operation of proposed rom the construction and operation of Project infrastructure;	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
			7	Section 19.3.4 Change to Groundwater Quality	19-72	
		v. Potential impacts on terrestrial and aquatic wildlife habitat resulting from the modification or redirection of natural flows;	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
			7	Section 20.3.2 Change in Fish Habitat	20-39	
			7	Section 20.3.3 Change in Fish Health, Growth, or Survival	20-53	
		vi. Potential for ice damming and resultant effects on other resources;	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
		vii. Assessment of each water crossing and in-stream work against the Canadian Navigable Waters Act (CNWA) and CNWA Minor Works Order to determine if Transport Canada approval is required, and potential impacts to the navigability and safety of the watercourses;	7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report, A.1 Master Watercourse Table	A1.1	
			7	Appendix 19C Freshwater and Sediment Quality Data Summary Report Section 1.3.1	5	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		viii. Potential changes to permafrost and ground ice conditions as a result of proposed project activities, Project activities including for example ponding of water or ground stability issues and;	7	Section 19.3.2 Change to Surface Water Quantity (Water Resources)	19-59	
			7	Section 19.3.4 Change to Groundwater Quality	19-72	
			6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
		ix. Potential changes to permafrost/talik distribution and subsurface flow in the vicinity of shorelines and water crossing including the potential for frost bulb or icing formation.	7	Section 19.3.4 Change to Groundwater Quality	19-72	
			6	Section 14.3.4 Change in Terrain Stability (Terrain, Soils, and Permafrost)	14-34	
8.1.7 8.1.7.1	Groundwater and Surface Water Baseline Information	i. Identify all sources of drinking water (surface and groundwater), as well as water used for recreational purposes, within the area of	7	Section 19.2 Baseline Conditions	19-28	
			7	Appendix 19C Freshwater & Sediment Quality Data Summary Report	12	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	13	
		ii. Description of the natural hydrogeochemistry of groundwater system (i.e., pH, redox potential, total dissolved solids, isotopic composition, dissolved oxygen, dissolved metals anions and cations);	7	Section 19.2 Baseline Conditions	19-28	
			7	Appendix 19C Freshwater & Sediment Quality Data Summary Report	12	
		iii. Description of the physical and chemical characteristics of groundwater and surface water in the Local Study Area, with discussion of seasonal variations of water flow and quality. Chemical characteristics should include baseline levels of contaminants and should be compared to relevant water standards and/or guidelines, with identification of those which are naturally elevated;	7	Section 19.2 Baseline Conditions	19-28	
			7	Appendix 19C Freshwater & Sediment Quality Data Summary Report	12	
		iv. Discussion of waters in the Regional Study Area of importance to local harvesting activities by surrounding communities;	9	Section 24.3.5 Change in Access to Resources, Sites or Areas where TLMRU Occurs	24-130	
			9	Appendix 25A - Section 10.3 Country Foods	155	
			7	Section 20.2 Bassline Conditions	20-16	
		v. Description of lake bathymetry and limnology in the Local Study Area;	7	Appendix 19C - Section 3.3 Lakes	15	
		vi. Provide an outline of baseline water quality conditions within the watershed and the proposed project area, including a summary of baseline data collected with summary statistics and detection limits identified;	7	Appendix 19C- Freshwater & Sediment Quality Data Summary Report	12	
		vii. Provide maps and cross sections of the proposed study area indicating the extent of hydrostratigraphic units, permafrost, and lake taliks. Groundwater levels, potentiometric contours and groundwater flow directions should be included;	7	Section 19.3.4.1 Analytical Assessment Techniques, Figure 19.8 (Water Resources)	19-74	
		viii. Provide the location and description of all on-site groundwater monitoring wells, including well diameter and screen depth and			N/A	No groundwater monitoring wells installed for the Project.
		ix. Provide hydraulic conductivity data for hydrogeologic units in the proposed study area;	7	Section 19.3.4.1 Analytical Assessment Techniques (Water Resources)	19-75	
		x. Provide a detailed groundwater budget; and			N/A	No groundwater budget as groundwater will not be encountered for the Project.
		xi. Include a discussion of groundwater interactions with surface water bodies in the proposed area.	7	Section 19.2.2.4 Groundwater Quality (Water Resources)	19-50	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.7.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its: all-weather or winter roads and use, water pipeline, withdrawals where applicable, on groundwater and surface water quality. This analysis should include the following: i. Identify and provide details on the specific contaminants of potential concern to the proposed Project, the proposed activities to which they are related, the rationale for selecting them and for determining which will be carried forward into the Impact Assessment. Discussion of contaminants should include figures showing potential sources of contaminants, with approximate distances from surface water and likely path taken in the event of a release. Also provide predictions on how the identified contaminants may interact	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		ii. Provide predicted increases in contaminants in groundwater and surface water as a result of the proposed project, specifically identifying any waterbodies used as drinking water sources, for recreational purposes, that are important to local harvesting, the fish bearing status of identified waterbodies as well as specifically identifying any other fish bearing waterbodies. For any water sources identified as being current or future drinking water sources, compare concentrations of contaminants to relevant territorial drinking standards/guidelines and/or Health Canada Drinking Water Guidelines;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		iii. Potential impacts on groundwater quality and surface water quality in surrounding lakes rivers and streams from surface runoff and seepage, traffic on Project roads, and from dust from road traffic;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		iv. Potential impacts on water quality due to under ice water withdrawals;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
		v. Potential impacts on groundwater quality and surface water quality of surrounding lakes, rivers and streams from discharges of proposed project wastewater treatment plants. and appropriate models selected (with rationale) to predict: o Water quality from specific sources; o Water quality discharged to the environment; and	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
		vi. Potential impacts on groundwater quality and surface water quality from use of water project-generated dust resulting from gravel	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		vii. Potential impacts of faults on contaminant transport processes in subsurface and surface water quality;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	Not applicable to an infrastructure project, as no subsurface process planned where surface water interactions are anticipated.
			7	Section 19.3.4 Change in Groundwater Quality	19-72	Not applicable to an infrastructure project, as no subsurface process planned where surface water interactions are anticipated.
		viii. Potential impacts on surface water quality of nearby lakes and streams as a result of nutrient input from blasting activities;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		ix. Potential for increases in suspended sediments in waterbodies as a result of construction and maintenance of the, all-weather road and associated water crossings;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		x. Potential impacts on surface/ground water quality from runoff at fuel storage facilities, with consideration for possible fuel spills and malfunctions;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-72	
		xi. Potential impacts on ground and surface water quality from accidental spills of fuel and chemicals along the ground transportation routes;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
		xii. Potential impacts on surface water quality from the deposition of particulate matter resulting from the incomplete combustion of wastes from incineration;	7	Section 19.3.3.3 Mitigation, Management, and Enhancement Measures (Water Resources)	19-66	Not applicable, as no pathway for incineration of waste will not be near surface water bodies.
		xiii. Potential impacts on groundwater and surface water quality in relation to other site waste management activities, including: storage, handling, waste deposition in landfills; landfarming of contaminated soil or runoff; the management of historical contaminated material (e.g. previous spills, mishaps, releases); and sewage effluent discharges;	7	Section 19.3.3.4 Project Residual Effects on Surface Water and Sediment Quality (Water Resources)	19-70	
			7	Section 19.3.4 Change in Groundwater Quality	19-76	
		xiv. Potential impacts on surface water quality from construction and operation of proposed camps;	7	Section 19.3.1 Project Interactions with Water Resources	19-55	
			7	Section 19.3.3 Change to Surface Water and Sediment Quality	19-65	
			7	Section 19.3.4 Change in Groundwater Quality	19-76	
		xv. Potential impacts of erosion associated with the all-weather road on surface water quality as a result of vegetation removal, cuts/fills and other surface disturbances; and;	7	Section 19.3.3 Change to Surface Water and Sediment Quality	19-65	
		xvi. Outline proposed surface water quality objectives to maintain within the watershed and project area throughout life of project. Outline anticipated impacts and cumulative effects to surface and groundwater quality in the watershed.	7	Section 19.3.3 Change to Surface Water and Sediment Quality	19-65	
8.1.8 8.1.8.1	Sediment Quality Baseline Information	Based on the proposed facilities and activities, the Proponent should identify water bodies that are potentially impacted by development under various pathways.	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-64	
		i. Description of the physical and chemical characteristics of sediment in the Local Study Area;	6	Appendix 14A, Section 4 Summary of Baseline Conditions	14A-12	
			7	Appendix 19C - Freshwater & Sediment Quality Data Summary	12	
		ii. Description of sedimentation rates and dispersion patterns in waterbodies of the Local Study Area; and	7	Appendix 19C - Freshwater & Sediment Quality Data Summary	17	
		iii. Sediment modelling should be considered based on the baseline studies and results of the water quality models.	7	Section 19.3.3.4 Project Residual Effects on Surface Water and Sediment Quality (Water Resources)	19-70	With the application of erosion and sediment control measures and location of project activities, sediment modelling was not required based on the type of Project. Sediment loading is typically completed for mining projects, but not for infrastructure projects, unless monitoring resulting warrant it.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.8.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its shipping activities where applicable, on sediment quality. This analysis should include the following: i. Potential impacts on sediment quality in surrounding lakes and rivers from surface runoff and traffic on proposed project roads and dust from road traffic and other project sources and/or activities;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
			7	Section 19.3.4 Change in Groundwater Quality	19-76	
		ii. Discussion of fluvial processes and stability as related to proposed water crossings;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-64	
			7	Section 20.3.3.2 Project Effects Pathways - Change in Water Quality	20-54	
			7	Section 20.3.3.4 Project Residual Effects - Change in Water Quality	20-61	
		iii. Potential sedimentation and infill rates of drainage areas that might be impacted by the proposed project;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-63	
		iv. Potential impacts on sediment quality of lakes and rivers from discharges of proposed project wastewater treatment plants;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-56	
		v. Potential impacts on sediment quality resulting from quarry or borrow stockpiles, construction fills, embankment of roads, and open quarry sites;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-55	
		vi. Potential impacts of erosion associated with the all-weather road on sediment quality as a result of vegetation removal, cuts/fills	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-71	
		vii. Potential impacts on sediment quality of nearby lakes and streams as a result of nutrient input from blasting activities;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-65	
		viii. Potential impacts on sediment from runoff at fuel storage facilities, with consideration for possible fuel spills and malfunctions;	7	Section 19.3.3 Change to Surface Water & Sediment Quality	19-55	
		ix. Potential impacts on sediment quality from the deposition of particulate matter resulting from the incomplete combustion of wastes from incineration;	7	Section 19.3.3.4 Project Residual Effects on Surface Water and Sediment Quality (Water Resources)	19-70	
		x. Potential impacts to sediment quality in relation to other site waste management activities, including: the storage, handling, waste deposition in landfills; landfarming of contaminated soil or runoff; the management of historical contaminated material (e.g.,	7	Section 19.3.3.4 Project Residual Effects on Surface Water and Sediment Quality (Water Resources)	19-70	
		xi. Potential impacts on sediment quality from construction and operation of camps.	7	Section 19.3.3 Change to Surface Water and Sediment Quality	19-65	
8.1.9 8.1.9.1	Freshwater Aquatic Environment Baseline Information	i. Description of the limnology, freshwater biota, presence of fish and other freshwater species, associated habitats, and habitat distribution in the Regional Study Area and the Local Study Area with emphasis on species that perform particularly significant	7	Section 20.2 Baseline Conditions	20-16	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	20A-15	
		ii. Description of the biological composition of freshwater aquatic environments in the Local Study Area, including: trophic state, periphyton, phytoplankton, zooplankton, benthic invertebrates, fish, and the interactions and relative significance of each trophic	7	Section 20.2 Baseline Conditions	20-16	
			7	Appendix 20A Grays Bay Road and Port Project Fish and Fish Habitat Baseline Report	15	
		iii. Description and population distribution of fish species in the Local Study Area;	7	Section 20.2 Baseline Conditions	20-26	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	20A-15	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iv. Characterization of habitat requirements for each fish species, including areas used for spawning, rearing, feeding and over-wintering, and any sensitive times for these activities;	7	Section 20.2 Baseline Conditions	20-31	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	20A-15	
		v. Description of existing freshwater habitat in waterbodies and watercourses within the Local Study Area including littoral zones, aquatic and riparian vegetation, lake bottom characteristics, key habitat areas (such as fish overwintering areas, spawning, migration	7	Section 20.2 Baseline Conditions	20-26	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	20A-15	
		vi. An overview of fish species, populations, distributions and ecologies in the Regional Study Area, with emphasis on identified fish VECs and species with special designations (Species at Risk listed on Schedule 1 of the federal SARA and species with designations	7	Section 20.2 Baseline Conditions	20-30	
			7	Appendix 20A Freshwater Fish & Fish Habitat Baseline Report	20A-15	
		vii. The health of fish VEC indicator species populations and their contaminant loadings; and	7	Section 20.3.3 Change in Fish Health, Growth, or Survival	20-54	
		viii. Discussion of any other issues relating to freshwater aquatic species or habitat identified through public consultation.	7	Section 20.2 Baseline Conditions	20-19	
8.1.9.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including water crossing and shipping activities, on the freshwater aquatic environment. This analysis should include the following:	7	Section 20.3 Assessment of Project Effects on Freshwater Fish & Fish Habitat	20-36	Invertebrates, sediment, explosive use, nutrient input and outputs, discussed throughout the assessment of effects on freshwater fish and fish habitat. Waste water declared a non-interaction.
		ii. Potential direct or indirect effects on fish and invertebrate biota and habitat of both, including aquatic Species at Risk, from any changes to the aquatic or riparian environments, as a result of any in-water works or Project activities in close proximity to	7	Section 20.3.2 Change in Fish Habitat	20-39	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-53	
		iii. Potential impacts to fish due to blasting in or near waterbodies, including noise and vibration impacts;	7	Section 20.3.3 Change in Fish Health, Growth, or Survival	20-54	
			5	Section 13.3.2.4 Project Residual Effects (Noise)	13-29	
			5	Section 13.3.3.4 Project Residual Effects (Vibration)	13-40	
		iv. Potential impacts to fish and fish habitat from any infilling of lake, wetland or stream habitats associated with road construction(s);	7	Section 20.3.2 Change in Fish Habitat	20-41	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-54	
		v. Potential impacts to freshwater fish, invertebrates and habitat from planned containment structures (e.g., sediment control structures and fuel containment structures) and potential accidental spills;	7	Section 20.3.2 Change in Fish Habitat	20-39	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-55	
		vi. Potential impacts on identified fish habitat critical for spawning, rearing, nursery and feeding, seasonal migration, winter refuges and migration corridors;	7	Section 20.3.2 Change in Fish Habitat Section	20-41	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-53	
		vii. Evaluation of the ability of fish to pass at water crossings along access roads taking into consideration periods of extreme low and extreme high stream flows and identifying reason why crossings were considered unlikely to be non-fish bearing, if relevant;	7	Section 20.3.2 Change in Fish Habitat Section	20-42	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-56	
		viii. Potential impacts to fish health, distributions and populations especially taking into consideration contamination and fugitive dust and potential impact to human health due to consumption of these fish;	7	Section 20.3.2 Change in Fish Habitat Section	20-39	
			7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-54	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		ix. Potential impacts on contamination of traditional foods as a result of bioaccumulation, i.e., food chain uptake through air, water and soil, including a discussion of proposed monitoring;	9	Appendix 26A, Section 4.1.3.4 Harvest & Consumption of Traditional Country Foods	30	
			9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-86	
		x. Discussion of the management measures for minimizing/mitigation of disturbances to fish populations, including measures to reduce the potential for establishment of invasive species in the area;	7	Section 20.3.3 Change in Fish Health, Growth or Survival	20-59	
		xi. Environmental receptivity-including ecological, physical and/or climatic factors that influence exposure to harmful substances; and	9	Appendix 26A Human Health Risk Assessment, Section 5 Toxicity Assessment	40	
			7	Section 19.2 Baseline Conditions	19-35	
			7	Appendix 19B ML-ARD Risk Assessment	3-18	
		xii. Quantitative assessment of the ecological risks to freshwater VECs from the potential elevated contaminant loadings as a result of the Project.	7	Section 20.3.3.4 Project Residual Effect (Freshwater Fish)	20-61	
8.1.10 8.1.10.1	Vegetation Baseline Information	i. Description of ecological zones or ecosystems, and other relevant classifications of plant associations and phenologies in the Local Study Area;	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
		ii. Description of the vegetation/plant types in the Local Study Area, including estimated percentage cover and height for principal species, with a discussion on their particular significant ecological functions and/or their importance to wildlife and humans;	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
			6	Appendix 15A - Appendix B Land Cover Class Descriptions	B1	
		iii. An overview of vegetation species, populations, distributions and ecologies in the Regional Study Area, with emphasis on identified vegetation VECs and species with special designations (Species at Risk listed on Schedule 1 of the federal SARA and	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
			6	Appendix 15A - Appendix B Land Cover Class Descriptions	B1	
		iv. Details regarding associations between vegetation cover types and soil types in the Local Study Area;	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
			6	Appendix 15A - Appendix B Land Cover Class Descriptions	B1	
		v. Presentation of available published information and/or information resulting from Traditional Knowledge studies regarding identified VECs,	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
			6	Appendix 15A - Appendix B Land Cover Class Descriptions	B1	
		vi. Discussion of the health status of plant species or communities in the Local Study Area, including baseline information on contaminant levels (including metals) in representative species consumed by wildlife and/or humans, either directly (humans eating)	9	Appendix 26A Human Health and Ecological Risk Assessment, Section 4.1.2.5 Traditional Country Foods	27	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vii. Any other issues related to vegetation as identified through public consultation.	6	Section 15.2 Baseline Conditions	15-15	
			6	Appendix 15A Vegetation Baseline Report- Section 5 Results	15	
			6	Appendix 15A - Appendix B Land Cover Class Descriptions	B1	
8.1.10.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its ground and marine based transportation activities, on vegetation. This analysis should include the following:	6	Section 15.3.2 Change in Vegetation Community Diversity	15-38	
		ii. Potential impacts to specific vegetation coverage and species composition from construction, operation, and reclamation activities in the proposed project area;	6	Section 15.3.2 Change in Vegetation Community Diversity	15-38	
			6	Section 15.3.3. Change in Species Diversity	15-49	
		iii. Assessment of the potential loss, disturbance, and/or changes to vegetation abundance, diversity, and forage quality as a result of proposed project components and activities, including potential effects from airborne fugitive dust fall, airborne contaminants from	6	Section 15.3.2 Change in Vegetation Community Diversity	15-38	
			6	Section 15.3.3. Change in Species Diversity	15-49	
			6	Section 15.3.7 Effects of Climate Change on Vegetation	15-69	
		iv. Potential impacts on vegetation abundance and diversity from the transfer/introduction of invasive or exotic species into the Local Study Area via proposed project equipment and vehicles, including aircraft and marine vessels;	6	Section 15.3.2 Change in Vegetation Community Diversity	15-38	
			6	Section 15.3.3. Change in Species Diversity	15-49	
		v. Potential impacts on vegetation quality due to soil erosion, structural soil changes, soil contamination, and fugitive dust and gaseous air emissions from proposed project facilities and waste management activities;	6	Section 15.3.3. Change in Species Diversity	15-49	
			6	Section 15.3.7 Effects of Climate Change on Vegetation	15-69	
		vi. Discussion of proposed vegetation monitoring, specifically contaminant levels in species directly consumed by wildlife (e.g., lichen) and/or humans (e.g., Labrador tea, blueberries) and/or indirectly consumed through food consumption (i.e., caribou);	6	Section 15.7 Follow-up and Monitoring	15-96	
			9	Appendix 26A Human Health and Ecological Risk Assessment, Section 10 Conclusion	59	Based on the HHERA, contaminant loading from Air Quality to vegetation is contained, therefore monitoring of vegetation for contaminant levels is not proposed.
		vii. Discussion of the management measures for minimizing/mitigation of disturbances to plant associations, including progressive reclamation/re-vegetation plans for disturbed areas, and measures to reduce the potential for establishment of invasive species in the	6	Section 15.3.2.3 Mitigation, Management, and Enhancement Measures	15-42	
			6	Section 15.3.3.3 Mitigation, Management, and Enhancement Measures	15-51	
			6	Section 15.3.4.3 Mitigation, Management, and Enhancement Measures	15-63	
		viii. Potential impacts on contamination of traditional foods as a result of bioaccumulation, i.e., food chain uptake through air, water and soil;	9	Appendix 26A Human Health and Ecological Risk Assessment, Section 4.1.2.5 Traditional Country Foods	27	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		ix. Potential impact from the loss or alteration of habitat (i.e., vegetation) and its effects on wildlife, wildlife calving grounds, and marine habitats; and	6, 8	Section 16.4.2.2 Project Effects Pathways	16-91	Concordance to this IS Guideline component applies to multiple VC assessment sections (Volumes 6,8). To minimize redundancy in this table, an example section reference is provided (Volume 6, Section 16 Caribou). Note: Although VC assessments in Volumes 6,8 are organized using a consistent structure, subsection numbering may differ slightly.
		x. Discuss the potential of invasive vegetative species (weedy species) from shipping along the shoreline and from transportation along the all-weather road.	6	Section 15.3.2 Change in Vegetation Community Diversity	15-38	
			6	Section 15.3.3. Change in Species Diversity	15-49	
			6	Section 15.3.4 Change in Wetland Function	15-62	
8.1.11 8.1.11.1	Terrestrial Wildlife and Wildlife Habitat Baseline Information	i. Description of wildlife populations, distributions, and ecologies in the Local Study Area and Regional Study Area, with emphasis on identified wildlife VECs and species with special designations (Species at Risk listed on Schedule 1 of the federal SARA and	6	Appendix 16A Wildlife Baseline Report; Bathurst Caribou: Section 4.2, Section 4.2.3 - Harvest and Mortality, Section 4.2.4 - Movements and Distribution, Section 4.2.5 - Habitat Use and Diet.	36	
			6	Appendix 16A Wildlife Baseline Report; Dolphin and Union Caribou: Section 4.3.3 - Harvest and Mortality, Section 4.3.4 - Movements and Distribution, Section 4.3.5 - Habitat Use and Diet	95	
			6	Appendix 16A Wildlife Baseline Report; Bluenose-East Caribou: Section 4.4.3 - Harvest and Mortality, Section 4.4.4 - Movements and Distribution, Section 4.4.5 - Habitat and Diet	124	
			6	Appendix 16A Wildlife Baseline Report; Muskox: Section 4.6.2 - Harvest and Mortality, Section 4.6.3 - Movements and Distribution, Section 4.6.4 Habitat Use and Diet	136	
			6	Appendix 16A Wildlife Baseline Report; Grizzly: Section 5.2.4 - Habitat Use and Diet	169	
			6	Appendix 16A Wildlife Baseline Report; Wolf: Section 5.3, Section 5.3.3 - Movements and Distribution, Section 5.3.4 - Habitat Use and Diet	172	
			6	Appendix 16A Wildlife Baseline Report; Wolverine: Section 5.4, Section 5.4.1 - Population, Section 5.4.3 - Movements and Distribution, Section 5.4.4 - Habitat Use and Diet	180	
			6	Appendix 16A Wildlife Baseline Report; Foxes: Section 5.5	193	
			6	Appendix 16A Wildlife Baseline Report; Small Mammals: Section 6	196	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	ii. Description of biodiversity within the Local Study Area and Regional Study Area, and associated food chain relationships among terrestrial wildlife species;		6	Appendix 16A Wildlife Baseline Report; Bathurst Caribou: Section 4.2.3.2 - Predation, Section 4.2.5 - Habitat Use and Diet	47	
			6	Appendix 16A Wildlife Baseline Report; Dolphin and Union Caribou: Section 4.3.3.2 - Predation and Interspecific Competition, Section 4.3.5 - Habitat Use and Diet	97	
			6	Appendix 16A Wildlife Baseline Report; Bluenose-East Caribou: Section 4.4.5	126	
			6	Appendix 16A Wildlife Baseline Report; Muskox: Section 4.6.2 - Harvest and Mortality	136	
			6	Appendix 16A Wildlife Baseline Report; Moose: Section 4.7.3 - Harvest and Mortality, Section 4.7.4 - Habitat Use and Diet	145	
			6	Appendix 16A Wildlife Baseline Report; Grizzly Bear: Section 5.2.4 Habitat Use and Diet	169	
			6	Appendix 16A Wildlife Baseline Report; Wolf: Section 5.3.4 Habitat Use and Diet	178	
			6	Appendix 16A Wildlife Baseline Report; Wolverine Section 5.4.4 Habitat Use and Diet	191	
			6	Appendix 16A Wildlife Baseline Report; Section 5.5 Foxes	194	
			6	Appendix 16A Wildlife Baseline Report; Section 6 Small Mammals	196	
	iii. Presentation of available published information and/or information resulting from Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, studies regarding identified VECs, including: the relative seasonal and annual trends in abundance and		6	Appendix 16A Wildlife Baseline Report; Section 2 Data Sources and Methods	5	
	iv. Description of the population health of identified VECs, with a discussion of contaminant loadings in representative species important to Inuit as a food source, such as caribou;		6	Appendix 16A Wildlife Baseline Report; Dolphin and Union Caribou - Section 4.3.2 Population, Section 4.3.3.3 Health and Mortality	94	In Volume 9, Appendix 26A, the assessment of ecological health had identified no contaminants of concern. There is no pathway for chemical contaminant loading. The absence of contamination effects to wildlife is discussed in Section 4.2.
			9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	see statement above
			6	Appendix 16A Wildlife Baseline Report; Bathurst Caribou - Section 4.2.1 Management	36	
			6	Appendix 16A Wildlife Baseline Report; Bluenose-East Caribou - Section 4.4.3.3 Parasites and Disease	125	
			6	Appendix 16A Wildlife Baseline Report; Wolverine - Section 5.4	180	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		v. Details regarding habitats within the Local Study Area which are important for forage, shelter, and reproduction of wildlife VECs, including terrestrial and aquatic habitats (e.g., sea ice, freshwater, and marine waters);	6	Appendix 16A Wildlife Baseline Report; Bathurst Caribou - Section 4.2.4 Movements and Distribution, Section 4.2.5 Habitat Use and Diet	51	
			6	Appendix 16A Wildlife Baseline Report; Dolphin and Union Caribou - Section 4.3.4 Movements and Distribution, Section 4.3.5 Habitat Use and Diet	100	
			6	Appendix 16A Wildlife Baseline Report; Bluenose-East Caribou - Section 4.4.4 Movements and Distribution, Section 4.4.5 Habitat Use and Diet	125	
			6	Appendix 16A Wildlife Baseline Report; - Section 4.5.1 Beverly-Aniak Caribou	127	
			6	Appendix 16A Wildlife Baseline Report; - Section 4.5.2 Peary Caribou	128	
			6	Appendix 16A Wildlife Baseline Report; Muskox - Section 4.6.4 Habitat Use and Diet	140	
			6	Section 18.2.2.1 Muskox	18-25	
			6	Section 18.2.2.2 Moose	18-34	
			6	Appendix 16A Wildlife Baseline Report: Grizzly - Section 5.2.3 Movements and Distribution, Section 5.2.4 Habitat Use and Diet	167	
			6	Section 18.2.2.3 Grizzly Bear	18-38	
			6	Appendix 16A Wildlife Baseline Report: Wolf - Section 5.3.1 Population, Section 5.3.3 Movements and Distribution, Section 5.3.4 Habitat Use and Diet	174	
			6	Appendix 16A Wildlife Baseline Report: Wolverine - Section 5.4, Section 5.4.4 Habitat Use and Diet	180	
			6	Appendix 16A Wildlife Baseline Report: Foxes - Section 5.5	194	
			6	Appendix 16A Wildlife Baseline Report: Small Mammals - Section 6	196	
		vi. Identification of key wildlife habitats and habitat connectivity in the Local Study Area and Regional Study Area as applicable, including: National Parks, Critical Wildlife Areas, Territorial Parks and other areas with legislated protection; eskers; caribou calving	6	Appendix 16A Wildlife Baseline Report: Figure 5.5 Grizzly Bear Den Sites	168	No National Parks within the RSA.
			6	Appendix 16A Wildlife Baseline Report: Figure 5.9 Wolf Den Sites	178	
			6	Appendix 16A Wildlife Baseline Report: Figure 5.16 Fox Dens	194	
			6	Section 18.2.2.4 Wolverine	18-48	
			6	Appendix 16A Wildlife Baseline Report: Table 4.1 - Comments section for Dolphin and Union Herd. Cameras positioned near potential mineral licks	26	
			6	Appendix 16A Wildlife Baseline Report: Figure 4.13 Caribou Water Crossings	61	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			6	Appendix 16A Wildlife Baseline Report: Bathurst Caribou - Section 4.2.5.2,	87	
			6	Appendix 16A Wildlife Baseline Report: Blue-nose East Caribou - Section 4.4.4	126	
			6	Appendix 16A Wildlife Baseline Report: Section 7 - Eskers	198	
		vii. Identification of habitats of any rare or sensitive species, such as Species at Risk, or those with similar designations or federal and territorial status;	6	Section 18.2.2.3 Grizzly Bear	18-38	
			6	Section 18.2.2.4 Wolverine	18-43	
			6	Section 16.2.2.5 Caribou Habitat Selection	16-74	
		viii. Description of the migratory patterns and routes of terrestrial wildlife VECs and the corresponding periods when these routes would be affected by the Project;	6	Section 16.2.2.4 Caribou Movements and Distribution	16-60	
			6	Appendix 16A Wildlife Baseline Report: Section 4.2.4 Bathurst Caribou Movements and Distribution	51	
			6	Appendix 16A Wildlife Baseline Report: Section 4.2.4 Dolphin and Union Caribou Movements and Distribution	100	
			6	Appendix 16A Wildlife Baseline Report: Section 18.2.2.1 Muskox	18-29	
			6	Section 18.4.2.4 - Project Residual Effects to Change in Movement for Muskox	18-74	
			6	Section 18.8.2 Moose Change in Movement	18-98	
			6	Appendix 16A Wildlife Baseline Report: Section 4.7 Moose	143	
			6	Appendix 16A Wildlife Baseline Report: Section 5.3.3 Wolf Movements and Distribution	175	
			6	Section 18.2.2.3 Grizzly Bear Movement	18-42	
			6	Section 18.12.2 Grizzly Bear Change in Movement	18-125	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		ix. Discussion of the relative health of VEC populations, including contaminant loading in representative wildlife VEC species (i.e., caribou, moose);	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	Related text for context: No COPCs have been identified for traditional country foods because pathways have not been identified for Project activities to introduce chemical contaminants into the plants or animals harvested by Inuit, Indigenous, and Community country food harvesters. Uptake of contaminants into vegetation, fish, and terrestrial wildlife would require the presence of chemical pollutants in soil or water from Project activities. Based on the assessments in Sections 4.2.2 (Surface Water and Groundwater) and 4.2.3 (Soil Quality), the Project is not expected to contaminate soils or waterbodies; therefore, no source of chemical contamination is expected that could lead to accumulation of contaminants in country foods. (Appendix 26A, Section 4.1.2.5, p 27)
		x. Description of the distribution and population levels of caribou in the Regional Study Area and Local Study Area. Consideration should be given to the cyclic nature of caribou as well as the shifts in annual caribou ranges over time, with baseline information	6	Appendix 16A, Section 4 Ungulates	16A-14	
		xi. Identification of all ecosystems potentially affected by the proposed project, including description of the components of each ecosystem, including spatial variation in community composition;	6	Section 16.2.2.5 Caribou Habitat Selection	16-74	
			6	Section 16.4.2.4 Project Residual Effects for Change in Habitat for Caribou	16-95	
			6	Appendix 16A Wildlife Baseline Report. See Appendix A: Habitat Modelling - Resource Selection Functions	A-1	
			6	Section 18.2.2.1 Muskox	18-25	
			6	Section 18.4.1.1 Project Residual Effect for Muskox	18-69	
			6	Section 18.2.2.2 Moose	18-34	
			6	Section 18.8.1 Change in Habitat for Moose	18-93	
			6	Appendix 16A Wildlife Baseline Report; Section 5.1.2 Habitat Suitability Mapping for Grizzly Bear and Wolverine	156	
			6	Appendix 16A Wildlife Baseline Report; Section 5.2.4 Habitat Use and Diet for Grizzly Bear	169	
			6	Section 18.12.1 - Grizzly Bear Change In Habitat Assessment	18-121	
			6	Section 18.6.1 - Wolverine Change in Habitat Assessment	18-150	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		xii. Details regarding available information on potential impacts to wildlife associated with noise, vibrations, and dust and dust deposition from relevant scientific research and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge; and	6	Section 16.6 Transboundary Effects	16-152	
		xiii. Discussion of other pertinent issues as identified through public consultation.	6	Section 16.2.2.1 Inuit, Indigenous, & Community Knowledge & Engagement Feedback	16-30	
8.1.11.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its shipping activities, on terrestrial wildlife and wildlife habitat. This analysis should include the following:	6	Section 16.3 Project Interactions with Caribou	16-79	
			6	Section 16.4.1 Change in Range Distribution	16-85	
			6	Section 16.4.2 Change in Habitat	16-88	
			6	Section 16.4.3 Change in Movement	16-100	
			6	Section 18.3 Project interactions with Terrestrial Wildlife	18-62	
			6	Section 18.4 Assessment of Project Effects on Muskox	18-67	
			6	Section 18.8 Assessment of Project Effects on Moose	18-93	
			6	Section 18.12 Assessment of Project Effects on Grizzly Bear	18-121	
			6	Section 18.18 Assessment of Project Effects on Wolverine	18-175	
		ii. Potential impacts on population size, abundance, distribution, and behaviour of wildlife VECs from: o Direct and indirect loss of habitat from the presence of and use of infrastructure, the conduct of project activities and associated sensory disturbances	6	Section 16.3 Project Interactions with Caribou	16-83	
			6	Section 16.4.1 Change in Range Distribution	16-85	
			6	Section 16.4.2 Change in Habitat	16-88	
			6	Section 16.4.3 Change in Movement	16-100	
			6	Section 18.3 Project interactions with Terrestrial Wildlife	18-62	
			6	Section 18.4 Assessment of Project Effects on Muskox	18-67	
			6	Section 18.8 Assessment of Project Effects on Moose	18-93	
			6	Section 18.12 Assessment of Project Effects on Grizzly Bear	18-121	
			6	Section 18.18 Assessment of Project Effects on Wolverine	18-175	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		o For caribou, the assessment shall also include potential transboundary impact pathways such as: changes in abundance, distribution, habitat fragmentation, migration routes, predator–prey dynamics, energetic costs, sensory disturbance, injury/mortality	6	Section 16.6 Caribou Transboundary Effects	16-152	
			10	Section 33.4.3 Caribou	33-12	
		o Direct and indirect impacts from potential degraded water quality and ground contamination, as well as airborne contaminants resulting from project facilities and associated activities;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	In Volume 9, Appendix 26A, the assessment of ecological health had identified no contaminants of concern. There is no pathway for chemical contaminant loading. The absence of contamination effects to wildlife is discussed in Section 4.2.
		o Direct and indirect impacts from potential ice-breaking (prior to spring break-up or following fall freeze-up) including potential sea ice fragmentation across the Coronation Gulf associated with shipping activities, and ice management at the port/dock facility;	2	Section 2.6.2.4 Project Activities During Construction	2-40	
			2	Section 2.6.3.3 Project Activities During Operations and Maintenance	2-50	
		o Direct and indirect impacts from climate change (including wildfire); and	6	Section 16.4.7 Effects of Climate Change on Caribou	16-122	
			6	Section 18.4.5 Effects of Climate Change on Muskox	18-79	
			6	Section 18.8.5 Effects of Climate Change on Moose	18-109	
			6	Section 18.12.5 Effects of Climate Change on Grizzly Bear	18-138	
			6	Section 18.16.5 Effects of Climate Change on Wolverine	18-165	
		o Where relevant, the Proponent shall take into account the alteration of normal behaviour or patterns and provide any associated outcomes for overall energy balance for the relevant VEC;	6	Section 16.1.5 Quantitative Models	16-19	
			6	Section 18.1.5 - Timing	18-17	
			6	Section 16: Assessment of Potential Effects on Caribou, Appendix 16B: Vulnerability Assessment of the Bathurst, Beverly/Aniak, and Dolphin and Union Caribou Herds to the Proposed Grays Bay Road and Port Project	1	
		iii. Potential impacts on wildlife from proposed ground traffic, marine traffic and air traffic disturbance, particularly low-level flights (i.e., lower than 610 metres above ground) during critical periods (e.g., caribou and muskox calving and post-calving and wintering,	2	Section 2.6.2.4 Project Activities During Construction	2-40	Marine shipping will not interact with terrestrial wildlife, as vessel traffic will be limited to the open water season.
			2	Section 2.6.3.3 Project Activities During Operations	2-50	
			6	Section 16.4.2.2 Caribou Project Effects Pathways - Indirect Habitat Loss	16-92	
			6	Section 18.4.1.2 Muskox Project Effects Pathways	18-68	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iv. Potential impacts on wildlife from injury or mortality caused by proposed project activities, particularly the use of the all-weather road, mine hauling roads and other access roads, as well as intentional killing of wildlife to defend human life or property by mine project personnel;	6	Section 16.4.4 Caribou Change in Mortality Risk	16-107	
			6	Section 18.4.3 Muskox Change in Mortality Risk	18-75	
			6	Section 18.8.2 Moose Change in Mortality Risk	18-103	
			6	Section 18.12.3 Grizzly Bear Change in Mortality Risk	18-129	
			6	Section 18.16.3 Wolverine Change in Mortality Risk	18-158	
		v. Potential impacts on wildlife from increased hunting pressure resulting from improved access due to proposed project infrastructure;	6	Section 16.4.4 Caribou Change in Mortality Risk	16-107	
			6	Section 18.4.3 Muskox Change in Mortality Risk	18-75	
			6	Section 18.8.2 Moose Change in Mortality Risk	18-103	
			6	Section 18.12.3 Grizzly Bear Change in Mortality Risk	18-129	
			6	Section 18.16.3 Wolverine Change in Mortality Risk	18-158	
		vi. Potential impacts of noise and vibration on wildlife from, construction including blasting, re-contouring topography, and other activities as results of proposed project construction and operation;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	
		vii. Assessment of the potential for proposed project activities to act as an attractant to wildlife species, and associated effect/changes to behaviour and condition;	6	Section 18.8.3 Moose Change in Mortality Risk	18-103	
			6	Section 18.12.3 Grizzly Bear Change in Mortality Risk	18-129	
			6	Section 18.16.3 Wolverine Change in Mortality Risk	18-158	
		viii. Evaluation of the potential for contaminants to be released into the environment as a result of the proposed project and to be taken up by VEC species;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	
		ix. Potential impacts of contamination to sources of traditional food (including those trapped, fished, hunted, harvested or grown for subsistence or medicinal purposes) as a result of bioaccumulation (i.e., food chain uptake through air, water and soil) as well as any	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	
			9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.1 Human Health)	12	
		x. List of all potential contaminants and a determination of whether possible uptake of these contaminants into country foods will result from proposed project activities.	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.1 Human Health)	12	
		xi. Potential impacts from the loss or alteration of habitat (i.e., vegetation);	6	Section 16.4.2 Change in Habitat	16-88	Concordance to this IS Guideline component applies to multiple species assessments which each has a section for Change in Habitat in Section 18. To minimize redundancy in this table, an example section reference is provided (Volume 6, Section 16 Caribou). Note: Although VC assessments in Volume 6 are organized using a consistent structure, subsection numbering may differ slightly.
		xii. Evaluation of the relative health and potential for chemical toxicity for inherently sensitive wildlife species based on an analysis of exposure pathways and demographic parameters;	6	Section 16.4.5 Caribou Change in Health	16-113	No chemical contamination identified in Appendix 26A (Section 4.2 Ecological Health). Therefore, there is no sensitive wildlife species identified.
			9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		xiii. Assessment of the potential for linear infrastructure and associated snow compaction to alter predator-prey relationships, including increased predator mobility along the road corridor and resulting changes in predation pressure on caribou during sensitive	6	Section 16.4.4 Caribou Change in Mortality Risk	16-107	
		xiv. Potential impacts of induced developments, e.g., electrical transmission lines on caribou throughout the year; and	6	Section 16.5.1 Project Residual Effects Likely to Interact Cumulatively with Residual Effects from Other Physical Activities (Caribou)	16-125	Induced developments are only evaluated if there is a project interaction with an induced project in cumulative effects. Induced development is listed by projects in the Cumulative Effects section as an interaction.
		xv. Illegal harvest of caribou: with impacts from illegal harvest, overharvesting, meat wastage, and influx of harvesters. There will need to be clear and robust mitigation measures related to enforcement and monitoring (who will enforce, who will fund it, when	6	Section 16.4.4.3 Mitigation, Management, and Enhancement Measures, Indirect Mortality (Caribou)	16-111	
8.1.12	Birds Baseline Information	For the project-specific Guidelines, discussion relating to birds shall include raptors, migratory birds, shorebirds and seabirds and the associated habitat of each.	6	Section 17.2 Baseline Conditions	17-15	
8.1.12.1		i. An overview of bird species, populations, distributions, and ecologies in the Regional Study Area, with emphasis on identified bird VECs and species with special designations (Species at Risk listed on Schedule 1 of the federal SARA and species with designations	6	Section 17.2 Baseline Conditions	17-15	
			6	Appendix 17A Birds Baseline, Section 3.1 Species Present	32	
		ii. Description of current habitat use by VECs, including the use of Migratory Bird Sanctuaries, Key Migratory Bird Sites, Territorial Parks and other important habitats (e.g., breeding, nesting sites, staging areas) in the Regional Study Area and along the proposed	6	Section 17.2 Baseline Conditions	17-15	
			6	Appendix 17A Birds Baseline	43	
		iii. Description of the relative seasonal/annual abundances, distributions and trends in range or habitat use, movements and population status of bird VECs, including but not limited to population abundance, reproductive success, mortality rates, density,	6	Section 17.2 Baseline Conditions	17-15	
			6	Appendix 17A Birds Baseline, 4.1 General Information	44	
		iv. Description of migratory patterns and routes of VECs potentially impacted by the proposed project, with a discussion of corresponding sensitive periods; and	6	Section 17.2 Baseline Conditions	17-15	
			6	Appendix 17A Birds Baseline, Section 4.2.1 Spring Migration	48	
		v. Identification of key migratory bird sites along the proposed shipping route, including those which could potentially be affected by marine spills as a result of current and/or wind patterns.	6	Section 17.2 Baseline Conditions	17-15	
			6	Appendix 17A Birds Baseline, Section 4.2 Occurrence in the Marine RSA and LSA	46	
8.1.12.2	Impact Assessment	The Proponent is required to present a comprehensive impact analysis for all proposed project components and activities, including its shipping activities, on birds. This analysis should include the following:	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	
		ii. Potential disruption or alteration of migration routes due to proposed project phases or activities;	6	Section 17.3 Project Interactions with Birds	17-32	
		iii. Where relevant, the Proponent shall account for alteration of normal behaviour or patterns and provide any associated outcomes for overall energy balance (e.g., survival) for the relevant VEC;	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	
		iv. Potential impacts on birds and bird habitat use from air contamination, vegetation contamination, ground contaminants, or degraded water quality;	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	
		v. Potential disturbances to birds from noise and vibrations as a result of blasting, and land and marine transportation;	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	
		vi. Potential impact from pre-determined Flight Impact Zones, and potential for collision with aircraft;	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vii. Potential for proposed project facilities to attract wildlife such as polar bear, brown and grizzly bear, wolverine, foxes, ravens and gulls that may prey upon migratory birds and resulting impacts on the migratory bird populations;	6	Section 17.4.2 Change in Mortality Risk	17-44	
		viii. Potential attraction of birds and other scavengers/predators by domestic waste at proposed road and camp sites;	6	Section 17.4.1 Change in Habitat	17-34	
		ix. Potential attraction of birds to proposed project facilities and infrastructure due to attractants, or for roosting and nesting sites;	6	Section 17.4.1 Change in Habitat	17-34	
		x. Potential for bird mortality due to collisions with tall structures, overhead wires or guy wires;	6	Section 17.4.2 Change in Mortality Risk	17-44	
		xi. Potential effects of shipping on coastal and marine birds and habitat, as well as potential disturbance on key migratory bird habitat areas and sanctuaries in proximity to proposed shipping routes;	6	Section 17.4.1 Change in Habitat	17-34	
		xii. Incidental spills, malfunctions and other accidents associated with proposed shipping operations and potential impacts to marine birds;	6	Section 17.4.2 Change in Mortality Risk	17-44	
		xiii. Potential interactions, accidental injuries and mortality of marine birds directly or indirectly from proposed shipping (open water and potential ice breaking during break-up in the spring and freeze-up in the fall) activities, in particular those marine birds which	6	Section 17.4.2 Change in Mortality Risk	17-44	
		xiv. Potential direct and indirect effects on marine bird behaviour, distribution, abundance, migration patterns, species health and reproduction from marine shipping;	6	Section 17.4.1 Change in Habitat	17-34	
		xv. Evaluation of the potential for contaminants to be released to the environment from marine shipping and taken up by marine bird VECs as a result of the proposed project;	6	Section 17.4.4.2 Project Effects Pathways (Birds)	17-44	Related text for context: No COPCs have been identified for traditional country foods because pathways have not been identified for Project activities to introduce chemical contaminants into the plants or animals harvested by Inuit, Indigenous, and Community country food harvesters. Uptake of contaminants into vegetation, fish, and terrestrial wildlife would require the presence of chemical pollutants in soil or water from Project activities. Based on the assessments in Sections 4.2.2 (Surface Water and Groundwater) and 4.2.3 (Soil Quality), the Project is not expected to contaminate soils or waterbodies; therefore, no source of chemical contamination is expected that could lead to accumulation of contaminants in country foods. (Appendix 26A, Section 4.1.2.5, p 27)
			9	Appendix 26A, Section 4 Problem Formulation	25	
		xvi. Assessment of potential cumulative effects on marine bird VECs resulting from proposed escalation to marine traffic in the Regional Study Area over the proposed project's lifecycle, including the potentially extended minimum operation period.	6	Section 17.5 Cumulative Effects	17-52	
		xvii. Potential impacts of contaminant bioaccumulation via food chain uptake through air, water, and soil, including specific impacts to traditional food sources including potential monitoring methods to track the progress of this potential impact;	9	Appendix 26A, Section 4 Problem Formulation	15	
		xviii. Potential impacts from the loss or alteration of habitat (i.e., vegetation) due to pollutants and noise and its effects on bird and bird habitat; and	6	Section 17.4.1 Change in Habitat	17-34	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.13 8.1.13.1	Marine Environment Baseline Information	xix. Potential impacts on wildlife from ground traffic and air traffic disturbance, particularly low-level flights (i.e., lower than 610 metres above ground) during critical periods (e.g., nesting and moulting seasons).	6	Section 17.4.1 Change in Habitat	17-34	
			6	Section 17.4.2 Change in Mortality Risk	17-44	
		For the purposes of the project-specific Guidelines, the marine environment shall include marine ecology, marine water and sediment quality, and marine biota including fish and mammals, Species at Risk, and marine habitat.	8	Section 21 Marine Water & Sediment	21-1	
			8	Section 22 Marine Fish & Fish Habitat	22-1	
			8	Section 23 Marine Mammals	23-1	
		With the Project having potential impacts on the marine environment through the use of shipping corridors into Grays Bay port and infrastructure, the impact statement shall include an assessment of those activities.	8	Section 23.3 Assessment of Project Effects on Marine Mammals	23-56	
			8	Section 23.4 Assessment of Cumulative Effects	23-104	
		i. Description of marine physical processes and currents including the costal environment, biological diversity and composition, and associated interactions in the Local Study Area and Regional Study Area, including the proposed shipping route(s);	8	Section 23.2.2 Overview (Marine Mammals)	23-25	
		ii. Sampling site selection and locations, monitoring duration and frequency; sampling methodology and analytical protocol and incorporation of historical data or existing information;	8	Appendix 21A Marine Water & Sediment Quality (Oceanography, Water Quality, Zooplankton, Sediment Quality, Benthic Invertebrate Community)	21A-6	
			8	Appendix 22A Marine Fish & Fish Habitat (Habitat, Invertebrates, Fish)	22A-6	
			8	Appendix 23A Marine Mammals (Mysticetes, Odontocetes, Pinnipeds, Ursids)	23A-13	
		iii. Data on seasonal ice cover including sea ice conditions and timing of ice freeze-up and break up for Regional Study Area and Local Study Area, including the proposed shipping routes;	8	Appendix 21A Marine Water & Sediment Quality (Oceanography, Water Quality, Zooplankton, Sediment Quality, Benthic Invertebrate Community)	21A-27	
			8	Appendix 22A Marine Fish & Fish Habitat (Habitat, Invertebrates, Fish)	22A-16	
			8	Appendix 23A Marine Mammals (Mysticetes, Odontocetes, Pinnipeds, Ursids)	23A-20	
		iv. Presentation of available bathymetric information along the proposed shipping route(s); as well as at the approaches to the port and the proposed locations of wharves;	8	Section 23.2.2.2 Marine Habitat, Figure 23.3 (Marine Mammals)	23-26	
		v. Identification of sensitive habitat areas for marine mammals, marine fish, anadromous fish, and marine biota including but not limited to, coral and sponge habitat, benthic areas, bottom temperature and substrate type, underwater marine acoustics, in the	8	Appendix 22A Marine Fish & Fish Habitat (Habitat, Invertebrates, Fish)	22A-20	
			8	Appendix 23A Marine Mammals (Mysticetes, Odontocetes, Pinnipeds, Ursids)	23A-12	
		vi. Presentation of Inuit Qaujimaningit, Indigenous Knowledge, or and Community Knowledge collected related to coastal areas and ice conditions;	8	Section 23.2.2 Marine Habitat (Sea Ice) (Marine Mammals)	23-27	
		vii. Identification and details of potential safe anchorage locations along the proposed shipping route(s); and	8	Section 37.1.4.2 Ecosystemic Environmental Plans (Port Management Plan)	37-8	While potential safe anchorage locations along the proposed route have not been identified to date, these will be included in the Port Management Plan.
		viii. Details of mooring adequacy at wharves and of tugs that will be used to accommodate types of vessels that are expected to frequent the port.	2	Section 2.6.1.1 Port - Marine-based & Landside Infrastructure	2-27	
			2	Section 2.6.3.3 Project Activities during Operations & Maintenance	2-50	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.1.13.2	Impact Assessment	The Proponent is required to present an impact analysis that gives consideration to the potential for Project shipping activities to impact the marine environment, including underwater marine acoustics. This analysis shall include the following: i. Potential impacts due to construction activities at the port site and marine environment;	8	Section 22.3.4 Change in Mortality and/or Injury Risk (Fish)	22-96	
			8	Section 23.3.4 Change in Mortality and/or Injury Risk (Mammals)	23-84	
		ii. Potential impacts due to waves and currents and associated sediment transport and potential siltation in the future will be considered;	8	Section 21.3.2 Change in Marine Water Quality	21-32	
			8	Section 21.3.3 Change in Marine Sediment Quality	21-52	
		iii. Potential risks and impacts to the marine ecosystem through the introduction of exotic species, including pathogens, through seasonal shipping;	8	Section 22.3.2 Change in Habitat (Fish)	22-75	
		iv. Potential impacts on marine water quality from accidental spills of fuel and chemicals along the shipping routes and from the accidental grounding/stranding of marine vessels along the proposed shipping routes;	8	Section 21.3.2 Project Effects Pathways (Marine Water and Sediment Quality)	21-32	
		v. Potential impacts on marine water quality and sediment quality from discharges of proposed project wastewater treatment plants. A solute transport model based on numerical flow modelling should be used for water quality predictions and appropriate models	8	Section 21.3.2 Change in Marine Water Quality	21-32	
		vi. Assess the effects of proposed project activities (e.g., effluent discharge, accommodation barge, loading docks, etc.) on biota and habitat including but not limited to: fish and fish habitat, coral and sponge habitat, significant benthic areas, bottom temperature and	8	Section 22.3.2 Change in Habitat (Fish)	22-42	
			8	Section 23.3.2 Change in Habitat (Mammals)	23-60	
		vii. Potential impacts of wake effects from shipping on the shoreline stability and sensitive fish or marine mammal habitat (i.e., coastal wetlands);	8	Section 22.3.2 Change in Habitat (Fish)	22-49	
			8	Section 23.3.2 Change in Habitat (Mammals)	23-108	
			8	Section 23.3.3 Change in Behavior Caused by Sensory Disturbance (Mammals)	23-77	
		viii. Potential impacts on sedimentation patterns and subsequent impacts on subsea permafrost in the nearshore region;	8	Section 21.3.2 Change in Marine Water Quality	21-39	
			8	Section 21.3.6 Effects of Climate Change on Marine Water and Sediment	21-66	
		ix. Potential impacts of sedimentation from propeller wash on water quality, fish and fish habitat and, benthic invertebrates;	8	Section 21.3.2 Change in Marine Water Quality	21-34	
			8	Section 22.3.2 Change in Habitat (Fish)	22-49	
			8	Section 22.3.3 Change in Behavior Caused by Sensory Disturbance (Fish)	22-80	
		x. Potential impacts of ballast water discharge on water quality, fish and fish habitat, benthic invertebrates including cumulative impacts over the life of the proposed project;	8	Section 21.4.2 Change in Marine Water Quality - Cumulative Effects	21-72	
			8	Section 22.3.2.2 Project Effects Pathways (Fish)	22-49	
			8	Section 22.4.2 Change in Habitat (Fish) - Cumulative Effects	22-127	
		xi. Potential impact on marine environment and bio-accumulation in marine food chains, in particular on benthic organisms, from antifouling toxins (e.g. tributyltin) leaching from marine vessels; and	9	Appendix 26A, Section 4 Problem Formulation	26	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		xii. Potential impacts of climate change and sea level change on Project elements.	10	Section 33 Effects of the Environment on the Project	33-9	
			5	Appendix 12B Climate Change Risk Assessment - Section 5.1.15 Wave Action; 5.1.16 Sea Ice Ride-up	21, 22	
8.1.14 8.1.14.1	Marine Wildlife Baseline Information	i. Description of marine wildlife populations, distributions, and ecologies in the Regional Study Area, with emphasis on identified marine wildlife VECs and species with special designations (Species at Risk listed on Schedule 1 of the federal SARA and species	8	Section 23.2 Baseline Conditions	23-15	
			8	Appendix 23A Marine Mammals Baseline Report	20	
		ii. Characterization of marine wildlife habitat (e.g., including underwater acoustics) in the Local Study Area and Regional Study Area, including habitat used by VECs for feeding, calving, nursing, over-wintering, and other critical activities; and	8	Section 23.2 Baseline Conditions	23-15	
			8	Appendix 22A Marine Fish, Section 5.1.1 Marine Habitat	15	
		iii. Identification of marine wildlife species, historical and current habitats, distribution, seasonal migration patterns, critical areas (i.e., feeding, calving, over wintering, etc.), and potential interactions with shipping activities.	8	Section 23.2 Baseline Conditions	23-15	
			8	Appendix 23A Marine Mammals	20	
8.1.14.2	Impact Assessment	The Proponent is required to present an impact analysis that gives consideration to the potential for proposed project shipping activities to impact the marine wildlife.	8	Section 23.2 Assessment of Project Effects on Marine Mammals	23-42	
		The Proponent shall, where any impact to marine wildlife is identified, indicate the cultural or practical importance of that species to northerners.	8	Section 23.2 Baseline Conditions	23-15	
		In addition, the analysis shall include the following:	8	Section 23.3.2 Change in Habitat	23-46	
		i. Potential loss to or deterioration in the habitat of marine wildlife VECs due to proposed shipping route(s). Special consideration	8	Section 22.3.2 Change in Habitat (Marine Fish and Fish Habitat)	22-47	
				Section 22.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Fish and Fish Habitat)	22-77	
				Section 23.3.2 Change in Habitat (Marine Mammals)	23-46	
				Section 23.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Mammals)	23-68	
		iii. Potential spills, malfunctions and other accidents associated with proposed shipping operations and any resulting impacts to marine wildlife, marine habitat and marine fish;	10	Section 34.7.1 Terrestrial and Aquatic Hazardous Materials Spill	34-24	
			8	Section 22.3.2.2 Project Effects Pathways (Marine Fish and Fish Habitat)	22-49	
			8	Section 23.3.2.2 Project Effects Pathways (Marine Mammals)	23-49	
		iv. Risk assessment of the potential introduction of non-native aquatic species due to ballast water discharge, ship wash and hull fouling and invasive diseases and pathogens from marine equipment and ballast water that can transfer to terrestrial wildlife (e.g.,	8	Section 22.3.2 Change in Habitat	22-49	
		v. Potential interactions, accidental injuries and mortality of marine wildlife directly or indirectly from proposed shipping (open water and potential ice breaking during break-up in the spring and following freeze-up in the fall) activities, in particular those marine	8	Section 22.3.4 Change in Mortality and/or Injury Risk (Marine Fish and Fish Habitat)	22-96	
			8	Section 23.3.4 Change in Mortality and/or Injury Risk (Marine Mammals)	23-84	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vi. Potential direct and indirect effects on marine wildlife behaviour, distribution, abundance, migration patterns, species health and reproduction from maintaining the port;	8	Section 22.3.2 Change in Habitat (Marine Fish and Fish Habitat)	22-47	
			8	Section 22.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Fish and Fish Habitat)	22-77	
			8	Section 23.3.2 Change in Habitat (Marine Mammals)	23-46	
			8	Section 23.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Mammals)	23-68	
		vii. Evaluation of the potential for contaminants to be released to the environment and taken up by VECs as a result of the proposed project; and	9	Appendix 26A, Section 4 Problem Formulation	26	
			8	Section 22.3.4 Change in Mortality and/or Injury Risk (Marine Fish and Fish Habitat)	22-96	
		viii. Assessment of potential residual and cumulative effects on marine wildlife VECs resulting from potential escalated marine traffic in the Regional Study Area over the proposed project's lifecycle (and including the potentially extended road and port operation	8	Section 23.4.4 Change in Mortality and/or Injury Risk (Marine Mammals)	23-113	
			8	Section 22.3.3 Change in Behaviour Caused by Sensory Disturbance (Marine Fish and Fish Habitat)	22-88	
			8	Section 23.1.1 Summary of Project Residual Effects (Marine Mammals)	23-98	
			8	Section 23.4 Assessment of Cumulative Effects (Marine Mammals)	23-103	
8.2	Socio-Economic Environment and Impact Assessment	The assessment of potential adverse and beneficial impacts on the socio-economic environment such as community well-being, physical and mental health, culture, and traditional land and/or aquatic uses (such as hunting, harvesting, gathering, and cultural	9	Section 24 Traditional Land, Marine, and Resource Use Assessment	24-1	Valued Component assessments in Volume 9 follow a consistent structure. To avoid repetition, an example concordance line is provided. VC Assessments are generally found at the beginning on each VC assessment (Volume 9), providing the justification of assessment focus, based on potential effects.
			9	Section 26 Assessment of Potential Effects on Community Health and Well-being	26-1	Valued Component assessments in Volume 9 follow a consistent structure. To avoid repetition, an example concordance line is provided. VC Assessments are generally found at the beginning on each VC assessment (Volume 9), providing the justification of assessment focus, based on potential effects.
			9	Section 26 Appendix 26A Human Health and Ecological Risk Assessment	i	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2		The Proponent shall present relevant information on the functioning and stability of the socio-economic environment in the Regional Study Area (see Section 7.3) to serve as a baseline against which the potential impacts of the proposed project can be measured, with	9	Appendix 25A People and Communities Baseline Report	1	
		The Proponent shall also describe the components of the socio-economic environment and the processes affecting the components as they exist without the proposed project (historical background and current baseline conditions).	3	Section 7 Regional Historical Overview	7-1	
		The Proponent shall provide a clear rationale for its selection of communities, the public engagement carried out, and relevant reference studies and reports from which baseline data is collected (see Section 9.0).	9	Section 25 Appendix 25A People and Communities Baseline Report, Section 3.2 Primary Data Collection	11	
			9	Section 25 Appendix 25A People and Communities Baseline Report, Section 12 References	205	
		The Proponent shall describe the interactions between the socio-economic and ecosystemic environments, including the roles of the land and wage-based economies, and the nature of the mixed economy of the North.	9	Section 27.2.2.2 Territorial Economy (Employment and Economy)	27-24	This section discusses the territorial economy, traditional economy, regional and territorial business, and labour force and employment
		The Proponent should provide sufficient detail to demonstrate a proper understanding of the structure and functioning of the potentially affected communities that enables the Proponent to identify the potential of the proposed project to affect these	9	Section 25 Appendix 25A People and Communities Baseline Report	1	
			9	Section 24.2.2 Overview	24-22	
		Whenever relevant and appropriate, data shall be distinguished by gender, age, or other community relevant factors such as hunters, trappers, harvester etc. to support a Gender Based Analysis + assessment.	9	Section 24.2.1.4 Gender-Based Analysis Plus (GBA Plus)	24-22	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Sections 24.3.3.4, 24.3.4.4, 24.3.5.4, and 24.3.6.4.
			9	Section 25.2.1.6 Gender-Based Analysis Plus (GBA Plus)	25-16	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Sections 25.3.3.4 and 25.3.4.4.
			9	Section 26.2.1 Methods (Gender Based Analysis Plus)	26-19	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Sections 26.3.3.4, 26.3.4.4, 26.3.5.4, 26.3.6.4, 26.3.7.4, 26.3.8.4.
			9	Section 27.2.1.4 Reflection on Unconscious Bias and Assumptions (Gender Based Analysis Plus)	27-16	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Table 27.3 and Sections 27.3.3.4, 27.3.4.4, 27.3.5.4, 27.3.6.4, and 27.3.7.4.
			9	Section 28.2.1.7 Gender Based Analysis Plus (GBA Plus)	28-14	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Sections 28.3.3.4, 28.3.4.4, 28.3.5.4, 28.3.6.4.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			9	Section 29.2.2.6 Summary of Baseline Information on Sub-Populations for Gender Based Analysis Plus	29-30	Approach / Process Further GBA Plus lens is provided throughout the assessment; e.g., Section 29.3.2.5, 29.3.3.5, 29.3.4.5, 29.3.5.5.
		Socio-economic indicators should be used to present baseline information and subsequently measure impacts related to the proposed project.	9	Section 27.1.3 Potential Effects, Pathways, and Measurable Parameters	27-9	Consideration of the project effects, pathways, and measurable parameters (i.e., indicators) are carried forward in the baseline overview and assessment of project residual effects and cumulative effects. Valued Component assessments in Volume 9 follow a consistent structure. Concordance to this IS Guideline component applies to multiple VC assessment sections (Volume 9). To minimize redundancy in this table, an example section reference is provided. Note: Although VC assessments in Volume 9 are organized using a consistent structure, subsection numbering may differ slightly.
		The Impact Statement shall clearly identify and justify the indicators selected and the indicators chosen must be adequate to address all types of foreseeable impacts, including cumulative and residual impacts	9	Section 27.1.3 Potential Effects, Pathways, and Measurable Parameters	27-9	Valued Component assessments in Volume 9 follow a consistent structure. Concordance to this IS Guideline component applies to multiple VC assessment sections (Volume 9). To minimize redundancy in this table, an example section reference is provided. Note: Although VC assessments in Volume 9 are organized using a consistent structure, subsection numbering may differ slightly.
		the Proponent should include predictions regarding when potential impacts on each relevant valued socio-economic components could reasonably be expected	9	Section 27.1.5 Residual Effects Characterization	27-13	Valued Component assessments in Volume 9 follow a consistent structure. Concordance to this IS Guideline component applies to multiple VC assessment sections (Volume 9). To minimize redundancy in this table, an example section reference is provided. Note: Although VC assessments in Volume 9 are organized using a consistent structure, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		the Proponent is expected to clearly identify limitations and knowledge gaps encountered in its efforts to collect the required information	9	Section 27.3.8 Summary of Project Residual Effects	27-94	Additional details are contained within each project effect discussion (e.g., Sections 27.3.3.3, 27.3.4.3, 27.3.5.3 27.3.6.3, 27.3.7.3) Valued Component assessments in Volume 9 follow a consistent structure. Concordance to this IS Guideline component applies to multiple VC assessment sections (Volume 9). To minimize redundancy in this table, an example section reference is provided. Note: Although VC assessments in Volume 9 are organized using a consistent structure, subsection numbering may differ slightly.
			9	Section 27.3.1.2 Economic Model Limitations	27-47	
			9	Section 27.6 Prediction Confidence and Uncertainty	27-120	Valued Component assessments in Volume 9 follow a consistent structure. Concordance to this IS Guideline component applies to multiple VC assessment sections (Volume 9). To minimize redundancy in this table, an example section reference is provided. Note: Although VC assessments in Volume 9 are organized using a consistent structure, subsection numbering may differ slightly.
8.2.1 8.2.1.1	Economic Development and Opportunities Baseline Information	i. The traditional economy, current economic structure including the interaction between the wage and traditional economy, development trends in the Project Regional Study Area and variability in potential impacted communities as well as in Nunavut as a	9	Section 27.2.2.2 Territorial Economy (Baseline Conditions Overview)	27-24	
			9	Section 27.2.2.3 Traditional Economy (Baseline Conditions Overview)	27-25	
			9	Appendix 25A, Section 6.1 Economic Activity - Employment & Economy	44	
		ii. The economic development levels in the Project Regional Study Area comparing to other regions in Nunavut, advantages and constraints of economy development;	9	Section 27.2.2 Baseline Conditions Overview	27-24	Qualitative descriptions in text, including in Section 27.2.2.2, 27.2.2.3, 27.2.2.4, 27.2.2.5, and 27.2.2.8
			9	Appendix 25A, Section 6.1 Economic Activity - Employment & Economy	44	Described qualitatively in applicable subsections
			9	Appendix 25A, Section 6.1.4 Economic Development	48	
		iii. The roles the exploitation of renewable resources (e.g., subsistence and commercial hunting and fishing) play in economic terms and its significance for the local economy;	9	Appendix 25A, Section 6.1.1 Nunavut Economic - Employment & Economy	44	Qualitative descriptions in text, including in Section 27.2.2.2, 27.2.2.3, 27.2.2.5, and 27.2.2.8
		iv. Community and resident self-reliance; and	9	Appendix 25A, Section 4.3 Community Profiles	19	This section provides an overview of the historic and geographical context for each of the five hamlets and two unincorporated communities in the Kitikmeot Region.
			9	Appendix 25A, Section 6.1 Economic Activity - Employment & Economy	44	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.1.2	Impact Assessment	v. Overview of Nunavut's Real Gross Domestic Product, rate of Gross Domestic Product growth, Consumer Price Index, import/export and trade balance of goods, personal savings rate, and business investment.	9	Section 27.2.2.2 Territorial Economy (Baseline Conditions Overview)	27-24	
			9	Appendix 25A, Section 6.1.5 Overview of Key Economic Indicators	49	
		i. Potential impact on the local economy at the regional and community level as well as the implications of the proposed project on economic diversity;	9	Section 27.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback	27-18	
			9	Section 27.3.3.3 Project Residual Effects - Change in Economic Development & Opportunities	27-55	
			9	Section 27.3.3.3 Project Residual Effects - Change in Economic Development & Opportunities	27-62	Traditional Economy is discussed in this subsection of Project Residual effects
		ii. Potential impact on the traditional economic activities including hunting, fishing and sport hunting/guiding, etc.;	9	Section 27.3.4 Change in Employment	27-68	
			9	Section 27.3.3.3 Project Residual Effects - Change in Economic Development & Opportunities	27-62	Traditional Economy is discussed in this subsection
			9	Section 24.3.5.3 Project Residual Effects - Change in Access to Resources, Sites, or Areas Where TLMRU Occurs	24-134	
			9	Section 24.3.6.3 Project Residual Effects - Change to Cultural Practices, Laws, & Governance Systems that Inform How TLMRU Occurs	24-141	
			9	Section 29.3.4 Change in Access to and Use of Lands and Resources for Commercial Harvesting, Tourism and Recreation	29-42	
		iii. Potential impacts related to accessibility and removal of barriers for tourism, traveling, fishing, hunting/trapping and other activities by local communities as a result of construction and operation of the all-weather road, port, Jericho station, and an annual	9	Section 24.3.5.3 Project Residual Effects - Change in Access to Resources, Sites, or Areas Where TLMRU Occurs	24-134	
			9	Section 27.3.3.3 Project Residual Effects - Change in Economic Development & Opportunities	27-62	
			9	Section 29.3.4 Change in Access to and Use of Lands and Resources for Commercial Harvesting, Tourism and Recreation	29-42	
		iv. Potential impacts on local and regional economy due to temporary closure and final closure; and			N/A	A full closure analysis has not been conducted as the Project is anticipated to operate in perpetuity.
		v. Provide a discussion on the effects that the proposed project may have on Nunavut's Real Gross Domestic Product, rate of Gross Domestic Product growth, Consumer Price Index, import/export and trade balance of goods, personal savings rate, and business	9	Section 27.3.3.3 Project Residual Effects - Change in Economic Development & Opportunities	27-62	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.2 8.2.2.1	Employment Baseline Information	i. The labour supply statistics in terms of relative genders, ages and other demographic categories;	9	Section 27.2.2.5 Labour Force and Employment	27-27	Labour force information provided for the working age population (15+ years). Relevant indicators of the labour force are disaggregated by age as available.
			9	Appendix 25A. Section 6.22 Labour Force	55	
			9	Appendix 25A. Section 11.47 Labour and Employment	181	
		ii. Assessment of the current local and/or Northern and national labour force available to satisfy the needs of the proposed project development at each phase, identifying gaps between this availability and proposed project needs by education level and other	9	Appendix 25A, Section 6.2.2.1 Labour & Employment - Community Perspectives	55	
		iii. Local household incomes, income sources, and compositions of income within the proposed project Regional Study Area;	9	Appendix 25A, Section 6.3.2.1 Individual Income	62	Table 6.13 Composition of Total Income
			9	Appendix 25A, Section 6.3.2.3 Composition of Total Income	67	
			9	Appendix 25A, Section 6.5.1 Household Economy - Household Income	77	
		iv. Provide sector specific breakdown of employment with attention to employment of Inuit;	9	Appendix 25A, Section 6.2.3 Employment by Occupation	60	Table 6.8 Employment by Occupation, Kitikmeot Region and Nunavut, Indigenous Population, 2021
		v. Existing local employment opportunities and labour supply status; and	9	Appendix 25A, Section 6.2.2 Labour & Employment - Labour Force	55	
		vi. Discussion of the requirements for employment (e.g., education levels, criminal records, drug and alcohol policies, language abilities), and the potentials of needs to be met by local recruitment, as well as the extent to which the skills of the available workers	9	Section 27.3.4.3 Project Residual Effect (Employment and Economy)	27-68	Project employment requirements (i.e. education, skills) and the potential to be met by local recruitment are discussed in the 'change in employment' impact assessment section (Section 27.3.4.3)
			9	Section 27.2.2.5 Labour Force and Employment	27-27	Existing labour force and employment conditions are discussed in the baseline conditions section (Section 27.2.2.5)
			9	Section 26.2.2.5 Personal Health Behaviours	26-29	Existing conditions regarding personal health behaviours, including alcohol consumption and illicit drugs, are discussed in the baseline conditions of the Community Health and Well-being section (Section 26.2.2.5)
			9	Section 26.3.5.2 Mitigation, Management, and Enhancement Measures (Community Health and Well-being)	26-53	Project -related effects on availability and consumption of substances (e.g. alcohol, drugs) are discussed in the 'Change in Mental Health, Emotional Health, and Coping Mechanisms' section of the Community Health and Well-being section including the implementation of a No Drug and Alcohol Policy (Section 27.3.4.3)

