



## **KITIKMEOT INUIT ASSOCIATION PRESS RELEASE**

For Immediate Release

### **KITIKMEOT INUIT ASSOCIATION (KIA) CLARIFIES ITS POSITION ON GRAYS BAY ROAD & PORT PROJECT**

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**Cambridge Bay, Nunavut, June 4<sup>th</sup>, 2018**

This past week in Nunavut's Legislative Assembly, statements were made by both the Premier and the Minister of Economic Development & Transportation (ED&T) in response to questions about the Grays Bay Road and Port (GBRP) Project. A number of these statements, recorded in the Nunavut Hansard, are either inaccurate or need to be clarified to prevent misunderstanding about the events and actions that prompted them.

As a consequence, KIA President Stanley Anablak has issued the following statement:

"As the President of a Regional Inuit Association that represents more than 6,000 Inuit in the Kitikmeot region, I have a responsibility to set the record straight, especially when the record is being depicted in a way that is contrary to the facts and as we have stated these facts to our membership and stakeholders.

"The Premier was inaccurate in characterizing the way by which the Kitikmeot Inuit Association (KIA) took on the role of sole proponent for this project. KIA never requested to be the sole proponent of this project prior to the Government of Nunavut's abandoning its role as Co-Proponent. Given the GN's decision and our desire to continue to push the project forward, the only choice available to KIA was to become the sole proponent of the GBRP Project.

"Concerning statements about the project's funding model, it should be noted that KIA on three occasions requested to GN leadership the opportunity to have an intensive and detailed discussion on how the financial structure for the Project is intended to work. These offers were made in person in October and February, and by letter in April. None of these offers were taken up. This could explain in part the error in Minister Savikataaq's statement that the GN needs to put up \$138 million to, "...get it done". Unfortunately, KIA was never given the opportunity to explain our approach to financing to the GN. The previous GN leadership understood the approach and in fact helped to develop the financing plan.

"Further, the Minister of ED&T is incorrect in characterizing this project as a mine road that is similar to Agnico Eagle's Meadowbank and Baffinland's Mary River mine roads. The GBRP Project is an Inuit-led, regional infrastructure project that will generate economic development, especially on Inuit Owned Lands where mineral rights are held. By creating access to these lands, KIA is aiming to create jobs, business opportunities and wealth for our membership. This economic development will be first and foremost

for the benefit of Inuit, as contemplated by the Inuit negotiators of the *Nunavut Agreement*. However, it will also substantially benefit the governments of Nunavut and Canada by generating tax revenues and royalties. There are significant non-mining related benefits, such as lowered cost of community re-supply, which would benefit Kitikmeot residents and the GN alike.

“We have a plan for the Grays Bay Road & Port project development utilizing federal government programs to which we fought hard to gain access. We are committed to moving the project forward to shovel-readiness, funding, construction and operation.

“In the continuing spirit of cooperation, KIA remains very willing to meet with GN leadership to explain this project in the detail necessary to be fully understood.”

**For further information, please contact:**

Paul Emingak – Executive Director, Kitikmeot Inuit Association  
P.O. Box 18  
Cambridge Bay NU X0B 0C0  
Ph: 867-983-2458

**About the Kitikmeot Inuit Association (KIA)**

Incorporated in 1976, the Kitikmeot Inuit Association is a non-profit society designated as one of the three Regional Inuit Associations created under the *Nunavut Agreement*. The KIA represents all Inuit beneficiaries in the five communities and two unincorporated settlements of the Kitikmeot Region. The KIA's mandate is to manage Kitikmeot Inuit lands and resources, to protect and promote the social, cultural, political, environmental and economic well-being of Kitikmeot Inuit.

**About the Grays Bay Road & Port Project**

The Grays Bay Road and Port Project (GBRP) is a transportation system that will connect the rich mineral resources of Canada's Slave Geological Province, which straddles Nunavut and the Northwest Territories, to arctic shipping routes. The GBRP consists of a 233-km all-season road linking Jericho Station, the northern terminus of the Tibbitt-Contwoyto Winter Road, to a deep-water port at Grays Bay on the Northwest Passage.

The GBRP would include the first road to connect Nunavut to the rest of Canada and will forge the first overland connection between Canada and a deep-water port on the Arctic Ocean. will also connect Nunavut to the national highway and rail systems in the Northwest Territories via the Tibbitt-Contwoyto Winter Road. The proposed port will further serve as Canada's first and only deep-water port in the Central Arctic, strategically located at the mid-point of the Northwest Passage.

The construction and operation of GBRP project infrastructure will stimulate regional economic activity by encouraging development of resource projects, primarily on Inuit-owned Lands, that will be able to transport a range of commodities to export markets throughout the world for the benefit of Inuit. Communities in the vicinity of the project are expected to benefit significantly from the social and economic benefits that the GBRP could deliver. The GBRP is a transformative project with significant national benefits that will help to define northern economic development throughout the 21<sup>st</sup> century.