



Project Overview

The Grays Bay Road and Port Project (GBRP) is a transportation system that, once completed, 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 227 km all-season road linking the northern terminus of the Tibbitt-Contwoyto Winter Road to a deep-water port at Grays Bay on the Northwest Passage.

The development of GBRP infrastructure will stimulate private investment in the Western Arctic, encouraging development of resource projects that will be able to transport a range of commodities to export markets throughout the world.

The GBRP will also connect Nunavut to the national highway and rail systems in the Northwest Territories via the Tibbitt-Contwoyto Winter Road, and in doing so, will forge the

first overland connection between Canada and a deep-water port on the Arctic Ocean. The port will further serve as Canada's first and only deep-water port in the Western Arctic, strategically located at the mid-point of the Northwest Passage.

The GBRP is a transformational project of national significance that will help to define northern economic development throughout the 21st century. The project will help to bridge the significant infrastructure gap that Canada's North currently faces by creating a transportation backbone that improves the quality of life in northern communities and overcomes barriers to regional economic and business development.



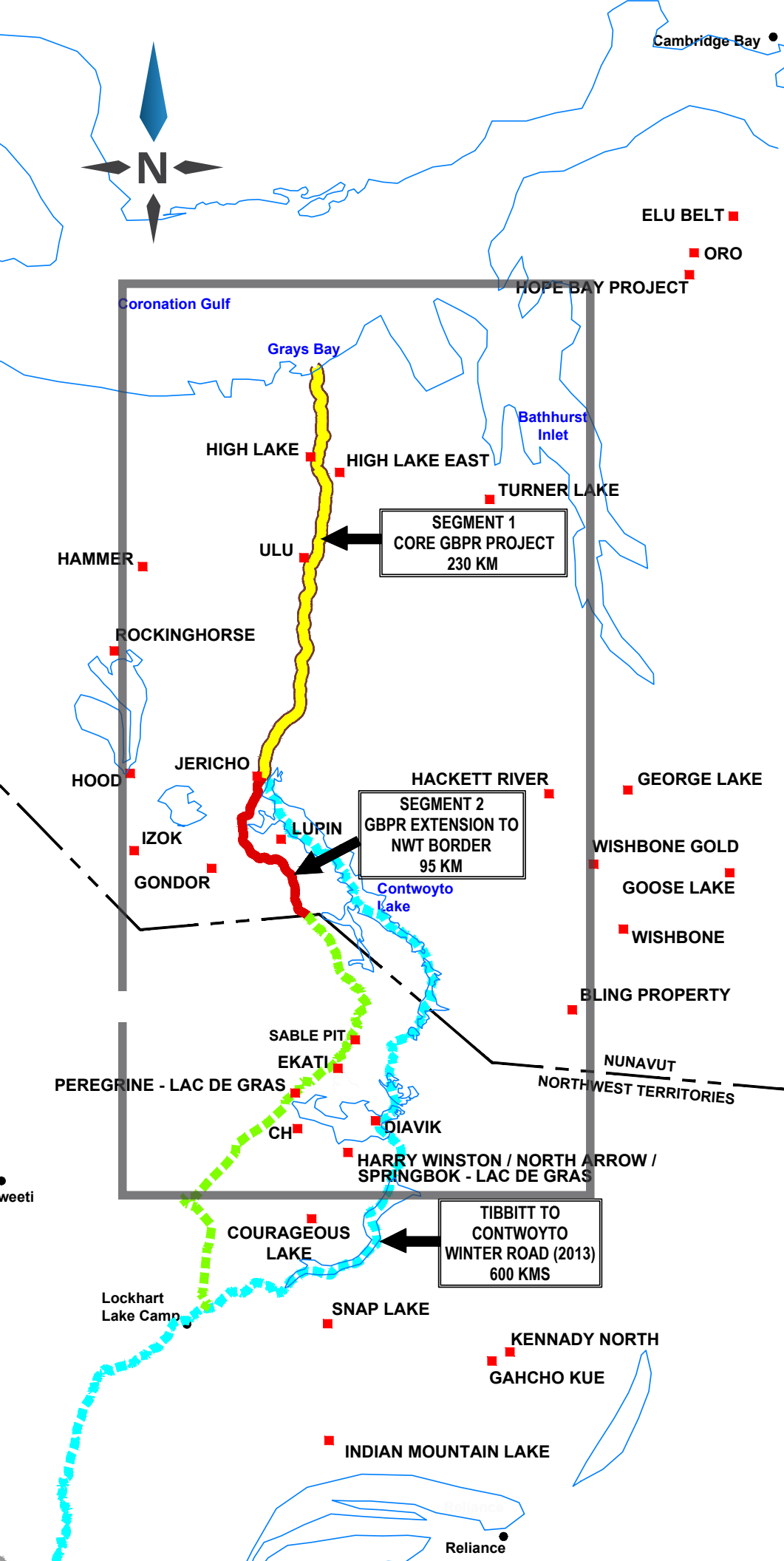


The GBRP Partnership

The Government of Nunavut and the Kitikmeot Inuit Association (KIA) jointly champion the project. In promoting the GBRP, the Government of Nunavut is advancing its mandate to strengthen Nunavut's economy, and to ensure the safe and effective movement of people and goods.