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.2.2	Impact Assessment	i. Assessment of the potential for development of the local labour force;	9	Section 27.3.4.3 Change in Employment	27-68	
			9	Section 27.3.5.3 Change in Education & Training - Education and Training Opportunities	27-83	
		ii. Discussion of culturally-sensitive workforce management practices that will meet both the proposed project's immediate labour force needs as well as the region's longer-term economic development needs;	9	Section 27.3.4.2 Mitigation, Management, and Enhancement Measures (Change in Employment)	27-66	
			9	Section 27.3.5.2 Mitigation, Management, and Enhancement Measures (Change in Education and Training)	27-82	
		iii. Discussion of potential changes in the traditional activities and household function due to wage employment associated with the proposed project;	9	Section 27.3.3 Change in Economic Development and Opportunities, Section 27.3.3.3 Project Residual Effect - Traditional Economy	27-62	Discusses changes to hunting, plant harvesting, and fishing and marine harvesting
		iv. Evaluation of the effects of competition for labour between the proposed project and existing businesses, institutions, and traditional activities, and	9	Section 27.3.4.1 Change in Employment - Project Effects Pathways	27-66	
			9	Section 27.3.5.1 Change in Education & Training - Project Effects Pathways	27-81	
		v. Potential impacts on employment due to situations of proposed project temporary and final closure.	N/A	N/A	N/A	Project assumed to operate in perpetuity and will not require closure.
8.2.2.3	Topics for Discussion	i. Evaluation of the possible effect of changes in income earnings on patterns of savings expenditure and consumption values, especially with changes to public housing rental requirements due to changes of employment status.	9	Section 27.3.4.3 Project Residual Effect (Change in Employment)	27-74	Impact on employment income considered in the change in employment section (Section 27.3.4.3).
			9	Section 28.3.4 Change in Accommodation and Housing Availability	28-48	Change in Accommodation and Housing Availability considered in the Infrastructure and Services section (Section 28.3.4). Effects on rental market considered negligible.
			9	Section 26.3.6 Change in Family and Community Dynamics and Cohesion	26-59	Impact of Project-related changes in employment income on families, including reduced financial stress by having financial means to support housing, food security and other opportunities that support well-being, considered in Section 26.3.6 (Change in Family and Community Dynamics and Cohesion) in the Community Health and Well-being section.
8.2.3 8.2.3.1	Education Baseline Information	i. Overview of the existing education system (early childhood through post-secondary);	9	Appendix 25A, Section 7 Education & Training; Section 7.1 Early Childhood Education and Childcare; Section 7.2 Primary and Secondary Education; Section 7.3 Post Secondary Education and Training	89	
		ii. Available training programs for adults and youth through the existing education system;	9	Appendix 25A, Section 7.3 Post-Secondary Education and Training	92	
		iii. Local education infrastructure, capacity, funding resources, and administration system; and	9	Section 28.2.2.5 Education and Childcare	28-28	
			9	Appendix 25A. Section 7 Education and Training	89	
			9	Appendix 25A. Section 11.5 Education	190	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.3.2	Impact Assessment	iv. Education and skill levels of the residents in the proposed project's Regional Study Area, and experience of the local labour force in different demographic categories based on available data.	9	Appendix 25A, Section 7.4 Education & Training - Educational Attainment	97	Table 7.3 Educational Attainment Rate, Total Population (Aged 15+), 2021
			9	Appendix 25A, Section 11.5 Yellowknife - Education	190	Discusses education programs and experience
		i. Assessment of proposed project impacts to the education system and how it would influence training programs. Include an evaluation on how the proposed project might affect attendance, retaining teachers, class sizes, and other components of the	9	Section 27.3.5.3 Project Residual Effect - Change in Education and Training (Employment and Economy)	27-83	Effects on enrollment in education and training programs and school completion considered in Section 27.3.5 (Change in Education and Training)
			9	Section 28.3.3 Change in Community Infrastructure and Access to Public Services or Utilities	28-42	Effects on education infrastructure considered in Section 28 (Infrastructure and Services). Residual effects expected to be negligible, hence retaining teachers, class sizes not considered.
		ii. Provide an assessment on the demands that might be placed on the educational infrastructure, capacity, funding resources and administration system;	9	Section 28.3.3 Change in Community Infrastructure and Access to Public Services or Utilities	28-42	Effects on education infrastructure considered in Section 28 (Infrastructure and Services). Residual effects expected to be negligible, hence funding, capacity and funding mechanism not considered.
		iii. Requirements for education levels, skills and experiences of labour force from the proposed project in short, medium term and foreseeable future, taking account the vision of expansion for the proposed project lifespan, and regional economy development;	9	Section 27.3.4.3 Project Residual Effect - Change in Employment	27-68	Project employment requirements (i.e. education, skills) and the potential to be met by local recruitment are discussed in the 'change in employment' impact assessment section (Section 27.3.4.3)
		iv. Discussion of potential need of local labour force training to meet the needs of the proposed project. The types of training can be those specifically required by the proposed project, or others geared toward universally applicable skills that improve workers'	9	Section 27.3.4.3 Project Residual Effect (Change in Employment)	27-69	
		v. Evaluation of training programs planned by the Proponent, the associated challenges and likelihood of success of trainees to satisfy the proposed project needs and regional economy development with consideration of cultural and language barrier;	9	Section 27.3.5.3 Project Residual Effect (Change in Education and Training) (Employment and Economy)	27-83	Monitoring program would be contained in the SEMP
		vi. Discussion of the potential for longer term community capacity building programs, if any have been planned or will be planned and are anticipated to be implemented throughout the proposed project's lifetime, regarding how training plans can enhance the transferability of skills after road and port closure (e.g., management and Human Resource skills, computer skills, heavy equipment experience, finance skills, etc.); and	9	Section 28.4.2.3 Cumulative Effects (Infrastructure and Services)	28-71	Project assumed to operate in perpetuity and will not require closure.
		vii. Discussion of other possible solutions to fill up the gap between requirements of proposed project needs, and education level and qualifications of local labour force.	9	Section 27.3.4.2 Mitigation, Enhancement, and Management Measures (Employment and Economy)	27-66	
			9	Section 27.3.4.3 Project Residual Effect (Employment and Economy)	27-68	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.4 8.2.4.1	Contracting and Business Opportunities Baseline Information	i. Provide the most up-to-date statistics and data available as it relates to contracting and business opportunities from socio-economic studies of communities in the Project-specific Regional Study Area;	9	Appendix 25A People and Communities, Section 6.4 Businesses	69	
			9	Section 27.2.2.4 Regional and Territorial Business Conditions	27-26	
			9	Section 27.2.2.5 Labour Force and Employment	27-27	
		ii. Estimates of goods supplied to the proposed project, including country food supply, procurement, services contracting, and other business opportunities in the Project-specific Regional Study Area that may result from the proposed project; and	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects - Construction	27-87	
			9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects - Operations and Maintenance	27-88	
			9	Section 27.3.7.3 Change in Community Resupply Resilience - Project Residual Effects - Construction	27-91	
			9	Section 27.3.7.3 Change in Community Resupply Resilience - Project Residual Effects - Operations and Maintenance	27-91	
			9	Section 24.3.6.2 Mitigation, Management, and Enhancement Measures	24-140	Table 24.16 - Enhancement measure below describes the provision of country foods to Project personnel "• WKR will develop and implement a Culture Program at the Project's main camps. The Culture Program will include provision of occasional country food to personnel at camps and is intended to create a more inclusive work environment while supporting local food traditions and aiding to build cultural respect among non-Inuit personnel. Discussion of Inuit cultural practices, laws, and governance systems may occur through this program."
		iii. The economy structure and characteristics of the local and regional economies, existing business types, scales of the different sectors of economy, and potential capacities to meet the needs of the proposed project.	9	Appendix 25A, Section 6.1 - Economic Activity	44	
			9	Section 27.2.2.2 - Territorial Economy	27-24	
8.2.4.2	Impact Assessment	i. Assessment of economic effects, positive and negative, stemming from the Project's contracting and business opportunities through the lifespan of the proposed project;	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-86	
		ii. Opportunities for local, regional, and territorial or transboundary businesses to supply goods and services both directly to the proposed project, and indirectly to meet the demand created by the expenditure of new income by employment in the Project;	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-86	
		iii. Assessment of the proposed project effects on other local and regional economic sectors, in particular the competition to other business' needs due to limited capacity of local business;	9	Section 27.4.3.3 Change in Employment - Cumulative Effects - Competition for Workers	27-108	
			9	Section 27.3.7.1 Change in Community Resupply Resilience - Project Effects Pathways	27-90	
		iv. Assessment of the contributions made to public, communities and Inuit from the proposed project;	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-86	
		v. Assessment of the of project-related procurement, and potential capacity to meet proposed project needs;	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-87	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vi. Discussion on barriers to local business capacity building;	9	Section 27.3.6 Change in Contracting & Business Opportunities	27-85	
			9	Section 27.4.3.3 Cumulative Effects - Competition for Workers	27-108	
		vii. Assessment of existing country food supply sources from the Kitikmeot region and Nunavut, and opportunities to supply country foods at the Project;	9	Section 25.2.2.3 Overview - Country Foods - Availability	25-24	Description of existing country food supply
			9	Section 25.3.3.3 Change in Traditional Food System - Project Residual Effects - Accessibility and Utilization	25-41	Description of positive effects on access to country foods
			9	Section 24.3.6.2 Mitigation, Management, and Enhancement Measures	24-140	Table 24.16 - Enhancement measure below describes the provision of country foods to Project personnel "• WKR will develop and implement a Culture Program at the Project's main camps. The Culture Program will include provision of occasional country food to personnel at camps and is intended to create a more inclusive work environment while supporting local food traditions and aiding to build cultural respect among non-Inuit personnel. Discussion of Inuit cultural practices, laws, and governance systems may occur through this program."
		viii. Assessment of opportunities for local communities to diversify their economic sources and to supply new goods and services to meet the need generated by the proposed project; and	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-87	
			9	Section 27.3.7.3 Change in Community Resupply Resilience - Project Residual Effect - Construction	27-91	
		ix. Potential impacts on local businesses and services due to temporary closure and final closure.	9	Section 27.3.6.3 Change in Contracting & Business Opportunities - Project Residual Effects	27-87	Note: no information pertaining to temporary closure or final closure of local businesses
			9	Section 27.3.7.3 Change in Community Resupply Resilience - Project Residual Effect - Construction	27-91	Note: no information pertaining to temporary closure or final closure of local businesses
8.2.5 8.2.5.1	Population and Demographics Baseline Information	i. Description of regional and local community populations, demographics structure, composition, characteristics, and population trends; and	9	Appendix 25A, Section 4.4 Population & Demographics	25	Table 4.1 describes population growth from 1981-2021; Table 4.2 describes population breakdown of Inuit and Non-Inuit per region
			9	Appendix 25A, Section 4.4.1.2 In-Migration within Kitikmeot and from Southern Canada	26	
			9	Appendix 25A Section 4.4.1.3 Labour Mobility and Out-Migration	27	
			9	Appendix 25A, Section 11.3 Yellowknife - Population and Demographics	173	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		ii. Discussion of observed variations in education levels, dietary habits, religious characteristics and other social aspects in different demographic categories in the Regional Study Area.	9	Appendix 25A, Section 7.4 Education & Training - Educational Attainment	94	
			9	Appendix 25A, Section 11.5 Yellowknife - Education	191	Table 11.14 Educational Attainment, Total Population (Aged 15+), Yellowknife and Canada, 2021 Table 11.15 Educational Attainment, Indigenous Population (Aged 15+), 2021
			9	Appendix 25A, Section 10.2.2 Food Insecurity and Health and Well-being	155	
			9	Section 25.2.2.4 Store-bought Foods - Utilization	25-29	
8.2.5.2	Impact Assessment	i. Potential for project-induced demographic changes in population, migration (including immigration from outside of Nunavut), population re-distribution or movement of Nunavummiut between communities and the effects of those changes, and further details	9	Section 27.3.4.3 Change in Employment - Project Residual Effect - Construction	27-69	
			9	Appendix 25A, Section 4.4.1.3 Population and Demographics - Labour Mobility and Out-Migration	27	
			9	Appendix 25A, Section 4.4.1.2 In-Migration within Kitikmeot and from Southern Canada	26	
		ii. Potential effects of fly-in/fly-out employment on population demographics; and,	9	Section 27.3.4 Change in Employment	27-79	
		iii. Potential effects from various Project phases, including unemployment as a result of temporary suspension of operations or mine closure.	9	Section 27.3.4.3 Project Residual Effect (Employment and Economy)	27-68	
8.2.6 8.2.6.1	Traditional Activity and Knowledge Baseline Information	In the Impact Statement, traditional activity and traditional knowledge shall consider land and water use, food security, language, cultural activities, and all harvesting by Inuit and other potentially affected Indigenous groups (Inuvialuit, First Nations, and Metis).	9	Section 24 Traditional Land, Marine, and Resource Use Assessment	24-1	
		i. Description of cultural, ethnic, religious, and language characteristics and diversities in the Regional Study Area;	9	Section 24.2.2 Overview	24-22	
			9	Appendix 25A People and Communities, Section 3.5 Gender Based Analysis Plus	14	
		ii. Description of known non-traditional land and resource use including protected areas, visual and aesthetic resources;	9	Appendix 25A People and Communities, Section 5 Non-Traditional Land, Marine, and Resource Use	30	
		iii. Local and regional economy characteristics in term of relation to traditional land use activities and wage incomes;	9	Appendix 25A People and Communities, Section 6 Economy and Employment	44	
		iv. Descriptions of the significance of, availability of, and level of dependence on, traditional foods as major nutritional sources by residents within the Local Study Area and Regional Study Area; including:	9	Section 25.2.2.2 Food Security and Food Sovereignty	25-22	
			9	Section 25.2.2.3 Country Foods	25-24	
		o Descriptions, including maps, of traditional and current hunting ranges and patterns in the Local Study Area;	9	Section 24.3.4 Table 24.1	24-122	
			9	Section 24.1.4.1 Figure 24.1	24-13	The TLMRU spatial boundaries were informed by harvesting locations and cultural sites identified by Kitikmiut and other potentially affected Indigenous groups as well as by the habitats of known harvested resources.
		v. Describe the use of caribou as a subsistence species, including harvesting, sustainable use of caribou, and the cultural and social activities associated therein, to specifically include hunting, community feasts, and the commissioning of arts and crafts; and	9	Section 24.2.2 Overview	24-22	
			6	Section 16.2.2.1 Table 16.7 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback Regarding the Caribou Effects Assessment	16-31	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		vi. Details regarding wildlife and vegetative species that are culturally valuable to northerners.	9	Section 24.2.2.2 Inuit of the Kitikmeot Region	24-36	
			9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources, Table 24.6 Wildlife Species of Interest to Kitikmeot and other Potentially Affected Indigenous Groups	24-92	
			9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources, Table 24.7 Bird Species of Interest to Kitikmeot and other Potentially Affected Indigenous Groups	24-96	
			9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources, Table 24.8 Vegetation Species of Interest to Kitikmeot and other Potentially Affected Indigenous Groups	24-101	
			6	Section 15.2.2.1 (Vegetation) Table 15.4 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback	15-18	
			6	Section 16.2.2.1 (Caribou) Table 16.7 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback Regarding the Caribou Effects Assessment	16-31	
			6	Section 17.2.2.1 (Birds) Inuit, Indigenous, and Community Knowledge and Engagement Feedback	17-17	
			6	Section 18.2.3 (Other Terrestrial Wildlife) Table 18.10 Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback	18-50	
8.2.6.2	Impact Assessment	i. Potential effects of the Project on the accessibility of caribou and other terrestrial wildlife species to harvesters where such may be affected by reductions in habitat and herd sizes and/or expected changes to migration patterns or human travel routings. The risks to	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-86	
			9	Section 24.3.5 Change in Access to Resources, Sites, or Areas Where TLMRU Occurs	24-130	
			6	Section 16.4 Assessment of Project Effects on Caribou	16-85	
			6	Section 18.4 Assessment of Project Effects on Muskox	18-67	
			6	Section 18.8 Assessment of Project Effects on Moose	18-93	
			6	Section 18.12 Assessment of Project Effects on Grizzly Bear	18-121	
			6	Section 18.16 Assessment of Project Effects on Wolverine	18-150	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		ii. Potential impacts related to accessibility to areas for hunting, fishing, marine harvesting, traveling, recreational and religious activities as a result of the proposed project development, including a consideration of individual components such as roads,	9	Section 24.3.5 Change in Access to Resources, Sites, or Areas Where TLMRU Occurs	24-130	
		iii. Potential effects on sustainable resource use, such as country food availability and accessibility of carving stone deposits, taking into account the cumulative effects assessment throughout the entire lifespan of the proposed project;	9	Section 27.3.3 Change in Economic Development and Opportunities, Section 27.3.3.3 Project Residual Effect - Traditional Economy	27-62	
			9	Section 27.3.4 Change in Employment, Section 27.3.4.1 Project Residual Effect - Participation in Traditional Economy	27-78	
			9	Section 27.4.3 Change in Employment, Section 27.4.3.3 Cumulative Effects - Participation in Traditional Economy	27-109	
			9	Section 25.3.3 Change in Traditional Food System	25-35	
			9	Section 25.4 Cumulative Effects, Section 25.4.2 Change in Traditional Food System	25-55	
			9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-86	
			9	Section 24.4 Assessment of Cumulative Effects, Section 24.4.2 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-155	
		iv. Potential impacts to marine wildlife of cultural or practical importance to northerners;	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-105	
			8	Section 23.3 Assessment of Project Effects on Marine Mammals	23-42	
		v. Potential impacts to Aboriginal fisheries species, including fish of cultural or practical importance to northerners;	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-103	
			8	Section 22.3 Assessment of Project Effects on Marine Fish and Fish Habitat	22-42	
			7	Section 20.3 Assessment of Project Effects on Freshwater Fish and Fish Habitat	20-36	
		vi. Potential impacts to the ongoing productivity of local or regional commercial, recreational or Aboriginal fisheries;	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-103	
			8	Section 22.3 Assessment of Project Effects on Marine Fish and Fish Habitat	22-42	
			7	Section 20.3 Assessment of Project Effects on Freshwater Fish and Fish Habitat	20-36	
			9	Section 29.3.4 Change in Access to and Use of Lands and Resources for Commercial Harvesting, Tourism and Recreation	29-40	
		vii. Potential impacts to vegetation of cultural or practical value to northerners;	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-105	
			6	Section 15.3 Assessment of Project Effects on Vegetation	15-35	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		viii. Description on how the Proponent will comply with the Official Languages Act; and	9	Section 24.1.2 Regulatory and Policy Setting	24-5	
		ix. Potential impacts that the contamination of traditional food sources, including those trapped, fished, hunted, harvested, or grown for subsistence or medicinal purposes (i.e., berries, etc.), may have on individuals, families, communities, and the ability of Inuit and	9	Section 24.3.3 Change in Quality, Quantity or Distribution of TLMRU Resources	24-86	Related text for context: No COPCs have been identified for traditional country foods because pathways have not been identified for Project activities to introduce chemical contaminants into the plants or animals harvested by Inuit, Indigenous, and Community country food harvesters. Uptake of contaminants into vegetation, fish, and terrestrial wildlife would require the presence of chemical pollutants in soil or water from Project activities. Based on the assessments in Sections 4.2.2 (Surface Water and Groundwater) and 4.2.3 (Soil Quality), the Project is not expected to contaminate soils or waterbodies; therefore, no source of chemical contamination is expected that could lead to accumulation of contaminants in country foods. (Appendix 26A, Section 4.1.2.5, p 27)
			9	Section 25.3.3 Change in Traditional Food System	25-35	
			9	Section 26.3 assessment of Project Effects on Community Health & Well-being	26-37	
8.2.7 8.2.7.1	Non-Traditional Land Use and Resource Use Baseline Information	i. Provide an overview of local and regional land use activities in the Local Study Aera as well as areas potentially impacted by shipping activities;	9	Section 29.2.2.1 Baseline Conditions - Inuit, Indigenous, and Community Knowledge and Engagement Feedback	29-17	Table 29.4 - Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback.
			9	Appendix 25A People and Communities, Section 5.6 Non-TLMRU	36	
		ii. Description of current and traditional land use areas and the importance of those areas to Inuit culture and social well-being;	9	Section 24.2 Baseline Conditions (TLMRU)	24-33	
		iii. Description of known land use activities and relation to the local economy, self-reliance, food supplies and livelihood;	9	Section 24.2 Baseline Conditions (TLMRU)	24-33	
			9	Section 29.2.2.1 Baseline Conditions - Inuit, Indigenous, and Community Knowledge and Engagement Feedback	29-17	Table 29.4 - Summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback.
			9	Appendix 25A, Section 5.9 Non-TLMRU - Summary of GBA Plus	43	
		iv. Description of identified and anticipated overlapping zones and/or areas where the land use activities co-exist or interact with proposed project components and activities; and	9	Section 24.3.4.1 Project Effects Pathways	24-121	
		v. Description of the current tourism activities and recreational use occurring in the Kitikmeot region.	9	Section 29.2 Baseline Conditions	29-27	
			9	Appendix 25A, Section 5.7 Non-TLMRU - Tourism and Recreation	37	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.7.2	Impact Assessment	i. Description of impacts to known non-traditional land and resource use including protected areas, visual and aesthetic resources;	9	Section 29.3.2.4 Change in Land Use Designation - Project Residual Effects	29-36	
		ii. Discussion of anticipated interactions between project development and land use activities by local residents in the Project Regional Study Area, in particular at the all-weather access road, port, Jericho station, road and shipping routes; and	9	Section 29.3.3.2 Change in Access to & Use of Lands & Resources for Mining - Project Effects Pathways	29-37	
			9	Section 29.3.4.4 Change in Access to & Use of Lands & Resources for Commercial Harvesting, Tourism, & Recreation - Project Residual Effect	29-43	
			9	Section 29.3.5.4 Change in Access to & Use of Water for Marine Navigation - Project Residual Effect	29-47	
		iii. Describe the potential impact on the tourism industry from the proposed project's development which may impair the wilderness experience of tourism in the Project Regional Study Area.	9	Section 29.3.4.4 Change in Access to & Use of Lands & Resources for Commercial Harvesting, Tourism, & Recreation - Project Residual Effect	29-43	
8.2.8 8.2.8.1	Heritage Resources Baseline Information	i. Summary description of known archaeological/paleontological, burial, cultural and historic, sacred, and spiritual sites within the Local Study Area based on Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, and scientific baseline studies.	9	Section 30.2 Baseline Conditions	30-10	Table 30.2 of Section 30 identifies the summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback as it relates to Heritage Resources. As noted in Section 30; to date, it is not believed that palaeontological resources have been addressed relative to this Project. Palaeontological study requirements, if any, will be addressed with the regulators as part of the data gap analysis upon confirmation of a PDA. As such, the current assessment focuses on archaeological resources.
		ii. Description of regulatory requirements and procedures for recovery and removal of artefacts and/or fossils in areas of proposed development; and	9	Section 30.1.2 Regulatory & Policy Setting	30-5	
		iii. Description of the relationship between the cultural sites and social lives of potentially affected communities in the Local Study Area and Regional Study Area.	9	Section 30.2 Baseline Conditions	30-10	Table 30.2 of Section 30 identifies the summary of Inuit, Indigenous, and Community Knowledge and Engagement Feedback as it relates to Heritage Resources.
8.2.8.2	Impact Assessment	i. Potential impacts to archaeological and paleontological resources (e.g., burial sites, sacred sites), and other cultural sites within the Local Study Area resulting from development of proposed project infrastructure including all-weather access road, port, Jericho	9	Section 30.3.1 Project Interactions with Heritage Resources	30-14	
		ii. Potential impacts on archaeological and paleontological resources from increased activity in the area associated with the proposed project including ground transportation and ongoing exploration as well as non project related activities;	9	Section 30.3.2 Change in Heritage Resources	30-15	As the Project moves forward and with regulatory review, AIAs will be required for the PDA, with analytic assessment techniques described in archaeological permit applications for approval by the Department of Culture and Heritage, GN, and communities through the Inuit Heritage Trust.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		iii. Potential impacts to archaeological and paleontological resources as a result of borrow pit and quarry construction and operation, as well as construction and use of the all-weather road, annual winter road, and associated access roads with the proposed project.	9	Section 30.3.2 Change in Heritage Resources	30-15	
		iv. Potential impacts on cultural well-being, religious and spiritual activities which are related to cultural and historic, sacred, and spiritual sites.	9	Section 24.3.4 Change to Specific Areas of Cultural Importance Where TLMRU Occurs	24-122	
8.2.9	Health and Wellbeing	In the IS Guidelines, discussions relating to individual and community health and wellness shall include family and community cohesion, as well as other indicators as may be selected by the Proponent.	9	Section 26 Community Health & Well-being	26-1	
8.2.9.1	Baseline Information		9	Section 26.3.6 Change in Family and Community Dynamics and Cohesion (Community Health & Well-being)	26-59	
			9	Section 26 Appendix 26A Human Health and Ecological Risk Assessment	i	
		i. Description of the current individual, family and community well-being including a discussion on households, family and community stability;	9	Appendix 25A People and Communities, Section 9 Community Health & Well-being	126	
		ii. Description of household social structures within the Local Study Area and Regional Study Area, and where possible, the prevalent representative household social structure, including: the prevalent composition (family/kin-relations co-existing, generations in the	9	Section 26.2.2.6 Community and Family Stability (Community Health and Well-being)	26-33	
		iii. Description of the current status of human health in the Local Study Area and Regional Study Area, including mental, and psychological health, well-being, previous history and exposure, and identify vulnerable sub-groups where applicable;	9	Section 26.2.2.3 Physical Health Conditions and Outcomes (Community Health and Well-being)	26-26	
			9	Section 26.2.2.4 Mental Health Conditions and Outcomes (Community Health and Well-being)	26-27	
			9	Appendix 25A People and Communities, Section 9 Community Health & Well-being	126	
		iv. Description of nutritional requirements of residents in the Regional Study Area along with quantitative information on the diet habits of residents, including consideration of details such as the seasonal, gender and age-related consumption of country foods;	9	Section 26.2.2.8 Summary of Baseline Information on Sub-Populations for Gender Based Analysis Plus (Community Health and Well-being)	26-36	
			9	Appendix 25A, Section 9 Community Health & Well-being	126	
		v. Description of Inuit income and quality of life through the ability to meet and exceed basic material needs (food, housing, clothing, etc.); and	9	Section 27.2.2.7 Income and Income Inequality (Employment and Economy)	27-38	
			9	Section 27.2.2.9 Cost of Living (Employment and Economy)	27-43	
			9	Appendix 25A, Section 8 Infrastructure & Services	104	
			9	Appendix 25A, Section 9 Community Health & Well-being	126	
		vi. Description of Inuit work-life balance and ability to devote time to traditional activities and time on the land versus work.	9	Section 25.2.2.3 Country Foods	25-26	
			9	Appendix 25A, Section 9 Community Health & Well-being	126	
			9	Section 27.2.2.3 Traditional Economy (Employment and Economy)	27-25	
			9	Section 24.3.6 Change to Cultural Practices, Laws, and Governance Systems that Inform How TLMRU Occurs	24-135	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.9.2	Impact Assessment	i. Description of potential impacts to individual and family well-being from the proposed project;	9	Section 26.3.6 Change in Family and Community Dynamics and Cohesion (Community Health and Well-being)	26-59	
			9	Section 26.3.5 Change in Mental Health, Emotional Health, and Coping Mechanisms	26-52	
		ii. Potential impacts to household social structure from the Project (e.g., one (1) or two (2) family members working at the proposed project site(s));	9	Section 26.3.6 Change in Family & Community Dynamics & Cohesion (Community Health and Well-being)	26-59	
		iii. Potential effects on lifestyle, including the effects of a major employment base away from the communities;	9	Section 26.3.6 Change in Family & Community Dynamics & Cohesion	26-59	
			9	Section 26.3.5 Change in Mental Health, Emotional Health, and Coping Mechanisms	26-52	
		iv. Potential effects on community and family stabilities, and culture integrity due to potential demographic changes;	9	Section 26.3.6 Change in Family & Community Dynamics & Cohesion	26-59	
			9	Section 26.3.7 Change in Community & Personal Safety	26-62	
		v. Potential effects on individual, family and community health and wellbeing from workplace and community cross-cultural tension, conflict, and/or racism.	9	Section 26.3.4 Change in Rates of Communicable Diseases	26-50	
			9	Section 26.3.5 Change in Mental Health, Emotional Health, & Coping Mechanisms	26-52	
			9	Section 26.3.6 Change in Family & Community Dynamics & Cohesion	26-59	
			9	Section 26.3.7 Change in Community & Personal Safety	26-62	
			9	Section 24.3.6 Change to Cultural Practices, Laws, and Governance Systems that Inform How TLMRU Occurs	24-135	
		vi. Potential impacts on human mental and physical health and well-being within the Regional Study Area resulting from potential indirect effects of the proposed project. This discussion should give consideration to gambling, substance abuse, family violence,	9	Section 26.3.5 Change in Mental Health, Emotional Health, & Coping Mechanisms	26-52	
			9	Section 26.3.6 Change in Family and Community Dynamics and Cohesion	26-59	
		vii. Potential impact on community, family and individual well-being as a result of increased access to alcohol and other controlled substances or associated activities resulting from increased incomes as well as the potential movement of these substances through	9	Section 26.3.7 Change in Community & Personal Safety	26-62	
		viii. Potential impacts on human health associated with traditional lifestyles where large amounts of country foods are consumed, considering the bioaccumulation and take-up of contaminants associated with changes to the level of contaminants loadings in	9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-66	
		ix. Potential impacts to community well-being in the Regional Study Area;	9	Section 26.4 Assessment of Cumulative Effects (Community Health and Well-being)	26-77	
		x. Description of Inuit income and quality of life through the ability to meet basic material needs (food, housing, clothing, etc.); and	9	Appendix 25A People and Communities, Section 6.5 Household Economy	77	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		xi. Potential effects on Inuit work-life balance as a result of increased opportunity to work at the Project.	9	Section 27.3.4 Change in Employment (Employment and Economy)	27-65	
			9	Section 24.3.6 Change to Cultural Practices, Laws, and Governance Systems that Inform How TLMRU Occurs	24-135	
8.2.9.3	Topics for discussion	i. Description of current substance abuse issues including trends relating to the importation of drugs and alcohol, crime and violence, and other relevant social factors;	9	Section 26.2.2.5 Personal Health Behaviours (Community Health and Well-being)	26-29	
		ii. Overview of the current financial management programs available in the potentially affected communities;	9	Appendix 25A People and Communities, Section 6.1.3 Kitikmeot Region Economy	47	
			9	Appendix 25A People and Communities, Section 7.3 Post-Secondary Education and Training	92	
		iii. Description of the current community well-being, including information about the capacity, availability, and affordability, where relevant, of local services and infrastructure (i.e. housing, training, education, day care services, health care, etc.);	9	Section 26.2.2.6 Community & Family Stability (Community Health and Well-being)	26-32	
			9	Section 26.2.2.2 Health Infrastructure and Services (Community Health and Well-being)	26-23	
			9	Appendix 25A People and Communities, Section 8 Infrastructure & Services	104	
			9	Section 27.2.2.6 Education and Training (Employment and Economy)	27-34	
			9	Section 28.2.2.2 Housing (Infrastructure and Services)	28-20	
			9	Section 28.2.2.8 Community Programs and Recreation (Infrastructure and Services)	28-33	
		iv. Description of local and regional community and cultural values and initiatives that promote and support regional and family health and cohesion;	9	Section 26.2.2.6 Community & Family Stability (Community Health and Well-being)	26-32	
		v. Description of increased pressure on existing social, institutional, and community services, facilities and services, and infrastructure;	9	Section 26.3.3 Change in Access to Health Infrastructure (Community Health and Well-being)	26-46	
			9	Section 28.3.3.1 Change in Community Infrastructure and Access to Public Services or Utilities (Infrastructure and Services)	28-41	
		vi. Potential impacts to community safety and security, including indirect impacts on frequency and types of crime incidents, and vulnerable groups with consideration for a potential influx of Project personnel into local communities during the life of the proposed	9	Section 26.3.7 Change in Community & Personal Safety (Community Health and Well-being)	26-62	
		vii. Develop indicators for residual impacts on human and community well-being through engagement with Inuit and other potentially affected Indigenous groups (Inuvialuit, First Nations, and Metis);	9	Appendix 25A People and Communities, Section 9 Community Health & Well-being	126	
		viii. Identify and discuss potential impacts of the proposed project on accident rates, alcohol/prohibited substance consumption and import/export;	9	Section 26.3.7 Change in Community & Personal Safety (Community Health and Well-being)	26-62	
		ix. Description of barriers to current financial management programs and any incentives that would be provided by the Proponent for healthy financial management; and	9	Section 26.3.6.3 Project Residual Effect (Community Health and Well-being)	26-61	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		x. Potential disruptions to impacted communities' (including transboundary communities) ability to hunt, which is vital not only for sustaining livelihoods but also for maintaining cultural continuity.	9	Section 29.3.4 Change in Access to & Use of Lands & Resources for Commercial Harvesting, Tourism, & Recreation	29-40	
			9	Section 24.3 Assessment of Project Effects on Traditional Land, Marine, and Resource Use	24-80	
			9	Section 25.3.3 Change in Traditional Food System	25-35	
			10	Section 33 – Transboundary Effects Assessment 33.5.1 Traditional Land, Marine, and Resource Use	33-24	
8.2.10.1	Community Infrastructure and Public Services Baseline Information	i. Description of community, cultural and recreation programs;	9	Section 28.2.2.8 Community Programs and Recreation	28-33	
			9	Appendix 25A, Section 8.6.1 Infrastructure & Services - Community Programs	122	Information on Recreation Programs and Facilities is on pages 123 and 124
		ii. Description of existing transportation mode and travel routes/roads;	9	Section 28.2.2.3 Transportation and Community Resupply (Infrastructure and Services)	28-23	Information on Marine Transportation and Sealift on page 28-23; information on Air Service on page 28-24; information on Local Transportation on page 28-25 and 28-26
			9	Appendix 25A People and Communities, Section 8 Infrastructure & Services	114	
		iii. Discussion of costs to build infrastructure, transportation costs, and effect on public services;	9	Section 28.2.2.2 Housing (Infrastructure and Services)	28-20	
			9	Section 28.2.2.3 Transportation and Community Resupply (Infrastructure and Services)	28-33	
			9	Appendix 25A, Section 8 Infrastructure & Services	104	
		iv. Description of existing communication systems and services and utilities;	9	Section 28.2.2.9 Telecommunications and Internet (Infrastructure and Services)	28-34	
			9	Appendix 25A, Section 8 Infrastructure & Services	124	
		v. Description of community & regional waste management systems;	9	Section 28.2.2.7 Utilities (Infrastructure and Services)	28-32	Water and Sewage discussed on page 28-31 and 28-32; Solid Waste Management discussed on page 28-32
			9	Appendix 25A, Section 8.5.3	121	
		vi. Description of current conditions of local supply and demand of housing, including private, public and rental housing and their costs, other infrastructure, and related capacity within the Regional Study Area;	9	Section 28.3.4.1 Change in Accommodation and Housing - Project Effects Pathways	28-48	
			9	Appendix 25A, Section 8.1.1	105	
		vii. Description of existing public services and associated community facilities in the Regional Study Area, including law enforcement, health care, emergency response, dependency assistance, welfare utilities, temporary accommodation, and food services	9	Section 28.2.2.4 Emergency Services	28-26	Information on Law Enforcement is on page 28-26; information on emergency response is on 28-27 and 28-28.
			9	Section 28.2.2.2 Housing (Infrastructure and Services)	28-22	Temporary accommodations discussed on page 111; information on Law Enforcement is on page 115; information on health care is on page 116
			9	Appendix 25 A People and Communities, Section 10 Food Security and Sovereignty	152	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		viii. Description of existing outpost camps and other facilities outside of municipal boundaries which facilitate harvesting and recreation activities in the Local Study Area, particularly within the proximity of the proposed project.	9	Appendix 25A People and Communities, Section 5.7 Tourism & Recreation	37	
			9	Section 29.2.2.4 Commercial Harvesting, Tourism and Recreation (Non-TLMRU)	29-27	
8.2.10.2	Impact Assessment	i. Discussion of demand for community infrastructure and public services from the proposed project directly and indirectly;	9	Section 28.3.3 Change in Community Infrastructure & Access to Public Services or Utilities (Infrastructure and Services)	28-41	
			9	Section 28.3.4 Change in Accommodation & Housing Availability (Infrastructure and Services)	28-48	
			9	Section 28.3.5 Change in Transportation Infrastructure (Infrastructure and Services)	28-51	
			9	Section 28.3.6 Change in Community Resupply (Infrastructure and Services)	28-55	
		ii. Assessment of the effects on services and/or infrastructure (including housing) in public and private sectors, due to the potential use by the proposed project directly or indirectly, including those caused by project-induced demographic changes, noting that where the assessment determines an impact, the Proponent should outline proposed mitigation measures;	9	Section 28.3.3 Change in Community Infrastructure and Access to Public Services or Utilities	28-41	
			9	Section 28.3.3.2 Mitigation, Management, and Enhancement Measures (Infrastructure and Services)	28-42	
			9	Section 28.3.4 Change in Accommodation and Housing Availability (Infrastructure and Services)	28-48	
			9	Section 28.3.4.2 Mitigation, Management, and Enhancement Measures (Infrastructure and Services)	28-49	
		iii. An assessment of potential increased demand on the local and regional health care systems in both NU and the NWT, including the standard medical system, emergency response and emergency medical care, medevac services, and challenges raised by any	9	Section 26.3.3 Change in Access to Health Infrastructure and Services (Community Health and Well-being)	26-46	
		iv. Discussion of building new and updating existing structures including weather shields and outposts beyond the boundary of communities and along hunting/traveling routes, and/or at hunting grounds which may facilitate local hunting activities/traveling in	9	Section 24.3.5.2 Mitigation, Management, and Enhancement Measures (TLMRU)	24-132	
		v. Assessment of incremental costs imposed by the needs from the proposed project directly or in directly on public infrastructure, services, including those caused by project-induced demographic changes; and	9	Section 26.3.3.3 Project Residual Effect (Community Health and Well-being)	26-47	
		vi. A discussion of community access to proposed project infrastructure upon closure, including proposed road options.	9	Section 28.4.3 Change in Community Infrastructure & Access to Public Services or Utilities	28-39	
8.2.10.3	Topics for discussion	i. A discussion of the potential to bring in freight for communities by return shipping, and likelihood to share shipping costs with local communities;	9	Section 28.4.6 Change in Community Resupply	28-81	
		ii. Description of the extent and current capacity of the local transportation systems and associated infrastructure;	9	Section 28.3.5 Change in Transportation Infrastructure	28-51	
		iii. Assessment of public health and environmental health needs and implications to the Proponent's community initiatives; and	9	Section 26.3.3.3 Project Residual Effect (Community Health and Well-being)	26-47	
		iv. Potential impact on availability and adequacy of existing health infrastructure and services including medical, dental, vision, social, mental (including addictions), environmental health officers, social workers, registered nurses, medical director; access to medical travel and interventions.	9	Section 26.3.3.3 Project Residual Effect (Community Health and Well-being)	26-47	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.2.11 8.2.11.1	Human Health and Safety Baseline Information	i. Description of human exposure to current environmental contaminants in the Regional Study Area; and	9	Appendix 26A Human Health and Ecological Risk Assessment, Section 4.1 Human Health	12	
			9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-67	
		ii. Discussion relating to the local health statistics when compared with other parts of Nunavut and Canada as appropriate.	9	Section 26.2.2.3 Physical Health Conditions and Outcomes (Community Health and Well-being)	26-26	
8.2.11.2	Impact Assessment	i. Discussion of the standards, guidelines and regulations that the proposed project will incorporate during construction and operations, at various sites to minimize the impacts and protect workers' physical and mental health;	9	Section 26.1.2 Regulatory & Policy Setting (Community Health and Well-Being)	26-8	
		ii. Assessment of the health, safety and security of workers at the job sites taking into account different proposed project phases and locations (e.g., explosive manufacturing plant, and operations, blasting operation, and heavy equipment operations);	9	Section 26.3.2 Potential Interactions with Community Health & Well-being; Table 26.6	26-41	
			9	Section 26.3.7 Assessment of Project Effects - Change in Community and Personal Safety	26-63	
			9	Section 26.4.6 Assessment of Cumulative Effects - Change in Community and Personal Safety	26-95	
		iii. Potential impacts on human health from air contamination, fugitive dusts resulting from air and ground traffic, potential impacts to potable water quality, and exposure to escalated noise and extreme weather conditions;	9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-68	
			9	Section 26.4.7 Change in Health from Exposure to Pollutants and Hazards	26-98	
		iv. Potential sources and characteristics of any conventional risks to workers or the public during all phases of the proposed project;	9	Section 26.3.7 Assessment of Project Effects - Change in Community and Personal Safety	26-63	
			9	Section 26.4.6 Assessment of Cumulative Effects - Change in Community and Personal Safety	26-95	
		v. Potential effects on physical health such as mortality, morbidity, injuries, accidents, effects on sensitive sub-populations (i.e., asthma sufferers), physical hazards associated with construction, operation and closure phases; and	9	Section 26.3.7 Assessment of Project Effects - Change in Community and Personal Safety	26-63	
			9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-68	
		vi. Potential impacts of workplace discipline and cultural conflicts among Nunavummiut and/or Northern and Southern workers, including those issues which may be related to or exacerbated by language barriers between employees.	9	Section 26.3.5 Change in Mental Health, Emotional Health, & Coping Mechanisms	26-54	
			9	Section 26.3.7.2 Mitigation, Management, and Enhancement Measures	26-63	
8.2.11.3	Topics for discussion	i. Description of the existing infrastructure and health services available within the Regional Study Area and the potential impact on the quality of health services, including the resources and capacity to monitor and respond to increased health hazards.	9	Section 26.3.3 Change in Access to Health Infrastructure and Services	26-46	
			9	Appendix 25A, Section 11.6.4 Infrastructure and Services - Health (Yellowknife)	194	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.3	Human Health and Environmental Risk Assessment	The Proponent shall consider the following when determining the level of detail of a Human Health and Environmental Risk Assessment for a proposed project, including but not limited to Health Canada’s Guidance Documents for Evaluating Human Health Impact in Impact Assessment:			N/A	
		• Spatial and temporal extent of the predicted contamination;	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.2 Identification of Chemicals of Potential Concern and Hazards)	15	
		• The types and quantities of contaminants predicted to be released (the more toxic and/or the larger the quantity of the chemical, the greater the potential risk);	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.2 Identification of Chemicals of Potential Concern and Hazards)	15	
		• Number of valued components predicted to be impacted (e.g., air, water, soil, country foods);	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.3 Identification of Exposure Pathways)	28	
		• Likelihood of human exposure to the impacted valued components (e.g., drinking water sources, recreational use of surface water, reliance on country foods);	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.3 Identification of Exposure Pathways)	28	
		• Location and proximity of individuals to the impacted areas;	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.1 Human Receptors and Locations)	12	
		• Sensitivity of individuals (e.g., underlying health conditions, presence of communities, culturally significant areas, etc.);	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.1 Human Receptors and Locations)	12	
		• Duration of exposure to constituents of potential concern (i.e., residential area vs. seasonal occupancy vs. occasional site use);	9	Appendix 26A, Human Health and Ecological Risk Assessment (Section 4.1.1 Human Receptors and Locations)	12	
		• Communities, designated Inuit organizations, and/or Indigenous groups concerns related to health, country foods, and use of traditional territory;	9	Section 24.2 Baseline Conditions (TLMRU) Section 25.2 Baseline Conditions (Food Security & Food Sovereignty)	24-17 25-14	
		• Loss of access to harvesting and gathering areas, changes to quality of harvest or loss of cultural identity; and	9	Section 24.3.3 Change in Quality, Quantity, or Distribution of TLMRU Resources	24-86	
			9	Section 24.3.4 Change to Specific Areas of Cultural Importance Where TLMRU Occurs	24-119	
			9	Section 24.3.5 Change in Access to Resources, Sites, or Areas Where TLMRU Occurs	24-130	
		• Public concerns related to “real or perceived” effects to health.	9	Section 26.2.2.1 Inuit, Indigenous, & Community Knowledge & Engagement Feedback	26-20	
		The results and conclusions reached in the assessment related to human health should be sufficiently detailed and appropriate for the specific project and the type of Human Health Risk Assessment undertaken.	9	Section 26.3.8 Change in Health from Exposure to Pollutants & Hazards	26-66	
			9	Appendix 26A Human Health & Ecological Risk Assessment (Section 10 Conclusions)	59	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Human Health Risk Assessment is to include: Predicted sources, quantities, and points of release from the proposed project emissions and effluents containing hazardous	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.0 Problem Formulation)	11	
		Selection process for hazardous substance constituents of potential concern;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.1.2 Identification of Chemicals of Potential Concern and Hazards)	15	
		Identification of pathways to human receptors;	9	Appendix 26A Human Health & Ecological Risk Assessment, Section 4.1.3 Identification of Exposure Pathways	28	
			9	Appendix 26A Human Health & Ecological Risk Assessment, Section 4.1.4 Conceptual Site Model	31	
		Identification and characterization of human receptors (workers and the public), including maps to delineate their locations and the distances of communities, residences, temporary/seasonal residences, etc. to project sites and related infrastructure;	9	Appendix 26A Human Health & Ecological Risk Assessment, Section 4.1.1 Human Receptors and Locations	12	
		Method used to convert hazardous substance exposure and intake by the various human receptors from the various pathways into an exposure or dose (e.g., conversion factors); and	9	Appendix 26A Human Health & Ecological Risk Assessment, Section 6.0 Exposure Assessment	45	
		Criteria used to determine significance of impact (e.g., exposure relative to lifetime cancer risk limit).	9	Appendix 26A Human Health & Ecological Risk Assessment, Section 5.0 Toxicity Assessment	40	"Significance" is a term used in the environmental assessment. In Appendix 26A, the health criteria is described in Section 5.0, but the technical data report does not define what is significant or not.
		The Environmental Risk Assessment is to include: Predicted sources, quantities and points of release from the proposed project emissions and effluents containing hazardous	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	
		Selection process for constituents of potential concern;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2.2 Identification of Chemicals of Potential Concern)	34	
		Identification of pathways to terrestrial and aquatic ecological receptors (valued ecosystemic components);	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2.3 Identification of Exposure Pathways and Conceptual Site Model)	37	
		Identification and characterization of terrestrial and aquatic ecological receptors;	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2.3 Identification of Exposure Pathways and Conceptual Site Model)	37	
		Method used to convert hazardous substance exposure and intake by the various ecological receptors from the various pathways	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 4.2 Ecological Health)	33	No hazardous substances or contaminants were identified for ecological receptors. Therefore, the assessment stops at the Problem Formulation, and it does not progress to describing assessment methods
		Criteria used to determine significance of impact (e.g., toxicity reference values).	9	Appendix 26A Human Health & Ecological Risk Assessment (Section 5 Toxicity)	40	
		The Proponent shall include a summary of proposed mitigation measures to prevent or reduce adverse health effects and environmental risks from the proposed project	9	Section 26.3.8.2 Mitigation, Management & Enhancement Measures	26-105	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
8.4	Accidents and Malfunctions	The assessment of accident and malfunction scenarios caused by technological, human error, or exceptional natural events that have a reasonable probability of occurring must be provided.	10	Section 34 Accidents & Malfunctions	34-1	
		The Proponent should conduct a hazard identification and risk assessment of accidents and malfunctions across all phases of the proposed project, and should include at a minimum the following:	10	Section 34 Accidents & Malfunctions	34-1	
		• A description of the source, quantity, mechanism, rate, form and characteristics of contaminants and other materials (physical and chemical) that could potentially be released to the surrounding environment during the postulated accidents and malfunctions. The potential for accidents and malfunctions needs to be further clarified by season (e.g., oil spill on ice versus during open water).	10	Section 34.4 Description of Potential Accidents or Malfunctions	34-8	
			10	Section 34.6.3 Seasonal Risk Considerations	34-19	
		• A description of the potential consequences including the environmental, health, social, economic, and cultural effects and any	10	Section 34.4 Description of Potential Accidents or Malfunctions	34-8	
			10	Section 34.5 Potential Effects Pathways	34-12	
		o Consider any sensitive timing that would coincide (e.g., wildlife migration periods, nesting periods for migratory birds, spawning periods for fish and the presence of sensitive wildlife or Species at Risk).	10	Section 34.6.3 Seasonal Risk Considerations	34-19	
		• A description of how each potential accident and malfunction ²³ would be managed and mitigated, including but not limited to a description of: o Any design safeguards;	10	Section 34.6.1 Mitigation Applicable to All Scenarios	34-15	
			10	Section 34.6.2 Emergency Preparedness & Response	34-19	
			10	Section 34.7 Description of Residual Effects	34-24	
		o Contingency and emergency response measures;	10	Section 34.6.1 Mitigation Applicable to All Scenarios	34-15	
			10	Section 34.6.2 Emergency Preparedness & Response	34-19	
			10	Section 34.7 Description of Residual Effects	34-24	
		o Clean-up or restoration work in the surrounding environment that would be required during, or immediately following the	10	Section 34.6.1 Mitigation Applicable to All Scenarios	34-15	
			10	Section 34.6.2 Emergency Preparedness & Response	34-19	
			10	Section 34.7 Description of Residual Effects	34-24	
		o How these would differ by season/environmental conditions.	10	Section 34.6.3 Seasonal Risk Considerations	34-19	
		• A description of any existing emergency preparedness and response systems and existing arrangements and/or coordination with qualified response organizations (including communities and government capacity).	10	Section 34.6.2 Emergency Preparedness & Response	34-19	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		• A discussion on any training planned or required for response should be included.	10	Section 34.6.2 Emergency Preparedness & Response	34-19	
			10	Section 34.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback	34-4	
			10	Section 34.6.1 Mitigation Applicable to All Scenarios	34-18	
			10	Section 34.7.5 Vehicle or Mobile Equipment Accident	34-42	
		• A description on how emergencies would be communicated to regulators and surrounding communities or other adjacent regions.	10	Section 34.6.2 Emergency Preparedness & Response	34-19	
9.0	Public Engagement	Further to Section 1.2 of this Guidelines, the Proponent shall demonstrate in the Impact Statement how engagement was conducted with the public and governments, including:			N/A	
		Methods: engagement methods used, including location and timing of engagement and individuals and organizations engaged, how groups and participants were selected, data collection methods employed (time, place and purpose), information collected, and how the Proponent verified its use and interpretation of the knowledge shared/collected; o groups should be distinguished by gender, age, or other community relevant factors such as hunters, trappers, harvester etc. to support a Gender Based Analysis + assessment)	3	Section 6.2 Methods of Engagement	6-9	
			3	Appendix 6B Engagement Plan, Section 4.2 Methods, Table 4.1	7	
			3	Section 6.1.1 Overview of Engaged Parties	6-2	
		o a description should further be provided of how communication was facilitated with the public through accommodating culturally appropriate ways, including but not limited to the use of regional languages/dialects, not only through translation but through live interpretation at community/public meetings,	3	Section 6.2 Methods of Engagement	6-9	
			3	Appendix 6B Engagement Plan, Section 4.3 Culturally Appropriate Engagement	8	
		o efforts made to distribute project information, including the organizations and individuals to whom the information was	3	Section 6.3.4Response to Community Feedback	6-15	
			3	Appendix 6B Engagement Plan, Section 5 Engagement Outcomes	8	
			3	Appendix 6B Engagement Plan, Section 5 Engagement Outcomes, Table 5.1	9	
		o a summary of key dialogues, including issues and comments raised during all engagement activities including the potential	3	Section 6.3.3 Summary of Key Issues	6-11	
		• how the Proponent intends to address the concerns identified through the life of the proposed project. Rationale for conclusions	3	Section 6.3.4 Response to Community Feedback	6-15	
			3	Section 5.4.7 Mitigation, Management, & Enhancement Measures	5-8	
			3	Section 5.5 Reconciling Perspectives	5-9	
		• plans for public engagement for the life of the proposed project, extending to monitoring and post-closure.	3	Section 6.3.5 Ongoing and Future Engagement Activities	6-16	
		The Impact Statement must discuss the extent to which information from engagement activities contributed to decisions regarding the proposed project, including project design and plans, scoping, development and collection of baseline information, and informed mitigation or accommodating identified effects and in designing monitoring and follow up programs.	3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
10.0	Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge Table 5: Requirements for Treatment of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	Methods for Gathering Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge The methodology used to document, analyse, verify/validate, use, and/or disclose Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge is clearly described	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
			3	Section 4.2 Managing Confidential Information	4-4	
			3	Section 4.3 Details & Outcomes	4-5	
		For all aspects of the Impact Statement Guidelines requiring the documentation, analysis, verification/validation, use, and/or disclosure of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, the Proponent must confirm that they have complied with applicable protocols or other limits on the documentation, analysis, verification, use, and/or disclosure of this knowledge imposed under agreements with the Knowledge holders (individuals or organizations).	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
		Free, prior, and informed consent of Knowledge holders involved in Project Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge studies granted to gather and apply the knowledge shared for the development of the Impact Statement	3	Section 4.2 Managing Confidential Information	4-4	
		Record of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge studies, including communities engaged, participants, location and timing of when engagement was conducted, and key dialogues, information and knowledge shared, and	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-2	
			3	Section 6.1.1 Overview of Engaged Parties	6-2	
			3	Appendix 6B Grays Bay Road and Port Project Kitikmeot Communities Engagement Plan	5	
		How Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge has been considered and informed project development and the conclusions presented in the Impact Statement	3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
			3	Section 5.4.6 Significance of Effects	5-7	
		Plans to address concerns identified through Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge	3	Section 5 Integrating Inuit, Indigenous & Community Values & Perspectives	5-1	
			3	Section 6.1.2 WKR Commitment to Engagement	6-5	
			3	Section 6.3.3 Summary of Key Issues	6-12	
			3	Section 6.3.4 Response to Community Feedback	6-15	
		Identification and rationale for any differences in conclusions between knowledge sources and plans to address. Proponents shall further identify any situations where the Proponent and Indigenous parties disagree on impacts, how these differences were subject to	3	Section 5 Integrating Inuit, Indigenous & Community Values & Perspectives	5-1	
			3	Section 5.5 Reconciling Perspectives	5-9	
		Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge has informed development of mitigation and management measures.	3	Section 5.4.7 Mitigation, Management, & Enhancement Measures	5-8	
		Confidential information managed appropriately	3	Section 4.2 Managing Confidential Information	4-4	
		Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge must be considered and inform project development, impact assessment, and the Impact Statement as appropriate.	3	Section 4.3 Details & Outcomes	4-5	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The Proponent shall describe how Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge has been documented, analyzed, verified/validated, used, and/or disclosed and informed the conclusions presented in the Impact Statement	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
			5 to 9	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example section reference is provided: Volume 6, Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
			5 to 9	Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback	14-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example section reference is provided: Volume 6, Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		Proponents are strongly encouraged to engage with the applicable Regional Inuit Association, and if applicable, Indigenous groups outside of Nunavut for their respective processes and best practices developed	3	Section 6.1.1 Overview of Engaged Parties	6-2	
			3	Section 6.1.1.1 Engagement with Kitikmeot Region Residents & Organizations	6-2	
			3	Section 6.1.1.2 Other Indigenous Groups	6-3	
			3	Section 6.1.1.3 Other Potentially Affected Communities & Resident	6-4	
		The Kitikmeot Inuit Association should be considered the first point of contact for working with communities in the Kitikmeot Region.	3	Section 6.1.1.1 Engagement with Kitikmeot Region Residents & Organizations	6-2	
		Proponents are encouraged to engage with NTI and community organizations, such as Hamlets, Hunters and Trappers Organizations/Associations, Elders, women and youth groups, individual Knowledge holders etc. regarding the documentation, analysis, verification/validation, protection, use, and disclosure of Inuit Qaujimaningit under their respective jurisdiction.	3	Section 6.1.1.1 Engagement with Kitikmeot Region Residents & Organizations	6-2	
		As identified, Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge are meaningfully involved in the analysis, interpretation, and verification of the findings	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-2	
10.1	Methods for Gathering Inuit Qaujimaningit, Indigenous	The Proponent shall describe the methodology used to document, analyse, verify/validate, use, and disclose Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, including at a minimum, but not limited to	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
	Knowledge, and Community Knowledge	The Proponent shall describe the methodology used to document, analyse, verify/validate, use, and disclose Inuit Qaujimaningit,	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-2	
		• Design of studies used to facilitate Knowledge sharing;	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
			3	Section 5.4 Integration into Engagement Methods and the Assessment	5-3	
		• How the elements of meaningful public engagement were incorporated into the Proponent’s Inuit Qaujimaningit, Indigenous	3	Section 6 Public Information	6-1	
			3	Appendix 6B Grays Bay Road and Port Project Kitikmeot Communities Engagement Plan	1	
		• Methods of engagement as detailed in Section 9.0 of these IS Guidelines;	3	Section 6.2 Methods of Engagement	6-9	
		• Process for and roles and responsibilities of all concerned individuals and organizations in documenting, analysing,	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
		• Appropriate protocols acceptable to impacted Inuit communities for repatriation and long-term storage of Inuit Qaujimaningit,	3	Section 4.2 Managing Confidential Information	4-4	
		summaries of key dialogues, conclusions, and outputs should be presented to representative community members or groups for	3	Section 6.3.3 Summary of Key Issues	6-12	
10.2	Details and Outcomes	The Impact Statement shall describe the information shared during each engagement specific to Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge.	3	Section 4.3 Details & Outcomes	4-5	
		Additional detail that must be included are, at a minimum: • Efforts made to collect knowledge from Elders, women, youth, marginalized groups, or harvesters familiar with the proposed project area and the Regional Study Area	3	Section 6.2 Methods of Engagement	6-9	
			3	Section 6.3 Engagement Details and Outcomes	6-10	
		• How questions and concerns were addressed;	3	Section 6.3.4 Response to Community Feedback	6-15	
		• Plans for follow-up with Knowledge holders;	3	Section 6.3.5 Ongoing and Future Engagement Activities	6-16	
		• Description of how Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge informed project and impact	3	Section 4.3 Details & Outcomes	4-5	
			5 to 9	Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment	14-4	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example section reference is provided: Volume 6, Section 14.1.1 Influence of Engagement and Inuit, Indigenous, and Community Knowledge on the Assessment VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
			5 to 9	Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback	14-16	Concordance to this guideline component applies to multiple VC assessments within Volumes 5 to 9. To reduce repetition in the concordance table, a representative example section reference is provided: Volume 6, Section 14.2.2.1 Inuit, Indigenous, and Community Knowledge and Engagement Feedback VC assessments in Volumes 5 to 9 are organized using a consistent structure; however, subsection numbering may differ slightly.
		• Knowledge shared and conclusions as expressed by Knowledge holders; and	3	Section 6.3 Engagement Details & Outcomes	6-11	
		• How Inuit- Qaujimaningit, Indigenous Knowledge, and Community Knowledge- related knowledge and conclusions were verified prior to their inclusion in the impact statement	3	Section 4.1 Approaches for Gathering Inuit Knowledge, Indigenous Knowledge, & Community Knowledge	4-1	
		as project design, baseline data collection, impact prediction, significance assessment, and the development of mitigation and	3	Section 4.3 Details & Outcomes	4-5	
		For instances where there are variations in knowledge between Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge and scientific conclusions, the Proponent must consider its obligation to apply the precautionary principle when reconciling discrepancies.	3	Section 5. Reconciling Perspectives	5-9	
		In situations where there is a high degree of uncertainty, the Proponent shall work together with contributing parties to come up with a sensible approach within the parameters of the Nunavut Agreement and provide a detailed record of decision-making rationale and efforts to collaboratively reconcile different findings between scientific knowledge and Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge should be outlined by the Proponent.	3	Section 5. Reconciling Perspectives	5-9	
10.3	Managing Confidential Information	The Proponent is expected to take reasonable measures to access Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge and reflect the knowledge shared throughout the development of the proposed project including the Impact Statement. Proponents should demonstrate that they have the permission of Knowledge holders to gather and apply the knowledge shared for the development of the Impact Statement	3	Section 4.2 Managing Confidential Information	4-4	
		Proponents should demonstrate that they have the permission of Knowledge holders to gather and apply the knowledge shared for the development of the Impact Statement.	3	Section 4.2 Managing Confidential Information	4-5	
		Proponents should work with Knowledge holders and the application organizations, such as the Regional Inuit Associations, on the appropriate methods of storing and sharing information shared. There may be instances when, with the consent of Knowledge holders, the Proponent may share confidential information with the Board to inform their decision-making	3	Section 4.2 Managing Confidential Information	4-5	
			3	Section 4.3 Details & Outcomes	4-5	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
11.0	Environmental Management Systems	For every environmental management plan and monitoring plan, the Proponent will provide evidence of how it has engaged the public and governments in the development of those plans, and how Nunavummiut will be involved in the implementation and review of these management and monitoring plans and activities should the proposed project proceed	11	Section 37.1.1 Environmental Management System Framework	37-1	
		In addition, all monitoring plans will specifically identify whether and how Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge will be used to inform the monitoring and management plans.	11	Section 37.1.1 Environmental Management System Framework	37-1	Additional detail specific to how Inuit, Indigenous, and Community values and perspectives were and will inform the plans are provided in each Management and Monitoring Plan, as applicable
11.1	Environmental Management Plan	The Impact Statement should include the Proponent’s environmental policy, Environmental Management Plan, operational plans, and associated environmental management system for the proposed project.	11	Section 37.1.1 Environmental Management System Framework	37-1	
		The Environmental Management Plan shall address how the Proponent proposes to manage potentially adverse environmental effects throughout the life of the proposed project.	11	Section 37.1.3.1 Role of Management Plans in the EMS	37-2	
		The Proponent shall discuss the flexibility of the proposed plan to respond to changes in the development plan, the regulatory regime, the ecosystemic and socio-economic environments, technology, research results, and on-going understanding of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge including how it engaged and will continue to engage Inuit and other Indigenous groups (Inuvialuit, First Nations, and Metis) in the development and implementation of its Environmental Management Plan	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	WKR has committed that, where necessary, proposed criteria or thresholds will be identified to trigger additional mitigation if monitoring results warrant, identify next steps, and monitor the effectiveness of mitigation and management responses.
		The Impact Statement should include discussion of how the results from the Environmental Management Plan will be used to support adaptive environmental management throughout all phases of the proposed project and identify threshold/criteria and indicators to trigger management actions in each sub plan	11	Section 37.1.4.1 Follow-up and Adaptive Management	37-5	
		The Environmental Management Plan shall be comprised of individual monitoring and mitigation plans, specific to various aspects, components, activities, and phases of the proposed project.	11	Section 37.1.3 Management Plans	37-2	
11.2	Environmental Protection Plan	The Proponent shall, based on its impact predictions for identified valued components, prepare an Environmental Protection Plan in accordance with its Environmental Management Plan prior to commencement of all phases of the proposed project [site preparation/pre-construction, construction, operation (including reduced operation), maintenance, any potential modifications, temporary closure, final closure (decommission and reclamation) and post-closure	11	Appendix 37H Environmental Protection Plan (EPP)	1	Section 1.3 (Objectives and Scope) outline considerations included in the EPP.
		The Environmental Protection Plan shall be integrated into procedure documents for all phases of the proposed project that target the site management staff, the Proponent’s occupational health, safety and environmental compliance staff, as well as government departments and agencies tasked with environmental and regulatory compliance monitoring/surveillance	11	Appendix 37H Environmental Protection Plan (EPP), Section 2 Roles and Responsibilities	5	
		If appropriate, a table of contents and an annotated outline for the Environmental Protection Plan should be presented in the Impact Statement which addresses the major project activities, permit requirements, mitigation measures and contingency planning in combination with other management plans	11	Appendix 37H Environmental Protection Plan (EPP)	1	
		The Proponent shall also discuss how it engaged and will continue to engage Inuit in the development and implementation of its Environmental Protection Plan	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
11.3	Monitoring and Mitigations	In accordance with the Environmental Management Plan, the Proponent shall present individual monitoring and mitigation plans specific to various aspects of the proposed project and the environment and to be incorporated into all applicable phases of the proposed project	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	Table 37.1 Summary of Monitoring Plans for the Project (p. 37-4)
		It is important to have a monitoring program that is designed appropriately to verify the accuracy of the predicted impacts and the effectiveness of mitigation measures based on agreed upon thresholds.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		This information should used to determine whether additional actions are necessary (adaptive management) to address unanticipated outcomes	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Further, the Proponent shall provide a risk assessment of those economic (e.g., the global economy and international markets), possible changes to the technology or engineering design as proposed in the project description (e.g., size and capability of aircraft, terrestrial vehicles, marine vessels, etc.), or other conditions (e.g., ownership transfer, global pandemic) that might also impair the implementation or effectiveness of proposed mitigation measures or management.	11	Section 37.1.3.1 Role of Environmental Management Plans in the EMS	37-2	
		In these plans, the Proponent is required to outline how results from monitoring and from continued engagement with communities and residents, Inuit and other Indigenous groups (Inuvialuit, First Nations, and Metis), and other stakeholders and lessons from other projects operating in similar environments will be used to refine or modify the design and implementation of mitigation measures and management plans	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		In the Impact Statement, the Proponent should demonstrate how these plans will ensure that: • The project is conducted as proposed;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	Provides the overview of the process monitoring will occur. Each monitoring plan has specific information to the predictions that will be monitored within. The list of Monitoring Plans is located within this section by Appendix number and provided as draft plans as part of this submission.
		• The predicted adverse ecosystemic and socio-economic impacts are monitored and promptly mitigated at the earliest possible time	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
			11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		• The regulatory requirements applicable to the proposed project will be met; and	11	Section 37.1.3.2 Standard Content of Environmental Management Plans	37-2	
		• The works, equipment, and facilities connected to the proposed project are operating properly.	11	Appendix 37A Road Management Plan	1	
			11	Appendix 37I Port Management Plan	1	
		In its monitoring and mitigation plans, the Proponent should specify proposed criteria or thresholds to trigger additional mitigation measures if monitoring results warrant and identify what next steps will be taken and how the effectiveness of these mitigation steps will be monitored.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
			11	Appendix 37C Air Quality Monitoring and Management Plan, Section 5 Adaptive Management	14	Example location of how adaptive management will trigger additional mitigation measures from monitoring results.
		These plans should also identify the position of the person responsible for the implementation of mitigation measures, the system of accountability and the phase and component of the proposed project to which the mitigation measure applies.	11	Section 37.1.3.2 Standard Content of Environmental Management Plans	37-2	
			11	Appendix 37C Air Quality Monitoring and Management Plan, Section 1.5 Roles and Responsibilities	4	Example location of where Roles and Responsibilities for execution of each management plan have been included.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Each of the monitoring and mitigation plans shall include: Objectives of the monitoring program;	11	Section 37.1.3.2 Standard Content of Environmental Management Plans	37-2	
		Identification of any applicable laws, regulations, and/or Acts;	11	Section 37.1.3.2 Standard Content of Environmental Management Plans	37-2	
		The valued components to be monitored, with associated parameters and indicators, controls, and selection criteria/thresholds to be compliant with;	11	Section 37.1.3.2 Standard Content of Environmental Management Plans	37-2	
		Description of the frequency, duration, and geographic extent of monitoring with justification for each, and identification of the personnel or positions who will conduct the monitoring, collect, analyze, and interpret data;	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 3 Ambient Air Quality Monitoring Program	8	Example location of how the monitoring component of a monitoring plan has been included. Each monitoring plan includes the frequency, duration, and geographical extent of monitoring in the monitoring program section. All proposed monitoring plans have been included as listed in table 37.1 of Section 37 (p. 37-4).
		Description of measures taken to protect infrastructure from climate change and potential major climate events (e.g., extreme flows or permafrost-related hazards);	11	Appendix 37C Air Quality Monitoring and Management Plan, Table 2.1 Mitigation Measures for Project Diesel Exhaust and Incinerator Emissions	6	Example location of how the design mitigation measures, including incorporated or planned to be incorporated into the design to protect project infrastructure from climate change and potential major climate events, as relevant to the monitoring plan.
		Proposed adaptive management actions, durations of actions and thresholds for action levels in the event that observed results (impacts) differ from those predicted, including a discussion of actions to be taken for observed non-compliance with the law or regulations, performance targets and thresholds or with the obligations imposed on contractors by the environmental provisions of their contracts;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		Discussion of research programs to address novel techniques or optimization of mitigation measures;	11	Section 37.1.1 Environmental Management System Framework	37-1	The Environmental Management System will be where mitigation measures are optimized based on monitoring report results and evaluation of the effectiveness of the mitigation results being implemented and monitored throughout the construction and operations and maintenance of the Project. If novel techniques are implemented through design of any management plan it will be included and discussed with regulators and stakeholders prior to implementation.
		Discussion on how data will be compared temporally for the longevity of the proposed project to monitor trends, effects of events, potential change in background data (e.g., from climate change) and transitions through project phases including how its monitoring plans relate to and enhance closure goals, objectives, criteria, and the final state;	11	Section 37.1.3 Management Plans	37-2	Approach / plan
			11	Appendix 37C Air Quality Monitoring and Management Plan, Section 3 Ambient Air Quality Monitoring Program	8	Example of how the monitoring data will be compared and trends evaluated as part of the monitoring program. As plans are further refined, these details will be further developed.
		Proposed reporting scheme for monitoring results, including format (e.g., written, community meetings), reporting intervals, inclusion of reporting to potentially affected communities, residents, public and knowledge holders, local organizations, designated Inuit organizations, Indigenous groups, other governments or organizations, and interested individuals;	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 4 Reporting Framework	13	Each monitoring plan will have a reporting framework section that includes how the monitoring results are provided to regulators and stakeholders. These sections will also conform to any approval conditions.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Evaluation of the efficiency of mitigation measures including the degree of certainty of the evaluation, and the compliance with project authorizations;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Plans for integration of monitoring results with other aspects of the proposed project, including adjustments for operating procedures and refinement of mitigation measures;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Procedures/mechanism to assess the effectiveness of monitoring programs, mitigation measures, and adaptive programs for areas disturbed by the proposed project;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Discussion of the relationship between monitoring plans and the Environmental Management Plan;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Quality assurance and quality control measures to be applied to monitoring programs; and	11	Appendix 37C Air Quality Monitoring and Management Plan, 3.5 Quality Assurance and Quality Control	12	Each monitoring plan will have a Quality Assurance and Quality Control section that outlines the process to provide oversight and mechanisms to confirm the monitoring methods, results and reporting.
		Discussion of how Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge, scientific research, community, and regulator feedback informed the specific monitoring and mitigation plans and proposed actions. The Proponent shall also discuss how it engaged and will continue to engage Inuit in the development and implementation of its monitoring and mitigation plans, and	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		As described in Section 7.3, the Proponent shall consider the design of all biophysical and socioeconomic environmental monitoring programs to ensure that the baseline data required is useful in understanding the relationship between the natural biological and ecological conditions and the potential project impacts on these conditions.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		The Proponent shall also consider the physical, wellbeing, social, economic, and cultural conditions, and the potential project impacts on these conditions.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		In addition, all monitoring plans should be designed so that results from these programs can be coordinated with ongoing regional initiatives or programs with relevant government organizations, local organizations, or regional authorities.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
11.3.1	Follow-up and Adaptive Management Plans	To minimize the likelihood of mitigation failures and to limit the potential severity of consequences if there is such a failure, the Proponent must discuss how information related to the effectiveness of mitigation measures will be analyzed, and how associated adaptive measures will be employed in the environmental management system to address any such failures.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-3	
		Impact assessment effects predictions, assumptions and mitigation actions that are to be tested in the follow-up program must be converted into field-testable monitoring objectives.	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 3 Ambient Air Quality Monitoring Program	8	Example of how the monitoring data will be implemented to test the effects, assumptions and mitigations in field-testable objectives. As plans are further refined, these details will be further developed.
		The monitoring design must include a statistical evaluation of the adequacy of the historical background and current baseline data to provide a benchmark for testing project effects, and the need for any additional pre-construction or pre-operational monitoring to establish a firmer project baseline.	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 3 Ambient Air Quality Monitoring Program	8	Example of how the monitoring data will be developed through the methodology of the programs. As plans are further refined, these details will be further developed.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		If requested information is not available in a plan, the proponent must describe the reasons for deviation.	11	Section 37.1.8 Progressive Reclamation Plan	37-9	A Closure and Reclamation Plan was requested, however the Project infrastructure is permanent, therefore a Progressive Reclamation Plan has been developed for areas where only temporary disturbance during construction is required. The draft plan is also attached as Appendix 37F to the Impact Statement.
		The Impact Statement should include, at a minimum, the following information about the Proponent's follow-up and adaptive management plans: • The need for such a follow-up and adaptive plan and its objectives;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	Each monitoring plan will have plan-specific follow-up and adaptive management measures.
		• How this plan will be structured, including enforcement, and penalties for non-compliance;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	Each monitoring plan will have plan-specific follow-up and adaptive management measures.
		• Which elements of the monitoring program described in Section 11.3 would be incorporated;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	Each monitoring plan will have plan-specific follow-up and adaptive management measures.
		• The mechanisms through which monitoring results will be analysed and mitigation measures or adaptive plans will be adjusted if necessary;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	Each monitoring plan will have plan-specific follow-up and adaptive management measures.
		• How the effectiveness of any mitigation measures will be assessed and verified;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		• How unforeseen effects would be captured through contingency planning or other adaptive management provisions, or for correcting non-compliance issues as to comply with benchmarks, regulatory standards or guidelines;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		• Plans for how Inuit and local communities will be involved in adaptive management planning and implementation, including in the future development of management objectives, indicators, thresholds (or triggers) and responses in monitoring;	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	
		• The roles to be played by the Proponent, regulatory agencies, and others in each plan, and possible involvement of independent researchers;	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 1.5 Roles and Responsibilities	4	Each monitoring plan will have an outline of all the roles involved in implementing, executing and reviewing the plan.
		• Proposed reporting scheme for when adaptive management strategies would be implemented;	11	Appendix 37C Air Quality Monitoring and Management Plan, Section 5 Adaptive Management	14	Example location of how adaptive management will trigger additional mitigation measures from monitoring results.
		• The sources of funding for planning and reporting;			N/A	Funding will come from both public and private sources. Northern infrastructure is typically built on a 75% federal government funding model. We expect that mining revenues can cover the remaining 25%.
		• Identification of the quantitative and/or qualitative triggers or thresholds that would indicate the need to alter or vary the management plan or mitigation measures;	11	Section 37.1.4 Mitigation and Monitoring Plans	37-5	
			11	Appendix 37C Air Quality Monitoring and Management Plan, Section 5 Adaptive Management	14	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		If applicable, identifications of tiers of triggers or thresholds that would result in increasing or varied adaptive management strategies, including the potential for operational reductions or shutdowns during sensitive timing windows; and	11	Section 37.1.5 Follow-up and Adaptive Management	37-5	Identification of tiers of triggers are specific to each monitoring plan.
			11	Appendix 37C Air Quality Monitoring and Management Plan, Section 5 Adaptive Management	14	Example of how tiers of triggers may be incorporated into a monitoring plan.
		The Proponent shall discuss how its monitoring plans relate to and enhance its closure goals, objectives criteria and final state.	11	Section 37.1.8 Progressive Reclamation Plan	37-9	The Project infrastructure is permanent, therefore a Progressive Reclamation Plan has been developed for areas where only temporary disturbance during construction is required. The draft plan is also attached as Appendix 37F to the Impact Statement.
11.3.2	Ecosystemic Environmental Plans	The Proponent shall present environmental monitoring and management plans developed to eliminate or mitigate potential negative impacts of the proposed project on the ecosystemic environment (see Section 8.1 for a discussion on the ecosystemic environment).	11	Section 37.1.6 Ecosystemic Environmental Plans	37-6	
		The Proponent shall also identify any residual effects after appropriate mitigation measures have been implemented and the significance of those effects.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-5	
		The plans should be developed to reflect the complete life span of the proposed project and contain appropriate monitoring and evaluation techniques (e.g., indicators or thresholds) that will allow regulators to intervene in a timely and constructive manner.	11	Section 37.1.4 Mitigation and Monitoring Plans	37-5	
11.3.3	Socio-Economic Environmental Plans	The Proponent shall present plans, policies, and programs to minimize potential negative health, social, economic, and cultural impacts and to optimize potential positive impacts of the proposed project (see Section 8.2) for a discussion on the socio-economic environment).	11	Section 37.1.7 Socio-Economic Environmental Plans	37-8	This section outlines the socio-economic environmental plans. Draft plans are provided as Appendices to the Section 37 Impact Statement in Volume 11.
		The proponent will include steps and plans describing training programs and opportunities for Inuit, and how Inuit Owned Firms will receive preference in contracts relating to the construction and all phases of the project in the Impact Statements and outline any gaps or variations in the plans	11	Appendix 37J Inuit Human Resources and Business Development Plan	1	
		The plan should be developed to reflect the complete life span of the proposed project and contain appropriate monitoring and evaluation techniques (e.g., indicators or thresholds) that will allow regulators to intervene in a timely and constructive manner	11	Appendix 37J Inuit Human Resources and Business Development Plan	1	
		The Proponent shall describe its socio-economic monitoring plans and mitigation programs, including how it will identify, manage, and mitigate potentially adverse socio-economic impacts and augment positive socio-economic impacts	11	Appendix 37K Socio-economic Monitoring Plan	1	
		In consultation with the Kitikmeot Socio-Economic Monitoring Committee, the Proponent should clearly identify the role it will take in regional monitoring initiatives, including how its monitoring plans will align with those of the Kitikmeot Socio-Economic Monitoring Committee	11	Appendix 37K Socio-economic Monitoring Plan	1	
		Where secondary data does not exist for VSEC indicators, primary data collection will be required or other forms of information as agreed upon by the Kitikmeot Socio-Economic Monitoring Committee	11	Appendix 37K Socio-economic Monitoring Plan	1	
		implementation of potential benefits (e.g., an Impact and Benefit Agreements and include human resources, occupational health and safety, community and public involvement, implementation of any potential benefits and if applicable, development partnership agreements with government departments, designated Inuit organizations and provincial, territorial and non-Inuit Indigenous	11	Appendix 37J Inuit Human Resources and Business Development Plan	1	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The focus of the socio-economic monitoring plans and program should be on the VSEC indicators, which may include topics such as health, culture, wellbeing, and food security of the communities potentially to be affected by the proposed project	11	Appendix 37K Socio-economic Monitoring Plan	1	
11.4	Closure and Reclamation Plan	The Proponent shall develop a preliminary Closure and Reclamation Plan for the proposed project, which outlines how the various components set out in Section 6.0 will be designed for closure and how they will be decommissioned, reclaimed, and closed following proposed facilities closure	11	Appendix 37F Progressive Reclamation Plan	1	The draft Progressive Reclamation Plan provides the goals and objectives for the Plan. The Project assumed to operate in perpetuity and will not require closure, therefore the Plan describes how disturbed areas would be progressively reclaimed where appropriate, and how project components would will be managed during temporary and unplanned suspension of activities as part of the temporary care and maintenance section.
		The Closure and Reclamation Plan shall include measures to restore the ecosystemic integrity after permanent closure of the proposed project.	11	Appendix 37F Progressive Reclamation Plan	1	The Project infrastructure is permanent, therefore a Progressive Reclamation Plan has been developed for areas where only temporary disturbance during construction is required.
		At a minimum, the plan submitted within the Impact Statement should include the following: • Demonstration that environmental issues associated with the effective closure and reclamation of all proposed project components have been considered at the earliest possible stage in the project development process, including influencing the proposed project design;	11	Appendix 37F Progressive Reclamation Plan	1	
		• Identifying the Proponent’s goals for reclamation of lands potentially affected by the proposed project;	11	Appendix 37F Progressive Reclamation Plan	1	
		• Description of temporary closure measures and a discussion of at what point a temporary closure should be considered permanent for the purposes of triggering the implementation of the Closure and Reclamation Plan;	11	Appendix 37F Progressive Reclamation Plan	1	
		• Discussion of research programs to address challenges to reclamation, given the local conditions;	11	Appendix 37F Progressive Reclamation Plan	1	Not applicable to an infrastructure project that is a permanent development.
		• Considerations for the protection of public health and safety;	11	Appendix 37F Progressive Reclamation Plan	1	
		• Description of closure and post-closure monitoring of valued ecosystemic components including, but not limited to, wildlife, vegetation, air quality, landform stability and water quality and quantity;	11	Appendix 37F Progressive Reclamation Plan, Section 3.2 (Reclamation Monitoring)	5	
		• Discussion about the long-term monitoring and maintenance that may be required once physical and chemical stability of reclaimed areas has been established;	11	Appendix 37F Progressive Reclamation Plan, Section 3.2 (Reclamation Monitoring)	5	
		• Discussion of how environmental effects will be reduced or eliminated once the proposed project ceases operation;	11		N/A	The Project infrastructure is permanent, therefore a Progressive Reclamation Plan has been developed for areas where only temporary disturbance during construction is required. The draft plan is also attached as Appendix 37F to the Impact Statement.
		• Discussion regarding re-establishing conditions that will permit the land to return to a similar pre-project land use;	11	Appendix 37F Progressive Reclamation Plan, Section 2.2 (Reclamation Objectives)	3	

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		Identification on how the Proponent's plans reflect considerations associated with potential acid rock drainage and/or metal leaching potential of rocks, in association with related waste rock and waste management strategies;	11	Appendix 37F Progressive Reclamation Plan, Section 3.1 (Reclamation Approaches)	5	
		The Proponent shall discuss how it engaged and will continue to engage communities in the development and implementation of its Closure and Reclamation Plans and plans on how communities and residents of the impacted area can be involved in the reclamation research and decisions on how best to close the proposed project;	11	Appendix 37F Progressive Reclamation Plan, Section 2.3 (Engagement and Community Involvement in Closure and Reclamation Planning)	3	
		Evidence that the Proponent engaged meaningfully with potentially affected members of the public and governments in the identification of desired end land use objectives for project affected areas, and how these were integrated into the Proponent's reclamation plans and land restoration standards; and	11	Appendix 37F Progressive Reclamation Plan, Section 2.3 (Engagement and Community Involvement in Closure and Reclamation Planning)	3	
		Any considerations for the restoration of the natural aesthetics of the proposed project.	11		N/A	The Project infrastructure is permanent, therefore a Progressive Reclamation Plan has been developed for areas where only temporary disturbance during construction is required. The draft plan is also attached as Appendix 37F to the Impact Statement.
11.4.1	Care and Maintenance Plan	A preliminary Care and Maintenance Plan shall be developed for the proposed project in conjunction with the Closure and Reclamation Plan, which outlines how the various components set out in Section 6.0 will be treated in the event of a temporary closure or unplanned closure of the proposed project.	11	Appendix 37F Progressive Reclamation Plan, Section 4 (Temporary Care and Maintenance Section for Temporary and Unplanned Closure)	7	
		The preliminary Care and Maintenance Plan shall also include information on how the various components set out in Section 6.0 will be treated in the event of reduced operations of the proposed project such as during a pandemic, a labour strike, or partial closure	11	Appendix 37F Progressive Reclamation Plan, Section 4 (Temporary Care and Maintenance Section for Temporary and Unplanned Closure)	7	
11.5	Significance of Residual Impact	The Impact Statement shall include an assessment of the residual impacts of the proposed project and the significance of those impacts on the components of the ecosystemic and socio-economic environments after the mitigation measures proposed by the Proponent have been implemented	4	Section 9.4.1.3 Residual Project Effects (Methodology)	9-12	This section describes the Impact Statement's approach to residual impacts.
			5 to 9	Section 20.1.5 Residual Effects Characterization (Freshwater Fish & Fish Habitat)	20-14	Each Valued Component section within Volumes 5 through 9 are similarly structured. An example of concordance to Section 11.5 of the Guidelines is provided below: Volume 7, Section 20 - Freshwater Fish & Fish Habitat: <i>Section 20.1.5 Residual Effects Characterization</i> Describes how residual effects are identified and characterized once mitigation is applied. Sections 20.3.2 and 20.3.3 (Effects Sections) Each effects subsection follows a standard structure: Effects pathways Mitigation measures Residual effects Section 20.3.4 – Summary of Project Residual Effects