The KIA is one of the three regional Inuit associations established under the Nunavut Land Claims Agreement. The KIA represents over 6,000 Inuit residing in Nunavut's Kitikmeot region. As a GBRP co-proponent, the KIA is fulfilling its mandate to promote the economic well-being of its Kitikmeot Inuit membership.

The GBRP partnership is co-ordinated through a working group composed of KIA and Government of Nunavut representatives. This working group manages communications concerning the project, seeks funding, and oversees the work to complete the project proposal required to secure the approvals and authorizations necessary for project construction and operation.



Legend



PHASE 1
GRAYS BAY TO JERICO
(230 KM)



PHASE 2
JERICO TO NWT BORDER
(95 KM)



TIBBITT TO CONWOYTO
WINTER ROAD



CONTEMPLATED NWT
ALL-SEASON ROUTE



MINERAL PROPERTIES



COMMUNITIES



Project Benefits

The GBRP will yield a wide range of significant benefits to Nunavut residents and to other Canadians, including:

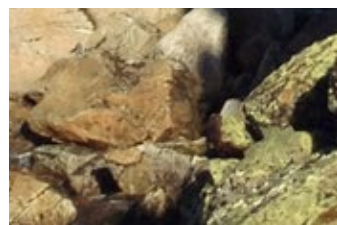
- Boosting Canada's gross domestic product (GDP) through infrastructure-induced northern resource development – just the development of MMG Canada's Izok Corridor Project, in concert with construction of GBRP infrastructure will, over a 15-year period, raise Nunavut's GDP by a total of **\$5.1 billion** and Canada's by **\$7.6 billion**
- Stimulating new mineral exploration and development activity in the resource-rich Slave Geological Province
- Supporting the economies of the Northwest Territories, Alberta and other jurisdictions that have extensive business relations with western Nunavut
- Generating significant amounts of employment for northern residents in a region that currently suffers from very high levels of unemployment
- Strengthening northern sovereignty, safety and security
- Providing access to infrastructure for federal government departments and the Canadian Armed Forces
- Connecting Nunavut to the rest of Canada and the world
- Providing Nunavut communities with access to goods and services from the Northwest Territories and beyond via a new overland route
- Improving food security and reducing the cost of living in western Nunavut communities
- Providing cost-effective and climate change resilient transportation options for diamond mines in the Northwest Territories – potentially extending the operating lives of these economically-important projects
- Connecting Yellowknife with shorter access to tidewater and commercial shipping routes

The Road From Here

Building transportation infrastructure in remote areas is costly, and the GBRP is no different with total construction costs estimated at just under \$500 million. This is infrastructure that will be accessible to all interested parties, but private sector funding alone will not make this project feasible. As a result, the Government of Nunavut and the KIA have developed an approach for financing the GBRP construction that envisions partnerships among federal and territorial levels of government, communities and industry, where each party provides the necessary contribution to make the project work. The Government of Nunavut and the KIA believe that a federal government commitment to support the GBRP under existing infrastructure funding programs is required. This effort will evoke the spirit of nation building that spurred construction of the Canadian Pacific Railroad 135 years ago.

The Government of Nunavut and the KIA are actively seeking the support of the Government of Canada to help build the GBRP by contributing up to 75 per cent of eligible capital costs as offered under existing programs. A business case for funding has been developed and submitted to Infrastructure Canada under the National Infrastructure Component of the New Building Canada Fund. The Government of Nunavut and the KIA will assume responsibility for raising the remaining balance required to build the GBRP

The GBRP will be subject to a full environmental review conducted in accordance with the Nunavut Land Claims Agreement and the Nunavut Planning and Project Assessment Act. The process will also allow extensive opportunities for public input and community consultation within both Nunavut and the Northwest Territories. As the GBRP co-proponent, land owner, and representative of the Kitikmeot region's Inuit, the KIA will assume an important leadership role in the environmental review process. Extensive studies and baseline datasets have already been completed and are available to support development of a well-designed project and a robust assessment of potential effects.





This effort will evoke the spirit of nation building that spurred construction of the Canadian Pacific Railroad 135 years ago.