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		This analysis of the potential residual impacts on the Valued Components, should enable readers of the Impact Statement to clearly understand the Proponent’s perspective on the consequences of the proposed project, the degree to which effects on the Valued Components can be mitigated with the mitigation measures proposed, identifying those impacts which cannot be mitigated or compensated for and the significance of those impacts	5 to 9	Section 20.1.5 Residual Effects Characterization (Freshwater Fish & Fish Habitat)	20-14	Each Valued Component section within Volumes 5 through 9 are similarly structured. An example of concordance to Section 11.5 of the Guidelines is provided below: Volume 7, Section 20 - Freshwater Fish & Fish Habitat: <i>Section 20.1.5 Residual Effects Characterization</i> - Describes how residual effects are identified and characterized once mitigation is applied. Sections 20.3.2 and 20.3.3 (Effects Sections) Each effects subsection follows a standard structure: - Effects pathways - Mitigation measures - Residual effects Section 20.3.4 – Summary of Project Residual Effects - includes a summary and a table (Table 20.12; pg. 20-68) identifying the residual effects characterization for the Valued Component.
		The Proponent should include a summary table in this section of its Impact Statement, which presents the effects before and after mitigation on the Valued Components, the mitigation measures applied, and the residual impacts that have been assessed	5 to 9	Section 20.3 Assessment of Project Effects on Freshwater Fish & Fish Habitat (Freshwater Fish & Fish Habitat) Section 20.4 Assessment of Cumulative Effects (Freshwater Fish & Fish Habitat)	20-68	Each Valued Component section within Volumes 5 through 9 are similarly structured. An example of concordance to Section 11.5 of the Guidelines is provided below: Volume 7, Section 20 - Freshwater Fish & Fish Habitat: Section 20.3.4 – Summary of Project Residual Effects - includes a table (Table 20.12; pg. 20-68) identifying the residual effects characterization for the Valued Component. Section 20.4.3 - Summary of Cumulative Effects - includes a table (Table 20.14; pg. 20-77) identifying the cumulative effects characterization for the Valued Component.

Section	Guideline	Components	Volume	Section	Page Range Start	Comment to further draw the connection to requested material
		The determination of significance of residual impact shall consider the attributes of each impact in accordance with the criteria established in Section 7.4.6	4	Section 9.4.1.4 Significance Determination (Methodology)	9-13	This section describes the Impact Statement's approach to significance determinations.
			5 to 9	Section 20.5 Significance of Effects (Freshwater Fish & Fish Habitat)	20-78	Each Valued Component section within Volumes 5 through 9 are similarly structured. An example of concordance to Section 11.5 of the Guidelines is provided below: Volume 7, Section 20 - Freshwater Fish & Fish Habitat: <i>Section 20.5 - Significance of Effects</i> Describes the determination of significance of effects - Section 20.5.1: describes the significance of Project Residual Effects - Section 20.5.2: describes the significance of Cumulative Effects Section 20.5.3: describes the mitigation, management and enhancement measures as they relate to the VC and significance of effects
12.0	Conclusion	The Impact Statement shall end with a conclusion presenting a summary analysis of the overall projected biological, ecological, physical, health, social, economic and cultural impacts, anticipated transboundary and cumulative effects, proposed mitigation measures, and residual impacts.	10	Section 36 Conclusion, Section 36.1 Project Assessment Conclusions	36-1	
			1	Executive Summary, Conclusions	ES-38	
		While highlighting the impacts on the Kitikmeot Region, this conclusion shall clearly present the importance of the Impact Statement findings to the designated area specifically and Canada more generally	10	Section 36 Conclusion	36-1	
			1	Executive Summary, Conclusions	ES-38	
			1	Executive Summary	ES-1	