Contact

*For more information
about the Grays Bay
Road and Port Project,
please contact*

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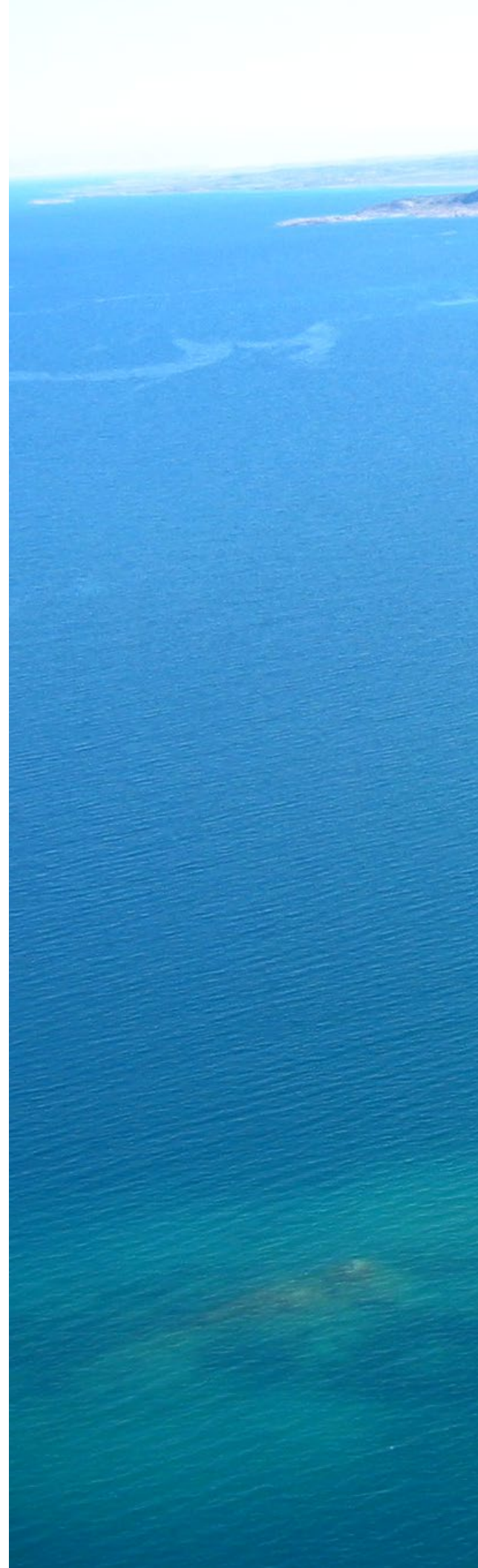
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Grays Bay Road and Port Project Factsheet: Potential Social Benefits

Value Proposition of the Grays Bay Road and Port (GBRP) Project

The GBRP Project will provide:

- A land connection between the Kitikmeot region and Yellowknife when the Tibbitt to Contwoyto Winter Road is in operation (typically February to April)
- Year-round storage of bulk goods and large volumes of fuel
- A safe harbour at the port site for community members travelling by water, land or ice
- The opportunity to build winter roads from the port to Kitikmeot communities, allowing transport of people and goods to/from the port between January to April
- An opportunity for an inter-community barge service that allows movement of goods and people to/from western Kitikmeot communities between June-September and to/from eastern Kitikmeot communities between July-August
- Improved regional infrastructure that results in positive changes, including increased business opportunities, reduced cost of living, better access to goods and services, improved food security, diversification of power and heating options, and lowered costs to deliver government services and programs

Reduced Dependency on Social Programs and Government Funding

Significant prospects for long-term, sustainable employment and business opportunities through:

- A need for local businesses and workers to construct and permanently operate the road and port
- An increase in support businesses, including professional services, based in Kitikmeot communities
- The creation of new businesses in response to infrastructure - e.g. barging companies for community re-supply, support for mineral exploration activities (including on Inuit Owned Land), tourism providers, regional logistics and expediting activities, etc.
- Increased income from employment and contracting could result in improvements to housing, food security and health, leading to greater personal, family and community well-being



Improved Connection to the Rest of Canada and Improved Community Resupply

GBRP Project infrastructure will create marine and terrestrial connections within the Kitikmeot region and with the south:

- Road and port, including a small craft harbor, will be available for use by community members
- Potential for ice road network to communities during the winter

Reduced cost of living and improved quality of life through:

- Earlier delivery of durable goods and construction materials
- Timely and less expensive delivery of fresh foods via potential winter and ice road network

Road corridor offers right-of-way opportunities for development of linear infrastructure that connects to southern grids:

- Transportation - all weather road to Yellowknife
- Telecommunications - fibre optic cable or microwave towers
- Power and energy - natural gas pipelines and power transmission lines

Enhanced Opportunities for Capacity Building and Training Initiatives

Provides a core opportunity to boost Inuit workforce capacity in the design, construction and maintenance of local and territorial roads

Better job training program outcomes as permanent nature of infrastructure lowers the risk that jobs for trainees will disappear before significant employment can occur

Greater business activity and longer-term opportunities should motivate individuals to invest in their own future through education and training

Potential Source of Social and Cultural Programming Funding

Excess revenues generated from infrastructure usage can:

- Support and enhance delivery of Inuit social and cultural programs (via the Kitikmeot Trust)
- Develop a pool of capital to re-invest in new infrastructure that serves Inuit social and cultural objectives