Appendix B

Mitigations and Commitments

Appendix B Mitigations and Commitments

ID	Type	Mitigation Measure or Commitment	Valued Component																				Other			Phase	
			Air Quality	Climate & GHG	Noise & Vibration	Terrain, Soils, Permafrost	Vegetation	Caribou	Birds	Other Terrestrial Wildlife	Water Resources	FW Fish & Fish Habitat	Marine Sediment & Water Quality	Marine Fish and Fish Habitat	Marine Mammals	TLMRU	Food Security & Food Sovereignty	Community Health & Well-being	Employment & Economy	Infrastructure & Services	Non-TLMRU	Heritage Resources	Accidents and Malfunctions	Effects of the Environment of the Project	Management Plans	Construction	Operations and Maintenance
Project Design and Planning																											
1	Design Measure	The Project will be designed and constructed to meet applicable engineering codes, standards, and best management practices. Appropriate design earthquakes and the corresponding seismic design parameters will be selected.																						x			
2	Design Measure	The Project Development Area (PDA) is larger than the Project's disturbance footprint, providing flexibility to alter disturbance at smaller scale (i.e., tens of metres) to avoid 'selected' (moderate to high-quality) seasonal habitat where possible.						x																			
3	Design Measure	The PDA will be confined to a specific design layout to reduce the Project's potential effect on habitat loss and effectiveness.					x	x	x	x			x			x											
4	Design Measure	Infrastructure will be designed to reduce the PDA in the marine environment.											x	x	x												
5	Design Measure	Geotechnical investigations will be conducted to inform design and reduce potential effects of geohazards on the Project.																						x			
6	Commitment	Maintain ongoing engagement with the Government of Nunavut and other stakeholders throughout the Project lifecycle, including during design and planning phases, to address potential effects and ensure meaningful participation.																x								x	x
7	Commitment	West Kitikmeot Resources Corp. (WKR) is committed to ongoing engagement with Kitikmeot Inuit (hereafter referred to as Kitikmiut), other Indigenous groups, and other potentially affected communities during the advancement of Project design, planning, and monitoring throughout the life of the Project.			x											x		x	x							x	x
8	Commitment	WKR has committed to investigating renewable energy sources to replace a portion of the provided diesel power generation for potential implementation at a later phase of the Project.	x																								x

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9	Commitment	Design and implement Project lighting in accordance with the British Columbia Energy Regulator's 2021 <i>Light Control Best Practices Guideline</i> and to limit environmental disturbance (e.g., directional or shielded lighting to direct light downward and inward)												x	x											x	
10	Design Measure	The all-season road side slopes will be designed, where possible, to 3:1 (≤18.5 degrees) to facilitate caribou crossings using finer material where applicable in "high potential areas" identified by 1) local knowledge, 2) collar data, 3) experience during road operations, 4) camera monitoring.						x		x																	
11	Design Measure	Roads within the Grays Bay Port PDA (Landside Infrastructure) and Jericho Station PDA will be constructed to accommodate safe movement of traffic and equipment. Road design will include consideration of dark winter conditions and slow-moving traffic, as well as safe movement between vehicle types. Applicable roads will be designed and built to accommodate large vehicles and equipment. Design provisions will also include adequate parking for staff and users.																					x			x	
12	Mitigation Measure	WKR will monitor observed effects of the environment on the Project, and will act as required to maintain, repair, and upgrade infrastructure/equipment as required.																						x		x	x
13	Design Measure	To the extent possible, the Project road alignment will be designed to avoid culturally significant areas and documented archaeological sites.																				x					
14	Commitment	WKR is committed to working closely with Kitikmeot residents, communities and other stakeholders to build the Project in a manner consistent with regional needs and aspirations. Communities will be consulted throughout the lifetime of the Project. WKR will provide timely Project updates, responses to feedback provided, and information on upcoming employment and training opportunities. Inuinnaqtun and Inuktitut interpretation / translation will be provided throughout the engagement process to enable participation of all community members.														x											

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Engagement Commitments and Land-Use Coordination																											
15	Commitment	WKR will implement engagement consistent with Volume 3, Section 6.1.2, committing to early, respectful, and ongoing two-way engagement with Kitikmeot communities, other Indigenous groups, and other potentially affected communities; culturally appropriate and accessible engagement (including Inuinnaqtun/Inuktitut supports and timing that respects harvesting/subsistence activities); and the respectful gathering, use, protection, and integration of Inuit, Indigenous, and Community Knowledge into project planning, design, monitoring, and adaptive management.													x	x	x	x								x	x
16	Commitment	WKR will implement an engagement tracking and response system (e.g., engagement database) that documents all engagement activities, records issues raised, tracks follow-up actions and outcomes, reports back to communities on how feedback has influenced Project decisions, and aligns engagement timing and methods with cultural protocols and activities.													x											x	x
17	Commitment	WKR has and will continue to engage with the primary Inuit organization with rights and responsibilities in the Project area, the Kitikmeot Inuit Association.													x											x	x
18	Commitment	The following measures will be considered in specific areas where modeled or measured noise and vibration exceedances occur, particularly near receptors or Traditional Land, Marine, and Resource Use areas. The applicability of these measures will be affected by the seasonality and time-sensitivity of the land use. • Ongoing engagement with Inuit land users will be used to identify opportunities for avoidance, respite periods, or other culturally appropriate mitigation measures in locations that are seasonally or situationally significant.			x																					x	x
19	Commitment	Information and concerns raised during engagement that relate to heritage resources, including locations of gathering sites and graves, will be considered in determining the nature and scope of archaeological field programs.																			x					x	x
20	Commitment	WKR will notify communities of major project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods.													x											x	x

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21	Commitment	WKR will develop and implement a Community Engagement Plan to receive and address community suggestions, concerns, and complaints.															x								x	x
22	Commitment	WKR will provide access for family members to access virtual family and mental health-related consulting services within the employee assistance programs.															x								x	x
23	Mitigation Measure	In specific areas where noise and vibration exceedances may occur, project activities will be scheduled outside sensitive harvesting or migration periods, through engagement with Kitikmiut land users.			x																				x	x
24	Commitment	Project updates will be provided to communities based on timely and transparent communication regarding the status of the Project and related topics													x										x	x
25	Mitigation Measure	Engagement will be conducted with land users to determine location and usage information for areas such that avoidance of noise generating activities (i.e., pile driving, drilling) may be considered.													x	x				x					x	
26	Commitment	Consider hiring a Kitikmeot community liaison officer(s) in a full or part-time capacity to communicate and coordinate project-related matters.													x			x							x	x
27	Commitment	Establish a community feedback tool or process to receive and address community suggestions, concerns and complaints.													x			x							x	x
28	Commitment	WKR will provide access to on-site virtual or telephone communication tools for calling family members or for Elder communication which could enhance family connectedness.													x		x	x							x	x
29	Commitment	WKR will consider flexibility in employee schedules, to help accommodate important cultural activities.													x										x	x
30	Commitment	WKR will consider opportunities for onsite Inuit workers to engage with community Elders to provide a connection point with home communities and for traditional counselling.													x		x								x	x

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31	Commitment	In collaboration with the Kitikmeot Inuit Association, and other relevant parties, WKR will develop an Inuit Environmental Advisory Committee 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 Hunters and Trappers Organizations (HTO), Inuit land users, Elders, Knowledge Holders, and youth 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.													x											x	x
32	Commitment	WKR is committed to ongoing engagement with the Government of Nunavut and Inuit Organizations, and other potentially affected parties regarding perceived effects.													x											x	x
33	Commitment	WKR will continue to engage with rights holders and regulatory authorities to ensure compliance and timely acquisition of all necessary authorizations.																								x	x
34	Commitment	Pertinent feedback received through community engagement provided following submission of the Impact Statement will be reviewed for incorporation into Project planning, including adaptive management and monitoring, as appropriate.																			x					x	x
35	Commitment	WKR will engage with communities to inform them of the activities prior to the start of construction.			x															x						x	
36	Commitment	WKR will abide by the <i>Inuit Language Protection Act</i> and develop measures that support use of Inuktitut.													x											x	x
37	Commitment	WKR will develop a system to track complaints and responses to manage and mitigate feedback from the public regarding noise concerns.																		x						x	x
38	Commitment	WKR intends to work with local HTOs to facilitate predator management activities for wolves, grizzly bears, and wolverines (kalvik, <i>Gulo gulo</i>) to limit the effects of predation on caribou (e.g., support with travel and transportation connected to predator harvesting trips).						x																		x	x
39	Commitment	The Project will apply adaptive management strategies that will be informed through monitoring and ongoing engagement.													x											x	x

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Strategies, Policies, and Training																											
40	Commitment	All onsite contractors will have industry-compliant and satisfactory Health, Safety and Environmental policies, programs, and manuals to be implemented throughout the Project.																					x			x	x
41	Commitment	WKR will establish a Human Resources Plan, and provide updates within the annual socio-economic monitoring report														x				x						x	x
42	Commitment	WKR will implement workplace policies that support inclusive hiring, retention, and advancement of Inuit employees. These policies will be detailed in the Human Resources Plan																							x	x	x
43	Commitment	WKR will provide cultural awareness and sensitivity training to all long-term personnel and contractors													x		x	x								x	x
44	Commitment	WKR will develop and implement an employee code of conduct that includes anti-discrimination, anti-bullying, and anti-harassment in the workplace policy and relevant training													x		x	x								x	x
45	Commitment	A Training Strategy will be developed and implemented to identify specific skill requirements for employment on the Project, provide pre-employment training for Inuit and youth (in partnership with local educational institutions and Inuit organizations), and to implement on-the-job training and apprenticeship programs using existing community-based training centres or mobile training units.													x	x	x	x								x	x
46	Commitment	WKR will develop and implement a Travel Policy in the event that personnel transiting to / from the Project site are overnighting or are weathered-in in a community. The Travel Policy will describe Company expectations of personnel and consequences of improper action while travelling, and include plans for accommodation, meals, use of community health and medical services, and other needs for personnel during potential travel delays.														x	x		x							x	x
47	Commitment	A Procurement Strategy, focused on Inuit contracting opportunities, will be developed and implemented to facilitate regional and Inuit business involvement, and subsequent regional and local Inuit employment.													x	x	x	x	x							x	x

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48	Commitment	A Labour Relations Strategy will be developed and implemented to enhance and retain local Inuit employment, with a focus on preferential Inuit hiring. The Labour Relations Strategy will detail skills and entrance requirements, employee benefits, employee communication, work rotation schedules, employee orientation programs and ongoing support for Project workers during employment.													X	X		X								X	X
49	Commitment	WKR will implement the Labour Relations Strategy to increase local Inuit employment opportunities to reduce the need to transport personnel from outside of the region.														X	X									X	X
50	Commitment	WKR will 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													X	X	X	X								X	X
51	Commitment	WKR will develop and implement a Health, Safety, Security, and Environment plan (as part of an Occupational Health and Safety Plan). The plan will include - safety training requirements for personnel - security procedures - response procedures															X		X							X	X
52	Commitment	WKR will develop and implement a Health and Medical Services Plan (as part of an Occupational Health and Safety Plan) which will include: - prevention and management measures for injuries, infection, and disease. - a description of medical and first aid services available 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 an Inuit Employee Assistance Program where appropriate resources exist															X		X							X	X
53	Commitment	WKR will develop and implement policies for onsite workers for the engagement in traditional land use activities													X											X	X

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54	Commitment	A No Harvesting Policy will be implemented for project personnel, prohibiting them from harvesting while working on the Project; WKR will provide mandatory cultural awareness and sensitivity training to all project personnel and contractors.													x											x	x
55	Commitment	WKR will develop and implement a No Drug and Alcohol Policy, including personnel and baggage screening procedures, which will apply to all personnel and contractors onsite, at work camps, and during transit through communities.															x			x						x	x
56	Commitment	WKR will develop and implement a Culture Program for personnel at the Project's main camps. The Culture Program will include provision of occasional country food to personnel and is intended to create a more inclusive work environment while supporting local food traditions and aiding to build cultural respect among non-Inuit personnel.													x	x										x	x
57	Commitment	WKR is committed to open communication with other regional industrial developers and proponents, and where possible, will implement joint programs to share information.																		x						x	x
58	Commitment	WKR will provide onsite recreation opportunities to employees.																	x							x	x
59	Commitment	WKR will develop and implement an education program to inform workers of the range of health services available onsite															x									x	x
60	Commitment	Work shift protocols will be implemented to support personnel being fit for duty.																				x				x	x
61	Commitment	Project personnel will be trained in vehicle and mobile equipment safe operations, defensive driving, weather-related hazards, and wildlife migration periods, as required.																				x		x		x	x
62	Commitment	As per the Wildlife Mitigation and Monitoring Plan (WMMP ²), all project personnel will take wildlife awareness training as part of site orientation. The awareness training will include bear safety, reporting procedures for wildlife-related incidents, protocols to follow when a wildlife feature (e.g., nest, den) is identified, and wildlife sightings.								x														x		x	x
63	Commitment	Training will be provided to all onsite personnel who handle fuel, chemicals and hazardous materials.												x												x	x

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64	Commitment	Project-related aircraft will comply with all applicable aviation laws, regulations, permits, licenses, and policies.																					x			x	x
65	Commitment	A policy of no littering throughout the life of the Project to limit wildlife attraction.						x		x																x	x
66	Commitment	WKR will implement a Socio-economic Monitoring Program (SEMP) that will track a range of socio-economic indicators to monitor outcomes of the Project, including training, employment and procurement.													x			x								x	x
Management Plans																											
67	Commitment	WKR is committed to ongoing engagement with Inuit and organizations of the Kitikmeot Region regarding management and monitoring plans and to discussing adaptive management measures to improve their effectiveness, where required.													x											x	x
68	Commitment	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.													x			x								x	x
69	Commitment	An Air Quality Monitoring and Management Plan will be developed and implemented for all phases of the Project. The Plan will outline measures to mitigate dust and other emissions generated during construction, operations, and maintenance activities. It will also describe the ambient air quality and meteorological monitoring program, procedures for managing and reducing emissions throughout the Project lifecycle, and requirements for reporting monitoring results.	x																							x	x
70	Commitment	Dust management and suppression measures will be outlined in the Air Quality Monitoring and Management Plan.									x															x	x
71	Mitigation Measure	Inuit Advisory Group members emphasized the importance of managing noise (IAG 2025a, b) and the following monitoring measures are planned: • Where required, noise and vibration will be monitored to determine the effectiveness of mitigation, management, and enhancement measures.			x																					x	x

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72	Commitment	Inuit Advisory members emphasized the importance of protecting air quality and limiting dust (IAG 2025a, b) and the following monitoring measures are planned: • Meteorological monitoring (wind speed and direction, air temperature and relative humidity and rain precipitation) and ambient particulate monitoring for TSP and PM10 will be conducted to reduce effects on air quality. • Adaptive management techniques will be used to reduce emissions to within the acceptable limits, where required.	x																						x	x
73	Commitment	Monitoring requirements will be reviewed on a case-by-case basis should any complaints related to air quality occur from Kitikmiut, other Indigenous groups, and other potentially affected communities because of Project activities.	x																						x	x
74	Commitment	WKR will use visual inspection and results of the ambient particulate matter monitoring to assess the effectiveness of the dust mitigation measures, evaluate the need for more rigorous dust mitigation, and adjust dust controls as part of adaptive management.	x																						x	x
75	Mitigation Measure	WKR will implement key mitigation measures to reduce air emissions and fugitive dust on air quality during all project phases, including: equipment maintenance to manage emissions; reduce unnecessary idling; limit cold starts to the extent possible; optimized equipment movements to reduce fugitive dust; road speed limits on project roads; use multi-passenger vehicles to move crews; and maintain materials storage areas to reduce dust.	x																						x	x
76	Commitment	WKR will develop and implement a Spill Contingency Plan describing spill prevention and response procedures.								x															x	x
77	Commitment	A Risk Management and Emergency Response Plan will be developed to include detail pertaining to incident response, investigation, review, and corrective measures in accordance with the findings of the investigations. The small craft harbour will be included in the response plans.																	x						x	x

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78	Commitment	WKR will implement the Risk Management and Emergency Response Plan, including measures for emergency response planning, training requirements, responsibilities, the provision of clean-up equipment and materials, and contact and reporting procedures. The Risk Management and Emergency Response Plan will be coordinated with a Spill Contingency Plan for events that require emergency spill response.																		x			x		x	x
79	Commitment	Hydrocarbon and chemical spill prevention measures will be outlined in the Fuel Management Plan and Spill Contingency Plan.								x															x	x
80	Commitment	A Water Management Plan will be developed and implemented to address stormwater and runoff management, and water diversion.									x														x	x
81	Commitment	Water management infrastructure (i.e., culverts) will be outlined in the Water Management Plan.								x															x	x
82	Commitment	A Project-specific Environmental Protection Plan will be developed, wherein mitigation measures are stipulated for construction and operations and maintenance activities and apply adaptive management to update measures based on monitoring outcomes.									x	x													x	x
83	Commitment	A WMMP ² will be developed and implemented. The WMMP ² will contain detailed monitoring and mitigation measures to be implemented for the duration of Construction and Operations and Maintenance of the Project.								x					x										x	x
84	Commitment	The WMMP ² will outline general timing windows for bird nesting, as well as recommended setback distances from active nests for various species.							x																x	x
85	Commitment	The WMMP ² will include a framework for monitoring of Project-related effects on caribou, birds, and other wildlife within and adjacent to the PDA																		x					x	x
86	Commitment	As part of the WMMP ² , Marine Mammal Management will also be developed and implemented, outlining procedures to prevent and respond to any incidents involving marine species. This plan supports the protection of important food sources and will include reporting, adaptive responses, and communication with communities.														x								x	x	

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87	Commitment	An Explosives Management Plan will be developed and will include control measures to prevent or reduce the mobilization of nitrogen compounds to the aquatic environment.										x														x	x
88	Commitment	An Explosives Management Plan will include procedures for the safe handling, transportation, storage, and use of explosives.																								x	x
89	Commitment	The management of explosives will be in accordance with environmental protection measures, territorial and federal legislation, and guidelines. All blasting activities will be performed by qualified contractors with strong safety track records.																					x			x	x
90	Commitment	A Borrow Pit and Quarry Management Plan will be developed and implemented for each quarry and borrow source.																			x					x	x
91	Commitment	A Hazardous Materials Management Plan will be developed and implemented to outline the collection, segregation, handling, and disposal of hazardous materials.																								x	x
92	Commitment	A Waste Management Plan will be developed and implemented for Construction and Operations and Maintenance phases.																		x						x	x
93	Mitigation Measure	Waste and contaminated soils will be contained and managed as per the Waste Management Plan.											x	x												x	x
94	Commitment	A Road Construction Management Plan will be developed to address potential effects on the road corridor from construction activities. Within the plan, provisions for permafrost protection will describe the responsible design, management and maintenance of Project infrastructure to mitigate potential effects on permafrost.																								x	
95	Commitment	A Road Management Plan ¹ (including traffic and access management) will be developed and implemented for the Project.										x									x		x				x
96	Commitment	WKR will develop and implement a Road Management Plan ¹ outlining procedures for road use when wildlife (including caribou) are present (e.g., implementation of reduced speed zones and radio communication protocol).																									x
97	Commitment	A Heritage Resources Management Plan will be developed and implemented.																								x	x

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98	Mitigation Measure	If previously unknown heritage resources sites of value are identified during construction or operations and maintenance activities, discovery protocols will be implemented, and appropriate mitigation measures will be applied in consultation with Government of Nunavut and through engagement with Kitikmiut.																				x				x	x
99	Commitment	A Socio-economic Monitoring Program will be developed and implemented. The SEMP will include annual monitoring reports. Reports will be submitted to NIRB, as required.																x	x	x						x	x
100	Commitment	The Socio-economic Monitoring Program will track Project impacts, including food-related indicators. Annual reporting will support early identification of trends and help inform responsive measures if harvesting conditions change														x										x	x
101	Commitment	If Fisheries and Oceans Canada (DFO) determines the Project will result in the harmful alteration, disruption and destruction (HADD) of fish habitat, a Fish Habitat Offsetting Plan will be developed through engagement with DFO, Kitikmiut, and other potentially affected communities to counterbalance unavoidable HADD of fish habitat in the PDA.										x														x	x
Mobilization and Logistics																											
102	Commitment	WKR will transport equipment and supplies from outside of the region to the Project using barges, sealift, aircraft, and/or trucks contracted specifically for the Project.																	x	x						x	x
103	Commitment	WKR will work with local and territorial governments and regional businesses to reduce interference with each other's deliveries and if possible, coordinate joint resupply efforts.															x		x	x						x	x
104	Commitment	WKR will seek to avoid transiting Kitikmeot residents through Yellowknife to reach the Project, wherever practical.																		x						x	x
105	Commitment	WKR will provide transportation for its workforce from Kitikmeot Region points of hire directly to the Project site, wherever practical.																x		x						x	x

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Ground Stability and Permafrost Protection																											
106	Mitigation Measure	Unique landforms cover and localization will be properly identified.				x																				x	x
107	Commitment	As much as possible, the road alignment as well as roads to quarries will avoid unique landforms.				x										x										x	x
108	Mitigation Measure	If ice-rich permafrost is identified during excavation activities, suitable measures will be taken to protect permafrost and ground ice.				x																				x	
109	Commitment	Preservation of ground thermal regime and limitation of heat transfer to the ground with appropriate design for construction in permafrost regions				x																				x	
110	Mitigation Measure	To limit terrain instability under construction footprints, poorly/very poorly drained terrain or terrain that is affected by active flow path, subsurface flow, and seepage will be avoided where possible.				x																				x	
111	Mitigation Measure	Suitable equipment will be used to prevent impact to sensitive terrain.					x																			x	x
112	Mitigation Measure	Undisturbed areas will be avoided until they are scheduled for clearing/stripping to reduce unnecessary soil degradation and compaction.					x																			x	
113	Mitigation Measure	Organic topsoil will be left in place to retain a protective layer during the construction of the road to minimize permafrost degradation and protect the soils from erosive factors of water.					x																			x	
Site Preparation and Earthworks																											
114	Mitigation Measure	Archaeological field assessment will be completed for all disturbance areas prior to construction.																			x					x	
115	Commitment	Any required mitigation of archaeological sites will be determined through consultation with 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.																								x	x

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116	Commitment	Any wildlife features identified during construction or operations and maintenance activities will be avoided, and a buffer will be established around them.							x																	x	x
117	Commitment	Dust suppression will be conducted as necessary to reduce dust and sediment from entering watercourses or waterbodies and from settling on vegetation. A dust control program using water will be developed and implemented, where applicable, in accordance the Government of Nunavut Environmental Guideline: Dust Suppressants (2023).	x								x	x														x	x
118	Commitment	Dust on unpaved roads will be actively managed using water and / or approved dust suppressants to reduce excessive dust generation from affecting the surrounding environment. Road dust control will follow the Government of Nunavut's Environmental Guideline for Dust Suppression on Unpaved Roads (GN 2014) and dust suppression will be in accordance with the Government of Nunavut Environmental Guideline: Dust Suppressants (2023).					x	x	x	x																x	x
119	Mitigation Measure	All machinery, equipment, and vehicles arriving at the PDA, whether from within or outside Nunavut, are required to be clean, decontaminated, and in good working order prior to arrival to avoid introduction of invasive species or deleterious substances.					x			x		x	x		x											x	x
120	Mitigation Measure	All equipment will arrive at the Project free of leaks and in good working condition.																					x			x	x
121	Mitigation Measure	Project vehicles and equipment will undergo inspection prior to use by an operator.																					x			x	x
122	Mitigation Measure	Machinery found to be leaking will be withdrawn from service until repaired. Impacts to the environment resulting from the leaking equipment will be reported (if required) and remediate in accordance with the SPC.																					x			x	x
123	Mitigation Measure	The Project will use previously disturbed areas for Project activities, Project infrastructure and workspaces, to the extent practical.				x	x					x				x					x					x	x
124	Mitigation Measure	Project vehicles will travel on designated winter roads, access roads, constructed embankments, or existing roads and trails, to the extent practical, to avoid disturbing vegetated areas.				x	x									x							x			x	x

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125	Mitigation Measure	Equipment will be operated on designated workspaces or existing roads or trails only.					x			x																x	x
126	Mitigation Measure	All-terrain vehicle, utility task vehicle, and snow machine use will be limited to within the PDA boundaries during construction. Any deviation of use outside of the PDA must be pre-approved by the WKR representative on site.						x	x	x											x				x	x	x
127	Mitigation Measure	Activities will be restricted to workspaces and access roads. Prior to the start of construction, the boundaries of the work area, staging areas and access roads will be staked and/or flagged.					x																			x	x
128	Mitigation Measure	Removal of vegetation will be limited to the width of the Road PDA and workspaces.					x																			x	
129	Mitigation Measure	Delineate and visually identify the boundaries of work areas and limit the amount of clearing of freshwater and marine riparian vegetation.									x															x	
130	Mitigation Measure	Marine riparian vegetation will be maintained where practical											x													x	x
131	Mitigation Measure	Riparian vegetation will be maintained whenever possible.								x		x	x	x												x	x
132	Mitigation Measure	Vegetation buffers will be used to protect riparian vegetation, as appropriate.					x			x																x	
133	Mitigation Measure	Ice-rich terrain in thick material deposits will be avoided where practical.				x																		x		x	x
134	Mitigation Measure	Steep grades where subsidence may occur as a result of permafrost thaw will be avoided, where possible.				x																		x		x	
135	Mitigation Measure	The embankment will be constructed primarily using a “fill approach” to reduce disturbance to the existing subgrade, with a “cut and fill approach” implemented where applicable.				x																				x	
136	Mitigation Measure	To promote the stability of cuts and fills on slopes, fill material will be compacted and the tops of cut slopes will be rounded where required				x																		x		x	
137	Mitigation Measure	The slope of the cut or fill will have a horizontal to vertical ratio accounting for the geotechnical properties of the materials where required.				x																		x		x	

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138	Commitment	Embankments will be constructed at 3H:1V or flatter slope, where possible, to facilitate caribou movements across the entire alignment. Embankment slope surface at high potential crossing locations will be finished with finer material, similar to a well graded 150mm minus aggregate, where possible.																						x	x		
139	Commitment	Where sensitive terrain is not avoidable, mitigation measures and design will include ground thermal regime management and limit heat transfer to the ground as follows: - Road embankment will be thicker and made of coarse materials, with sand and gravel to provide insulation, to limit heat transfer to the ground and to limit ice formation in the embankment. - Building foundations will follow general guidelines for construction in permafrost terrain (CSA Group 2019).				x																			x		
140	Mitigation Measure	Limit the grading of stream banks and riparian areas at watercourse crossing approaches where feasible.									x														x		
141	Mitigation Measure	Clearing will not be conducted during high rainfall or runoff events.				x	x																		x		
142	Mitigation Measure	Apply weed management as per the Environmental Protection Plan, including periodic inspection and removal as necessary.					x																		x	x	
143	Mitigation Measure	Known areas of collection of plants of interest to Inuit Organizations and other potentially affected parties will be avoided where possible.													x										x	x	
144	Mitigation Measure	As much as possible, road alignment as well as roads to quarries and borrow sources will be built over bedrock to lessen terrain and vegetation disturbance.				x	x																x		x		
145	Mitigation Measure	Vegetation clearing will not be conducted during high rainfall or runoff events.				x	x																		x		
146	Mitigation Measure	Only areas required for construction, safe operations and maintenance will undergo vegetation clearing. Project vehicles will be confined to existing roads to avoid disturbing vegetated areas where practical.				x																			x	x	
147	Mitigation Measure	Clearing of shrubs and vegetation in new areas will be completed when the ground is frozen where practical, to lessen ground disturbance.				x	x																		x		

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148	Mitigation Measure	WKR will conduct a pre-construction rare plants survey in high potential areas of the PDA.					x																			x	
149	Mitigation Measure	Vegetation clearing and ground disturbance will be completed, where practicable, outside the migratory bird nesting period of May 15 to August 18 (Zone N9; ECCC 2018).							x																	x	
150	Mitigation Measure	Disturbed areas that become unused, such as construction laydown areas and spent borrow sources and quarries, will be progressively reclaimed and re-vegetated according to the Closure and Reclamation Plan where applicable.									x															x	x
151	Mitigation Measure	Snowblowers will be considered for snow clearance where appropriate.																					x			x	x
Erosion and Sedimentation Control																											
152	Commitment	A project-specific Erosion and Sediment Control Plan will be developed and implemented. The Erosion and Sediment Control Plan will outline all erosion and sedimentation control measures and best management practices to lessen erosion of fine-grained soils and landscape modification, protect permafrost, and reduce sedimentation into nearby watercourses and waterbodies.				x	x				x	x												x		x	x
153	Commitment	The Erosion and Sediment Control Plan will provide detailed mitigation measures that will be in place during construction and operations and maintenance, such as silt fencing along drainage pathways, watercourses, and waterbodies. Implementing Erosion and Sediment Control Plan practices will facilitate runoff management by reducing ground, vegetation, permafrost disturbance and maintaining runoff infiltration capacity in the local region.									x															x	x
154	Mitigation Measure	Erosion and sedimentation control measures will be implemented per the Erosion and Sediment Control Plan and will be in place prior to construction activities and before the spring melt/freshet where required.											x	x	x											x	x
155	Mitigation Measure	Erosion and sediment controls will be regularly inspected, documented, and maintained per the Erosion and Sediment Control Plan. Erosion and drainage patterns will be monitored, and corrective measures will be implemented where required until disturbed areas are revegetated or until such areas have been permanently stabilized by other effective measures.				x						x	x		x											x	x

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156	Mitigation Measure	Workers will be informed of the areas exposed to erosion, and they will be informed of the associated risks.				x																				x	x
157	Mitigation Measure	Silt fencing will be used downgradient of the works where required.											x	x	x											x	x
158	Mitigation Measure	Material stockpiles will be kept a minimum of 31 m from a watercourse or waterbody with the appropriate erosion control mitigation in place to prevent sediment from entering a watercourse or waterbody.								x		x	x	x												x	x
159	Mitigation Measure	Drainage culverts, road cuts or embankments will be placed in accordance with a good understanding of surface and subsurface flow paths.				x																				x	
160	Mitigation Measure	Runoff control measures will be implemented to protect soils, permafrost, and nearby waterbodies, including: diverting flows away from exposed soils; modifying slope surfaces and gradients as required; controlling flow velocity; installing drainage per specifications; redirecting water away from watercourses; placing riprap in that is free of silt and other debris, as required; directing cleared snow away from watercourses or waterbodies; maintaining positive drainage within quarry floors; and conduct quarry dewatering in a manner that discharge will not directly enter waterbodies, watercourses, or lead to soil erosion.				x	x				x	x	x	x	x											x	x
161	Mitigation Measure	Vegetation and construction activities, where possible, will be postponed during wet weather or high winds to lessen the risk of erosion, compaction/rutting, and possible damage to the soil structure.				x																				x	
162	Mitigation Measure	Construction on cleared ground will be conducted during dry or frozen conditions, or use rig matting to reduce soil compaction, rutting and erosion.					x																			x	

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Borrow Pit and Quarry Development, Blasting, Explosives Management																											
163	Mitigation Measure	The following measures will be considered in specific areas where modeled or measured exceedances occur, particularly near receptors or TLMRU areas. The applicability of these measures will be affected by the seasonality and time-sensitivity of the land use. • Where feasible, quarries will be located at sufficient buffer distances from receptors or sensitive land use areas to reduce the need for intensive blast mitigation. The mobile camp is assumed to be 500 m from quarry blasting. • In cases where receptors or land use areas are located closer to blasting activities, reductions in blast charge per hole/delay will be considered to manage vibration and overpressure levels within thresholds. Blasting intensity or timing will be adjusted where feasible during periods when traditional land use activities are occurring near the PDA.			x																					x	
164	Mitigation Measure	Blasting intensity or timing may be adjusted during periods when Non Traditional Land, Marine, and Resource Use activities are occurring near the PDA.																		x						x	
165	Mitigation Measure	Blasting will be scheduled during less sensitive time periods (e.g., shift change, period with no TLMRU activities, no sensitive wildlife presence)												x	x	x										x	
166	Mitigation Measure	During construction and quarry development activities, implement the recommended setbacks from wildlife and wildlife features and timing restrictions as outlined in the WMMP ² .						x	x	x																x	
167	Mitigation Measure	A wildlife sweep will be completed of the blast site and surrounding area prior to any blasting activities occurring.																								x	
168	Mitigation Measure	Blasting at quarries will be temporarily suspended if wildlife are identified within 0.5 km of the blast site, or if a group of caribou (i.e., ≥25 individuals) are identified within the line of sight (i.e., >500 m) from the blast area. Blasting may continue once all wildlife move outside of the 0.5 km exclusion zone, and no caribou groups (i.e., ≥25 individuals) occur within the line of sight from the blast area.						x		x																x	

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169	Mitigation Measure	Modify blast design to reduce the ground vibration and overpressure effect.			x								x		x											x	
170	Mitigation Measure	The use of modified blasting techniques will be considered to reduce noise								x		x		x	x											x	
171	Mitigation Measure	Where practical, quarries will be located at sufficient buffer distances from receptors or sensitive land use areas to reduce the need for intensive blast mitigation.			x																					x	
172	Mitigation Measure	Key mitigation measures to avoid or reduce adverse effects on air quality during all Project phases include the following: • Use partial enclosures for quarry crushing and screening operations to reduce dust emissions • Use proper blasthole stemming to reduce fugitive dust from blasting	x																							x	x
173	Mitigation Measure	Noise-related borrow or quarry site-specific or situational mitigation measures include the following: • Use broadband backup alarms for mobile equipment. • Install barrier for stationery equipment (i.e., crusher, screener). • Install portable barrier for drilling rig. • Adaptive management may include reducing the quantity or duration of selected noisy equipment operation (e.g., loaders and dozers) based on monitoring results or community concerns.			x																					x	x
174	Mitigation Measure	Use proper blasthole stemming to reduce fugitive dust from blasting	x																							x	
175	Mitigation Measure	In cases where receptors or land use areas are located closer to blasting activities, reductions in blast charge per hole/delay will be considered to manage vibration and overpressure levels within thresholds. Blasting intensity or timing will be adjusted where practical during periods when traditional land use activities occurring near the PDA.			x																					x	
176	Mitigation Measure	Blast holes will be kept free of water where possible to avoid the incomplete combustion of Ammonium Nitrate / Fuel Oil (ANFO).									x		x													x	
177	Commitment	WKR will consider the use of emulsion-type explosives, where practicable, as a mitigation measure to reduce nitrogen oxide (NO _x) emissions compared to ANFO during blasting activities.	x																							x	x

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178	Mitigation Measure	To the extent possible, blasting activities will be completed during winter months to avoid freshet runoff.									x		x													x	
179	Mitigation Measure	Blasting will not occur within 100 m of freshwater fish-bearing waterbodies such that instantaneous pressure will be less than 50 kPa where fish may be present and particle velocity will be less than 13 millimeters / second near a spawning bed where eggs or larval fish may be present.										x														x	
180	Mitigation Measure	Blasting near watercourses will refer to the Guidelines for the use of explosives in or near Canadian Fisheries Waters (Wright and Hopky 1998) when developing the Explosives Management Plan.											x		x											x	
181	Mitigation Measure	Silt curtains (or equivalent device) shall be used during nearshore dredging and blasting activities at the marine terminal (i.e., vessel berths), where practicable.											x	x	x											x	
182	Mitigation Measure	Use of expansion grout, if practical instead of explosives											x													x	
183	Mitigation Measure	Blast mats will be used to limit flyrock and the potential for blast rock to enter a water body or watercourse.											x	x	x											x	
184	Mitigation Measure	Blast mats will be used when blasting near receptors sensitive to noise.													x											x	
185	Mitigation Measure	Methods to reduce the powder factor will be considered to reduce noise when blasting in sensitive environments.													x											x	
186	Mitigation Measure	Blast areas are to be located furthest from any waterbody first, so as to evaluate whether sound pressure is being transmitted into nearby waterbodies and allow for adaptive management if needed.												x	x											x	
187	Commitment	All Project blasting will be conducted as per standard safety procedures and regulations, which includes blast timing and communications, blast radius sweep, road signage, warning alerts, and radio announcement.																					x			x	
188	Mitigation Measure	Public access to active borrow sites and quarries, and associated access roads will be restricted.								x																x	
189	Commitment	Quarries will not be situated on sensitive habitat features like watercourses or water bodies.						x	x	x																x	

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190	Commitment	Special considerations for surface water management will be addressed for borrow pits and quarries in the Borrow Pit and Quarry Management Plan.									x															x	
191	Mitigation Measure	Non-contact water will be diverted around infrastructure and directed to natural downstream drainage networks, to the extent practical. Contact water resulting from direct precipitation or snowmelt within borrow pits and quarries will be intercepted, contained, and released downstream after water quality objectives have been met.									x															x	
192	Commitment	Access to borrow sources and associated access roads when active extraction and hauling is occurring will be limited to authorized personnel only.																			x					x	
193	Commitment	Temporary access roads, quarries and workspaces not needed after construction will be closed and reclaimed.				x																				x	
194	Mitigation Measure	Borrow source surface material, where present and practicable, will be salvaged, stockpiled, and replaced after development is completed.					x																			x	
195	Commitment	Explosives will be sourced, handled, stored, and used by a licensed and qualified explosives contractor in accordance with an Explosives Management Plan.																					x			x	
196	Mitigation Measure	The qualified explosives contractor will provide measures to address potential effects and health and safety considerations.																				x				x	
197	Commitment	The handling and transport of explosives will be carried out by the supplier and blasting contractor under a license to conduct such work and according to the requirements of applicable regulations including the <i>Explosives Act</i> , <i>Transport of Dangerous Goods Act</i> , and National Fire Code of Canada.									x		x													x	
198	Mitigation Measure	Explosives manufacturing and storage facilities will be located using regulation setbacks from other Project-specific facility components. Explosive storage and manufacturing areas will be restricted to authorized employees only and the access road signed per regulations.																				x				x	
199	Mitigation Measure	Explosives will be sealed and kept dry to prevent the incomplete combustion of ANFO.									x		x													x	

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200	Mitigation Measure	Reduce spillage of explosives, improve blast efficiency, and reduce or eliminate the risk of nitrogen mobilization to the freshwater environment as outlined in the Explosives Management Plan.									x															x	
201	Mitigation Measure	Storage of ammonium nitrate will be kept in a dry location away from rain and runoff to prevent migration of contaminants.																					x			x	
202	Mitigation Measure	Control measures will be implemented to prevent or reduce the mobilization of nitrogen compounds to the marine environment.											x	x												x	
203	Mitigation Measure	Storage of explosives will be controlled and runoff from storage areas will be contained.									x		x													x	
Construction - Port Marine Infrastructure																											
204	Mitigation Measure	A Qualified Environmental Professional with written authority to modify or stop work will be present during construction activities with the potential to affect marine habitat.												x	x											x	
205	Mitigation Measure	Where possible, the Project will avoid encroaching on marine fish habitat by adhering to a 31 m setback of infrastructure from the highest highwater mark.												x	x											x	
206	Commitment	Develop a No Net Loss Plan to counterbalance all unavoidable losses of fish habitat in the Project Development Area.												x												x	
207	Mitigation Measure	Marine intakes will be designed, installed, and operated to reduce potential impingement and entrainment of fish. Where possible, intake design will follow DFO guidelines for marine intakes DFO (1991).												x												x	
208	Mitigation Measure	Marine outfall discharge and mixing zone will aim to be as small as possible, incorporating additional diffusers at the outfall, if required, to promote effluent dilution.											x													x	
209	Mitigation Measure	Where material is deemed suitable (as practical from an engineering perspective), dredged material will be reused as backfill for wharf structures to reduce disposal volumes.											x													x	
210	Mitigation Measure	Use appropriate acoustic or turbidity reduction measures (e.g., silt curtains, bubble curtains) during pile-driving area activities, where practical, to reduce underwater noise and sedimentation.												x	x											x	

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211	Mitigation Measure	Multiple underwater noise-generating activities will be minimized when practicable (e.g., avoid multiple pile-driving activities at the same time).												x	x											x	
212	Mitigation Measure	Where multiple underwater noise-generating activities are planned, they will be sequenced to reduce construction duration, where practical												x	x											x	
213	Mitigation Measure	The use of vibrational pile driving will be used where practical, as impact pile driving is associated with louder sound pressure levels underwater. The use of vibro-hammers for pile installation minimizes the effects on fish and marine mammals by decreasing the anticipated noise levels.												x	x											x	
214	Mitigation Measure	Implement underwater noise monitoring during impact pile driving activities.												x	x											x	
215	Mitigation Measure	Implement a marine mammal monitoring program to mitigate in-water Project-related effects (e.g., direct contact, underwater noise) on marine mammal species, including hydroacoustic and visual monitoring, during in-water Project activities													x											x	
216	Mitigation Measure	Noise monitoring and mitigation during noise-generating construction activities through the establishment of sound thresholds to prevent acoustic disturbance to marine fish and mammals.												x	x											x	
217	Mitigation Measure	Any rock material sourced for use below the highwater mark will be subject to ARD/ML testing, with only acceptable material used in construction.											x	x	x											x	
Construction - Port Landside Infrastructure																											
218	Mitigation Measure	The following measures will be considered in specific areas where modeled or measured exceedances occur, particularly near receptors or TLMRU areas. The applicability of these measures will be affected by the seasonality and time-sensitivity of land use. • For impact piling, which may exceed perceptibility thresholds under certain conditions, potential mitigation could include maintaining an appropriate buffer distance from sensitive areas or timing work to minimize disturbance during land use activities.			x																					x	

ID	Type	Mitigation Measure or Commitment	Valued Component																				Other			Phase	
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219	Mitigation Measure	A ramp-up or soft start technique will be used for pile driving. Where equipment allows, power will be built up slowly from a low-energy start-up to give adequate time for marine wildlife to leave the vicinity before exposure to the maximum sound pressure level. There will be a soft start every time pile driving resumes following a set time interval.											x	x												x	
220	Commitment	The Aerodrome and Jericho Station airstrip will be well-maintained with appropriate marking, lighting, electronic beacons, and weather reporting services.																				x				x	
221	Mitigation Measure	All permanent outdoor light fixtures at the port will be pointed downwards where practicable to reduce light disorientating flying birds, except where required for safety reasons.							x																	x	
222	Mitigation Measure	Project-related aircraft will undergo regular inspection, including prior to use.																				x				x	
223	Mitigation Measure	Project-related aircraft operators will exercise caution during bird migration periods.																				x		x		x	
224	Mitigation Measure	Visual, electronic, and procedural approach aids will be installed as part of the Project to support aircraft navigation.																				x				x	
225	Mitigation Measure	Aircraft will maintain a minimum cruising altitude of 610 m above ground level except during landing and take-off at the airstrip, or for safety reasons due to inclement weather, or when operationally required.						x	x	x																x	
Construction - Road																											
226	Mitigation Measure	Construction activities will be scheduled to reduce disruption to public and commercial vehicle access on winter roads where possible.																		x	x					x	
227	Mitigation Measure	Efficient project planning will be used to reduce haul distances and the number of trips required to move road construction materials.																		x	x					x	
228	Mitigation Measure	Optimal sizing of Project equipment to reduce inefficient fuel use.		x																						x	

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229	Mitigation Measure	The following Best Management Practices will be implemented for the management and reduction of diesel exhaust emissions and associated Air Contaminants of Potential Interest from non-road equipment and vehicles during all phases of the Project: • Manage vehicle and equipment emissions by conducting regular maintenance of engines and exhaust systems. • Construction and maintenance mobile equipment speed will be limited to 15 km/h on project road surfaces. • Equipment idling will be reduced to the extent possible. • Cold starts of equipment will be limited to the extent possible. • Contractors will be encouraged to use multi-passenger vehicles (e.g., passenger van or bus) to move crews. • Vehicles and equipment will be maintained regularly and in good working order. • Construction contractors will be encouraged to use newer equipment that meets Tier 4 emission standards and are no older than 13-years (built in or after 2012), where possible.	x																							x	x
230	Commitment	A maintenance system will be established for Project equipment that tracks when maintenance activities are required as per manufacturer recommendations		x																						x	x
231	Mitigation Measure	Monitor fuel usage and efficiency to proactively identify when equipment is not functioning optimally.		x																					x	x	

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232	Mitigation Measure	The following standard operating practices will be considered to reduce predicted operation noise levels: • Selection of quieter equipment models or use of electric powered machinery where feasible. • Optimize site layout to maximize distance and shielding between noise sources and receptors. • Reduce the idling of mobile equipment when not operating. • Reduce the idling of aircraft and helicopter • Equipment is fitted with appropriate mufflers and silencers • Using enclosures, berms, acoustic screening and shrouding where stationary sources requiring control is identified • Using well maintained equipment • Housing stationary sources in buildings • Other possible general noise abatement measures that can be implemented on site to reduce static noise due to generators, vehicles, and other sources.			x																				x	x
233	Mitigation Measure	These measures may be considered in specific areas where modelled or measured exceedances occur, particularly near receptors or traditional land use areas. The applicability of these measures will be affected by the seasonality and time-sensitivity of the land use. The site-specific or situational measures are summarized as follows: • Installation of temporary earth berms, portable noise barriers, or temporary structures as barriers during road construction activities. • Use broadband backup alarms for mobile equipment. • Adaptive management may include reducing the quantity or duration of selected noisy equipment operation based on monitoring results or community concerns. • Construction activities will occur during less sensitive periods; assessed on a case-by-case basis • Seasonal avoidance or temporary restrictions of high noise level equipment (i.e., dozer, backup alarm).			x																				x	
234	Mitigation Measure	Installation of temporary earth berms, portable noise barriers, or temporary structures (e.g., storage containers) as noise barriers during road construction, operations, or maintenance activities.			x																				x	x

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235	Mitigation Measure	Signage pertaining to speed limits, active construction areas, and emergency shelters will be posted on the Project roads, including the Grays Bay Road.																				X			X		
Camps, Accommodations, and Support Facilities																											
236	Mitigation Measure	Standard operating practices to be considered to reduce predicted construction noise levels include the following: • Reduce equipment idling when not in operation. • Reduce aircraft and helicopter idling. • Ensuring equipment is well maintained. • Use structure (e.g., storage containers) or landscape (e.g., earth berm, hills) as barriers • Orient permanent accommodations, such as sleeping quarters with windows, in a direction away from construction noise sources			X																				X	X	
237	Commitment	Designated refuge and rest areas/temporary emergency shelters will be established on the road. Details of locations of refuge areas will be provided to all road users.																						X	X	X	
238	Commitment	WKR will provide emergency services and shelters along the road. Permanent and Temporary Camps will also serve as emergency shelters.													X				X						X	X	
239	Mitigation Measure	Raised, heated buildings will be skirted to prevent wildlife access under the buildings for use as shelters, dens or building entry points; skirting should use wire mesh, sheet metal sheathing, or other chew-resistant material.							X																X	X	
Fuel Handling, Fuel Storage, and Refuelling																											
240	Mitigation Measure	Project personnel will be trained in fuel handling procedures and equipment maintenance, as required.																				X			X	X	
241	Mitigation Measure	The Fuel Management Plan will be developed and implemented for safe transport, storage, handling, and refueling, and will be in accordance with operating procedures included in the Spill Contingency Plan.																				X			X	X	
242	Mitigation Measure	Spill containment materials will be available at all physical work locations to support containment and recovery of spills.																				X			X	X	
243	Mitigation Measure	Emergency spill response kits will be kept in vehicles and at fuel storage locations.																				X			X	X	

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244	Mitigation Measure	Designated refuelling and maintenance areas will be used to lessen the risk of soil contamination.				x																				x	x
245	Commitment	WKR will provide the necessary spill response equipment and training in spill prevention, response and spill contingency planning, as required, for employees and contractors on site.											x								x		x	x		x	x
246	Mitigation Measure	All refuelling and fuel transfer activities will be monitored.																					x			x	x
247	Commitment	The Project will develop and implement mitigation measures, such as designating specific equipment refuelling and maintenance areas that will lessen the risk of soil contamination. A spill response plan will also be developed to lessen the effects of accidental releases on soil contamination.				x																				x	x
248	Mitigation Measure	Dedicated maintenance areas will have a liner or concrete installed under areas of vehicle storage and maintenance.																					x			x	x
249	Mitigation Measure	Appropriate secondary containment systems will be used for petroleum product storage tanks to prevent spills and releases to water, including the prevention of diesel release from pickups carrying tidy-tanks.											x	x	x											x	x
250	Mitigation Measure	Fuel will be stored in containers with secondary containment capable of containing 110% of the largest container, and 10% of any aggregate containers.											x	x	x								x			x	x
251	Mitigation Measure	Equipment such as generators and pumps will have secondary containment installed capable of containing fuel drips or leaks during operations and refueling.																					x			x	x
252	Mitigation Measure	Washing and servicing machinery, and storage of materials for machinery will be conducted a minimum of 31 m from the highwater mark and in a manner to prevent deleterious substances from entering the water.										x	x	x	x											x	x
253	Mitigation Measure	Mobile equipment will be refueled more than 31 m away from the highwater mark of a watercourse or waterbody, at a designated refuelling point equipped with drainage capture/collection systems. In the event that refuelling, fuel handling, and/or maintenance must occur elsewhere, drip trays or equivalent secondary containment will be used.					x						x	x	x								x			x	x

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254	Mitigation Measure	No fuel, oil, or other hazardous material will be stored within 31 m of the ordinary highwater mark of a marine waterbody.																					x			x	x
255	Commitment	The port will have Transport Canada-approved Oil Pollution Emergency Plans as required under the Oil Handling Facilities Regulations of the <i>Canada Shipping Act</i> , and Transport Canada-approved Shipboard Oil Pollution Emergency Plan for vessels.																					x			x	x
Chemical and Hazardous Materials Handling																											
256	Mitigation Measure	All hazardous materials will be stored using adequate secondary containment.																					x			x	x
257	Mitigation Measure	The Project will be designed with consideration of the potential for marine hazardous material spills and in accordance with Project-specific detailed bathymetric surveys, design safety considerations, industry best practices, guidelines and regulations.																					x				
258	Mitigation Measure	Petroleum-based products (i.e., gasoline, diesel, lubricating oils, anti-freeze) will be stored in leak-proof containers to reduce odours and stored in structures where bears and other wildlife cannot access them.								x																x	x
259	Commitment	Material Safety Data Sheets for hazardous substances are to be stored on site.																					x			x	x
260	Mitigation Measure	Where practical, only material with low acid rock drainage (ARD) and metal leaching (ML) potential will be used for the Project.									x	x														x	x
261	Commitment	ARD / ML material that cannot be avoided will be further evaluated by assessing the site-specific conditions including, but not limited to, the geochemical results, the volume of material to be used, the proximity to sensitive receptors, and the grain size of the material.								x																x	x
262	Mitigation Measure	Excavated spoil material will be disposed of at least 31 m from the highwater mark.										x	x													x	x
263	Mitigation Measure	A landfarm may be constructed if required, at the Grays Bay Port for onsite treatment of contaminated soil or snow that occurs as a result of accidents and malfunctions of mobile equipment. The facility would be constructed with an oil-water separator system. In the absence of the landfarm contaminated soils (small quantities) would be shipped offsite for treatment at a licensed treatment facility.																					x			x	x

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264	Commitment	The Project will implement engineered controls and safe design of holding and storage tanks containing flammable and pressurized substances.																				X			X	X	
Water Use, Water Withdrawal, and Dewatering																											
265	Commitment	Water withdrawals will be within water license limits and in accordance with Measures to Protect Fish and Fish Habitat (DFO 2025).									X		X												X	X	
266	Commitment	Under-ice withdrawals will follow the DFO Protocol for Winter Water Withdrawal from Ice-covered Waterbodies in the Northwest Territories and Nunavut (DFO 2010).									X														X	X	
267	Commitment	Fish salvage will be directed by a Qualified Environmental Professional prior to dewatering activities. Captured fish will be released to the same watercourse, outside of the work area, where suitable habitat exists or in accordance with conditions of appropriate permits.									X														X	X	
268	Mitigation Measure	In-water work areas will be isolated and dewatered prior to in-water construction activities and maintain downstream flow in watercourses.									X														X	X	
269	Mitigation Measure	Water intakes will be designed to reduce the disturbance of lake or stream beds and fit all intakes with screens that comply with the end-of-pipe fish protection screens requirements (DFO 2020).									X														X	X	
Watercourse Crossings and Freshwater and Marine Environment Interactions																											
270	Mitigation Measure	Culverts will be installed according to the Road Construction Management Plan and BMPs for construction works at watercourses and waterbodies. BMPs include isolating the work area from the waterbody; diverting streamflow around the work area; maintaining the streamflow rate; and returning the flow immediately downstream of the work area. Guidelines from other jurisdictions may be considered, in lieu of a specific territorial publication regarding in-channel works, such as British Columbia's Requirements and Best Management Practices for Making Changes in and About a Stream in British Columbia (Government of British Columbia, 2022).								X															X		

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271	Mitigation Measure	Drainage culverts will be constructed along the road to facilitate water movement and maintain drainage patterns. Follow-up investigations and design activities will determine the number of culverts, as well as their respective size and location. Follow-up maintenance of culverts will be conducted as required so that they maintain their drainage capacity.				x	x																	x		x	
272	Commitment	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.																								x	
273	Mitigation Measure	Routine inspection of watercourse crossings will be conducted to determine if they are functioning as per design (e.g., allow fish passage) and identify potential evidence of erosion and sedimentation. If a barrier to fish passage or erosion and sedimentation issues are observed, corrective actions will be implemented.										x														x	x
274	Mitigation Measure	Repairs and adjustments will be conducted as necessary to maintain water quality below Canadian Council of Ministers of the Environment guidelines for water quality in fish-bearing receiving environments.									x															x	x
275	Mitigation Measure	Machinery not intended for in-water works will not be left in any waterbody when not in use.									x		x	x												x	x
276	Mitigation Measure	Watercourse crossings will be designed and constructed with consideration of climate change to facilitate streamflow conveyance and fish passage.									x	x														x	
277	Mitigation Measure	Instream work, including work within the active stream channel, will be reduced to the extent practical.									x															x	x
278	Commitment	During construction, operations, and maintenance activities, in-stream work at stream crossings will comply with the requirements and regulations of DFO and the <i>Fisheries Act</i> .																								x	x
279	Commitment	Temporary crossings will follow DFO's Code of Practice for temporary fords (DFO 2023b) and ice bridges and snow fills (DFO 2023c).										x														x	

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280	Mitigation Measure	Watercourse crossing structures (i.e., culverts and bridges) will be constructed in the winter, to the extent practicable, when many of the watercourses are anticipated to be frozen to the bottom, which avoids instream work.										x														x	
281	Mitigation Measure	• In-water construction activities will be conducted outside of the restricted activity timing windows for the protection of fish and fish habitat (DFO 2013b), as follows, unless otherwise approved by DFO: - May 1 to July 15, for spring spawning in Nunavut watercourses and waterbodies with Arctic grayling and other spring spawners present (e.g., longnose suckers, slimy sculpin). - August 15 to June 30, for fall spawning in Nunavut watercourses and waterbodies with Arctic char, lake trout, whitefish, and other fall spawners present.										x														x	x
282	Commitment	Monitoring will include turbidity monitoring during in-water works where required by permit conditions or DFO guidance.											x	x	x											x	
283	Commitment	WKR will work with Transport Canada to address requirements for approvals within the Navigation Protection Program for in-water work required in the PDA.																			x					x	
284	Mitigation Measure	Temporary isolation will occur for the placement of rip rap and culverts and will follow the code of practice: temporary cofferdams and diversion channels (Interim) (DFO, 2020).									x															x	
285	Commitment	Inspection frequency will increase during the following periods: • Prior to freshet to ensure culverts and stream crossings can accommodate the rapid spring thaw • During freshet to ensure that culverts and stream crossings are operating as designed and to implement mitigations/repairs as necessary to avoid wash-outs • After heavy rainfall events to ensure culverts and diversion / collection channels are operating as designed to prevent water pooling, and to implement mitigations / repairs as necessary																							x	x	x
286	Mitigation Measure	Banks will be restored to pre-construction condition or as design specifies.										x		x												x	

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Construction - Wildlife																											
287	Mitigation Measure	Wildlife sweeps will be completed to identify wildlife sensitivities (i.e., active nests, dens, other wildlife features) ahead of construction activities. No-disturbance buffers will be established around any sensitives identified. If disturbance within a no-disturbance buffer is unavoidable, site-specific protection measures will be developed by a Qualified Professional.							x	x																x	
288	Mitigation Measure	Wildlife will have the right-of-way on all Project infrastructure areas as detailed in the WMMP ²								x						x										x	x
289	Mitigation Measure	A bear deterrent procedure will be developed that follows guidance in the Government of Nunavut's document Bear Safety: Reducing Bear-People Conflicts in Nunavut and in consultation with the Government of Nunavut's bear deterrent specialist to determine appropriate bear deterrents (e.g., temporary fencing, bear bangers) and safety procedures.								x																x	x
290	Mitigation Measure	Personnel will not feed, harass, or harvest fish or wildlife while working on the Project						x		x					x		x				x				x	x	x
291	Mitigation Measure	Site-wide notifications of wildlife will occur during construction, operations, and maintenance activities.								x																x	x
292	Mitigation Measure	Wildlife signs will be displayed along the road in areas where wildlife are commonly observed to inform drivers.						x		x																x	x
293	Mitigation Measure	Wildlife 'hotspots' will be discussed daily during tailgate meetings with drivers on the road.								x																x	x
294	Mitigation Measure	Drivers must call out on the radio for wildlife observed on or immediately adjacent to the road (i.e., the nearest kilometre marker).						x		x																x	x

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295	Mitigation Measure	Wildlife will have the right-of-way when they occur on or immediately adjacent to the road -All vehicles and equipment must slow down to 30 km / h when wildlife occur within line of sight of the driver, and must stop for 20 minutes when wildlife are within 100 m of the road and show intent to cross; vehicles may proceed after 20 minutes or wildlife no longer show intent to cross. -When animals are on the road, drivers must stop and wait for them to leave the area. If wildlife do not leave the road after 20 minutes since stopping, vehicles are to move forward no faster than a walking pace until the individuals leave the road, and may resume the posted speed limit once the vehicle has driven past the animals.						x		x														x	x	x
296	Mitigation Measure	All personnel must remain within their vehicle while waiting for wildlife to pass.																						x	x	x
297	Mitigation Measure	Snowbanks will be maintained so they are not an obstruction to movement for caribou and other wildlife. Creation of snowbanks will generally be avoided (for operational reasons to avoid snow drifts on the road on the lee side of the bank), except where not feasible; the height of snowbanks will maintained at less than 1 m and snow plowing will be conducted in such a way as to limit the angle and vertical height of the snowbank edge.						x		x														x	x	x
298	Mitigation Measure	A caribou Trigger Action Response Plan (TARP) to manage road construction, operations, and maintenance activities. As part of the TARP framework, Mobile Caribou Conservation Measures (MCCM) will inform adaptive road closures from the start of Bathurst caribou spring migration through to the end of post-calving, whereby lead caribou (cows or cows with calves) observed near the road and caribou collar movements on a trajectory to cross the road will result in suspension of vehicle traffic. Road closures will be removed once road monitoring, supported by collar data, indicates that cow and calf caribou have moved out of the road area. Additional traffic management measures include speed limits and providing wildlife the right-of-way.						x																	x	x

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299	Mitigation Measure	Road construction activities will be temporarily suspended when groups of caribou (>25 individuals) are identified within line of sight of the active work area (i.e., the front of the new road being built). Road construction can re-commence when a wildlife monitor reports that the caribou have either habituated (i.e., tolerating the disturbance) or left the area and are >100 m from the construction zone.						x																		x	
300	Mitigation Measure	Any dead wildlife on or immediately adjacent to the roadway will be moved at least 100 m away from the road to reduce the potential for wildlife-vehicle collisions with scavengers.						x																		x	x
301	Mitigation Measure	As per the WMMP ² , all Project-related wildlife mortalities will be investigated and reported annually.								x																x	x
Operations and Maintenance - Wildlife																											
302	Mitigation Measure	All aircraft will do an initial fly-by of the airstrip to confirm no wildlife located on or in proximity to it before landing. If wildlife are observed within 100 m, pilots will notify ground personnel and aversion techniques will be implemented to discourage wildlife so aircraft can land safely.						x		x																x	x
303	Mitigation Measure	During the Operations and Maintenance phase, facilities monitoring will be conducted to examine if wildlife are interacting with the Project infrastructure. If wildlife are observed using the Project infrastructure, and that use is dangerous to the wildlife or personnel, then species-appropriate actions will be taken to exclude wildlife, which may include fencing. Some other general actions include enclosing waste-management facilities and excluding wildlife from the runway.						x																			x
304	Mitigation Measure	Project-related vehicle operators will exercise caution in areas frequented by wildlife.																					x			x	x
305	Commitment	WKR's Road Management Plan ¹ will help limit Project-related disturbance to wildlife by setting clear expectations for industrial traffic. Drivers will receive training on what to do when caribou are present and will use radio systems to communicate sightings along the road. Electronic traffic monitoring may also be used to support compliance and accountability. Together, these measures are intended to reduce vehicle-wildlife interactions and support safe, predictable wildlife movement in areas traditionally used for harvesting.															x				x				x		x

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Operations and Maintenance – Port Marine and Port Landside Infrastructure																											
306	Mitigation Measure	The operations and response structure at the port will be designed for rapid response to a spill. All equipment and resources will be strategically placed directly at the port operation site.																					x				x
307	Mitigation Measure	Project-related vessels will be equipped with spill containment and cleanup materials.																					x			x	x
308	Commitment	WKR will provide information to create maps of navigation to approaches to the port. WKR will submit a post-construction depiction of the port, associated marine laydown areas, and surrounding shoreline, including any new bathymetry aspects.																			x						x
309	Commitment	WKR will work with regulators to identify and install appropriate aids to navigation near the port (e.g. buoys). The navigational aids will identify the defined commercial approaches to assist with avoidance between community watercraft and larger vessels.																			x						x
310	Mitigation Measure	Visual, electronic, and procedural approach aids will be installed as part of the Project to support vessel navigation and avoid accidents.																					x				x
311	Commitment	Controlled marine access to the port will be facilitated by communications and marine navigation aids to be located at on the headland at the port site and offshore islands, as needed. The placement and type of navigational infrastructure and navigational aids will meet Transport Canada and Canadian Coast Guard requirements for marine safety and navigation.																					x			x	x

ID	Type	Mitigation Measure or Commitment	Valued Component																			Other			Phase		
			Air Quality	Climate & GHG	Noise & Vibration	Terrain, Soils, Permafrost	Vegetation	Caribou	Birds	Other Terrestrial Wildlife	Water Resources	FW Fish & Fish Habitat	Marine Sediment & Water Quality	Marine Fish and Fish Habitat	Marine Mammals	TLMRU	Food Security & Food Sovereignty	Community Health & Well-being	Employment & Economy	Infrastructure & Services	Non-TLMRU	Heritage Resources	Accidents and Malfunctions	Effects of the Environment of the Project	Management Plans	Construction	Operations and Maintenance
312	Mitigation Measure	- All Project vessels will follow established navigational routes typically used in the Coronation Gulf and follow Transport Canada Speed guidance (i.e., maintain an approximate speed of 26 kilometers per hour (km/h) [14 kts]). - All Project vessels will maintain a constant course and constant speed to the extent practical when operating in the Marine Mammal Regional Assessment Area. - The Project will implement a speed restriction of 10 kts for all vessels when they leave the established navigational routes typically used in the area and enter the Project access corridor. - Larger vessels (e.g., concentrate ships, cargo ships, barges, fuel tankers) will further reduce their speed while berthing to approximately 6 kts or less - If marine mammals approach within 100 m of a vessel, the vessel will reduce its speed and, if possible, cautiously move away from the animal. If it is not possible for a vessel to move away from or detour around a stationary marine mammal or group of marine mammals, the vessel will reduce its speed and wait until the animal(s) move at least 100 m from the vessel prior to resuming speed.												X												X	X
313	Commitment	Project-related vessels will comply with all applicable maritime laws, Notices to Mariners (NOTMAR), Navigational Warnings (NAVWARNs), regulations, and policies.																				X				X	X

ID	Type	Mitigation Measure or Commitment	Valued Component																			Other			Phase		
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314	Mitigation Measure	Project vessels will follow the directions from NOTMAR 2025 (A2-5): • Be cautious and quiet around areas of known or suspected marine wildlife activity, in the water or at haul-outs and bird colonies. When safe to do so, turn off fish finders and echo sounders. Look in all directions before planning your approach or departure from viewing wildlife (NOTMAR 2025, A2-5). • Approach and depart from the side, moving parallel to the marine mammal’s direction of travel while maintaining a distance of at least 100 m (0.054 Nm) to any marine mammal, and a distance of at least 200 m (0.108 Nm) away from any whale. • Place engine in neutral or shutdown and allow animals to pass if your vessel is not in compliance with regulations. *Please note: greater minimum approach distances are required for some species - please refer to individual species' needs in this Notice to Mariners. • Immediately report any collisions with marine mammals, or sightings of entangled, injured, stranded or dead marine mammals to DFO, as well as to the appropriate marine animal response organization- Nunavut - Iqaluit Phone # 1-867-979-8000.												x												x	x
315	Mitigation Measure	Reduce speed to less than 7.0 kts when within 1000 m (0.540 nautical miles [Nm]) (unless otherwise specified) of the nearest marine mammal to reduce vessel wake. Avoid abrupt course changes (NOTMAR 2025, A2-5).												x												x	x
316	Mitigation Measure	No icebreaking will occur during normal port operations during the Construction or Operations and Maintenance phases of the Project. The port will only receive vessels during the open-water season, which is typically from late June through October, and as such, is not expected to alter Dolphin and Union caribou herd migration paths.													x											x	x
317	Commitment	WKR will develop and implement a Port Management Plan in accordance with the requirements of the <i>Marine Transportation Security Act</i> for the safe operation of commercial vessels operating near the port													x	x				x	x						x
318	Mitigation Measure	Ship wakes and propeller wash will be minimized by limiting the speed at which the ships travel within the Marine Local Assessment Areas.										x	x	x												x	x
319	Mitigation Measure	Shipping noise and ice scour will be minimized by limiting the speed at which the ships travel within the Marine Local Assessment Areas.										x		x												x	x

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			Air Quality	Climate & GHG	Noise & Vibration	Terrain, Soils, Permafrost	Vegetation	Caribou	Birds	Other Terrestrial Wildlife	Water Resources	FW Fish & Fish Habitat	Marine Sediment & Water Quality	Marine Fish and Fish Habitat	Marine Mammals	TLMRU	Food Security & Food Sovereignty	Community Health & Well-being	Employment & Economy	Infrastructure & Services	Non-TLMRU	Heritage Resources	Accidents and Malfunctions	Effects of the Environment of the Project	Management Plans	Construction	Operations and Maintenance
320	Mitigation Measure	WKR will contract only certified vessels to carry cargo for the Project and shall make shippers aware of the requirements of the Port Management Plan.																		x						x	x
321	Mitigation Measure	WKR will coordinate with the Canadian Coast Guard (CCG) and commercial operators to inform mariners of important navigational safety matters affecting Canadian Waters, through the Notices to Mariners publication.																		x							x
322	Mitigation Measure	WKR will indicate in the Risk Management and Emergency Response Plan any notification protocols with local search and rescue community groups and the CCG or CCG Auxiliary, including protocols or compensation requirements for utilizing these resources for Project-related searches, if required.																	x								x
323	Mitigation Measure	Project-related vessels will adhere to speed limits and weight restrictions within the marine areas of the Project.	x																				x			x	x
324	Mitigation Measure	Project-related vessels will undergo inspection, including prior to use.																					x			x	x
325	Mitigation Measure	Project-related vessels will be equipped with radio communication controls																					x			x	x
326	Mitigation Measure	Turn off or dim deck and exterior lights on vessels except those used for navigation during low visibility periods (e.g., fog, rain, nighttime periods).								x																x	x
Operations and Maintenance - Road																											
327	Commitment	The Road Management Plan ¹ will include spill kit requirements, refueling procedures, and training requirements for road users.																		x	x				x		x
328	Mitigation Measure	Vehicle and equipment operators will follow established radio communication protocols.																					x	x		x	x
329	Mitigation Measure	Grays Bay Road will use signage to raise awareness of wildfire risks and to remind road users of fire prevention actions (i.e., no fires allowed while utilizing the road)																					x				x

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330	Mitigation Measure	Speed limits shall be posted along the completed portions of the road during Construction, and Operations and Maintenance. Traffic speed will be limited to 60 km / hr on Project Road surfaces, which may be decreased in certain areas, depending on terrain conditions and geometric constraints, and in areas and times of high potential for caribou or other wildlife occurrence (i.e., identified wildlife road-crossing locations). In instances where terrain conditions and geometric constraints allow, and in areas of low potential for caribou or other wildlife occurrence, speeds may be increased to 80 km / hr.						x	x	x						x				x	x		x		x	x	
331	Mitigation Measure	Project vehicles will adhere to posted speed limits and weight restrictions.																				x			x	x	
332	Mitigation Measure	Random speed audits shall occur when the road is operational, administered by WKR to encourage driver compliance.								x															x	x	
334	Mitigation Measure	Mobile equipment speed will be limited to the posted speed limits on Project Road surfaces.	x																						x	x	
335	Mitigation Measure	Reduced speed limits may be temporarily posted during periods of drier conditions to reduce fugitive dust.	x						x		x	x													x	x	
Site Access, Controlled Access																											
336	Mitigation Measure	Grays Bay Road will be a private road, with controlled access to the public.														x									x	x	
337	Commitment	WKR will develop and implement a Road Management Plan ¹ through engagement with the Kitikmeot Inuit Association, Hunters and Trappers Organizations, and Government of Nunavut. As part of the Road Management Plan ¹ and Port 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. These plans 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.														x	x			x	x			x	x	x	
338	Mitigation Measure	Access to construction areas will be limited to Project personnel only for safety reasons.								x						x							x		x	x	

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339	Mitigation Measure	Access control will be provided at the port, and at Jericho Station when the Tibbitt to Contwoyto Winter Road connection is open.																x								x	x
340	Mitigation Measure	Public access to the road will be controlled and restricted for public safety and traffic management purposes using checkpoints, gates (where allowable), permits, limited entry, and closed access zones.																			x					x	x
341	Commitment	WKR will control access to the road through user agreements with organizations and individuals.								x						x				x	x						x
342	Mitigation Measure	Safe travel facilities will be provided and maintained at the port and at Jericho Station.														x				x	x						x
343	Commitment	Security and other public government users will have access to the road through agreements established between WKR and the relevant government department or agency.																							x	x	x
344	Commitment	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 no-cost 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.														x					x				x	x	x
Power Generation and Utilities																											
345	Commitment	The Project will include backup emergency generators in case there is an interruption to power.																						x			x
346	Commitment	During operations and maintenance both the port and Jericho Station will have a fire suppression system compliant with applicable building codes. Water system infrastructure will include insulated, freeze protection, as well as thaw recovery systems.																					x				x

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Waste Management (Solids, Hazardous, Wastewater)																											
347	Commitment	A Watse Management Plan will be developed to inform the collection, segregation, handling, treatment, storage, transport, and disposal of non-hazardous waste that minimizes wildlife attraction to the Project by implementing waste segregation, secure food waste storage, and routine monitoring of waste management facilities.																							x	x	x
348	Commitment	BMPs will be implemented to manage the reduction of emissions and associated Air Contaminants of Potential Interest from incinerator processes during all phases of the Project. Thes measures include: - Operating incinerators in accordance with manufacturer specifications and applicable Nunavut standards, and emissions will meet Ministry of Environment, Conservation Parks <i>Guideline A-7: Air Pollution Control, Design and Operation Guidelines for Municipal Waste Thermal Treatment Facilities</i>. - Detailed procedures for the management and operation of incinerators will be included in the Waste Management Plan.	x																							x	x
349	Commitment	Mitigation measures that are incorporated in the Project design to reduce Air Contaminants of Potential Interest emissions include: Designing and operating waste incinerators in accordance with the Environment and Climate Change Canada <i>Technical Document for Batch Waste Incineration: Executive Summary and Overview of the Six-Step Process for Batch Waste Incineration</i>.	x																								x
350	Mitigation Measure	Areas and containers used to store Project waste will be constructed, operated and maintained in a manner to prevent waste from being discharged to the surrounding environment.										x										x			x	x	
351	Mitigation Measure	Food waste will be stored in wildlife-proof bins and incinerated daily to avoid attracting wildlife.						x		x															x	x	
352	Mitigation Measure	Personnel will dispose of garbage and food waste in appropriate dumpsters and trash bins.								x															x	x	
353	Mitigation Measure	Treated sewage and greywater are to be stored in approved holding tanks prior to removal from site or disposed of in accordance with the land use permit.										x										x			x	x	

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Health, Safety, and Emergency Response																											
354	Mitigation Measure	Regular maintenance and safety inspections will be conducted on project infrastructure and equipment.																						X		X	X
355	Commitment	Key considerations in Project design and the development of design controls and mitigation measures regarding the health and safety of workers and the public include: • Factors in the Project design specific to increasing safety of road users include: typical design speed of 60 km / hr, line of sight along the road, and traffic control • Establish and implement an Occupational Health and Safety Plan, including health and safety reporting and accountability requirements for construction and operation and maintenance of the Project • Establish and implement a Risk Management and Emergency Response Plan that identifies how the contractor(s) will build the Project in a manner that protects people and the environment • Investigate accidents, incidents, and near misses to establish and disseminate lessons learned and aim to prevent reoccurrence, including implementing any required policy, procedure, or equipment change in a timely manner • Provide opportunities for education and training on an ongoing basis to promote a safety positive environment • WKR is committed to working collaboratively to establish appropriate family assistance for families of workers who are working on rotation for the Project																									
356	Commitment	WKR will keep the Project website, dedicated toll-free phone line and email address up to date with educational messages and emergency response guidance to support community awareness.																					X			X	X
357	Mitigation Measure	Project-related aircraft will be equipped with radio communication controls and a safety kit.																					X			X	X
358	Mitigation Measure	Project-related vehicles and mobile equipment will be equipped with radio communication controls and a safety kit inclusive of supplies pertaining to extreme weather conditions.																					X			X	X

ID	Type	Mitigation Measure or Commitment	Valued Component																			Other			Phase		
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359	Commitment	Use of firearms within the designated safety buffer zones around operations (one mile [1.6 kilometre]) is prohibited, as per Section 5.7.17 of the <i>Nunavut Land Claims Agreement Act</i> .								x															x	x	x
360	Commitment	Fire extinguishers will be located indoors in tactical locations (buildings, vehicles, equipment), with sprinklers used in buildings. Fire detection and fire protection systems will be installed in various facility areas.																					x			x	x
361	Commitment	During construction, fire severity ratings and fire bans will be communicated to workers to raise awareness of fire sensitive periods. During operations and maintenance, fire severity ratings and fire ban signage will be posted in public areas for local awareness. Signage will also promote correct disposal of cigarettes																					x			x	
362	Commitment	Emergency exits will have appropriately illuminated exit signs.																					x			x	x
363	Commitment	The Project will implement and enforce a Risk Management and Emergency Response Plan and procedures that outline site-specific protocols, roles, and responsibilities for workers in the event of a fire or explosion.																					x				x
364	Commitment	WKR will be as self-sufficient as reasonably practical for Search and Rescue operations and response to environmental emergencies as it relates to Project activities, and will inform relevant authorities as needed and coordinate responses as required																		x							x

- Notes:
- Road Management Plan (Appendix 37A)
 - Wildlife Mitigation and Monitoring Plan (Appendix 37B)

Abbreviations:

ANFO: ammonium nitrate / fuel oil

ARD: acid rock drainage

CCG: Canadian Coast Guard

DFO: Fisheries and Oceans Canada

HADD: harmful alteration, disruption and destruction

HTO: Hunters and Trappers Organization

MCCM: Mobile Caribou Conservation Measures

Abbreviations (cont'd):

ML: metal leaching
NAVWARNs: Navigational Warnings
NOTMAR: Notice to Mariners
NOx: nitrogen oxides
PDA: Project Development Area
SEMP: Socio-economic Monitoring Program
TARP: Trigger Action Response Plan
WKR: West Kitikmeot Resources Corp.
WMMP: Wildlife Mitigation and Monitoring Plan

Units of Measure:

m: metre
kPa: kilopascal
kts: knots
Nm: nautical miles
km / hr: kilometers per hour

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