

Public Scoping and Impact Statement Guidelines Meetings Summary Report

Nunavut Impact Review Board's Review:

West Kitikmeot Resources Corp.'s "Grays Bay Port and Road" Project Proposal

NIRB File No.: 24XN038

Full Report Title: Public Scoping and Impact Statement Guidelines Meetings Summary Report, April 22 to May 05, 2025, and May 13 and 15, 2025, for the Nunavut Impact Review Board’s Review of West Kitikmeot Gold “*Grays Bay Port and Road*” Project Proposal, NIRB File No.: 24XN038

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Cover Photos (Clockwise): Community Sessions: Gjoa Haven, Kugluktuk, Kugaaruk, Taloyoak, Inuvik, Yellowknife

ACKNOWLEDGEMENTS

The Nunavut Impact Review Board (NIRB or Board) would like to thank all those who participated in the Public Scoping and Impact Statement Guidelines Meetings held in Kuggaruk, Taloyoak, Gjoa Haven, Kugluktuk and Cambridge Bay, Nunavut on April 22 – May 5, 2025, and Inuvik and Yellowknife, Northwest Territories on May 13 and 15, 2025, as part of the NIRB’s assessment of West Kitikmeot Resources Corp.’s (WKR or the Proponent) “Grays Bay Port and Road” Project Proposal (Project Proposal). The objective of these meetings was to inform the public about the Proposal, what the NIRB’s impact assessment process is expected to look like, and most importantly to hear the public’s concerns, questions, or comments about the Project Proposal. The meetings were successful owing to the participation and assistance of local organizations, community members, and government agencies. NIRB appreciates the assistance provided by the Mackenzie Valley Environmental Impact Review Board in support of engagement efforts in Inuvik and Yellowknife.

The NIRB would like to acknowledge the many Elders and community members who actively participated in the public meetings, sharing their Inuit Qaujimaningit, Traditional Knowledge and Community Knowledge with the NIRB staff and other meeting participants, along with their questions and comments about the Project Proposal. Comments from communities affected by the Proposed Project play a very important role in the NIRB’s process.

Finally, the NIRB would also like to take this opportunity to thank all the communities for the warm hospitality offered to the NIRB staff and other meeting participants during their recent visits.

Sincerely,

A handwritten signature in black ink, appearing to read "Dionne Filiatrault".

Dionne Filiatrault
Executive Director
Nunavut Impact Review Board

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1. INTRODUCTION

The requirements of the NIRB's Review process are defined by the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada* (Nunavut Agreement) and the *Nunavut Planning and Project Assessment Act* (NuPPAA). As per s. 99(1)(a) and (b) of the NuPPAA, the first step in the Review process requires that the Board determine the **scope of the project** proposal, as well as the **scope of the assessment**.

As such, the NIRB engages potentially affected communities identified by the Board and/or the Minister(s) regarding the proposed development project and activities. This public awareness and participation are key to confirming scope of the project and scope of the assessment developing with goal to issue project specific Impact Statement Guidelines (IS Guidelines) the Proponent will use to develop an impact statement. Public participation is important throughout the NIRB's Review process.



Figure 1 Community roundtable session in Kugluktuk on April 30, 2025.

1.1. Objectives of the NIRB Scoping and Impact Statement Guidelines Meetings

The most important part of the NIRB’s Impact Assessment process for a Review is the development of public participation and awareness programs which are held locally to hear from communities. At this stage of a Review, the NIRB is looking for information on public questions or concerns about the Project Proposal (*draft* Scope List) and the *draft* Impact Statement Guidelines (IS Guidelines).¹ This collected feedback on the valued ecosystem components (VECs), valued socio-economic components (VSECs), and any other items the public shared is then used to finalize the Scope of the Project and Scope of Assessment, and the IS Guidelines. All information, comments or thoughts collected by the NIRB allows the IS Guidelines to have clear direction and questions that need to be answered in the Proponent’s Impact Statement to progress the proposed Grays Bay Road and Port project to the next step of the NIRB’s Review process.

The purpose of this report is to provide a summary of the public scoping and Impact Statement Guidelines Meetings conducted in Nunavut and the Northwest Territories to date.

Information received and pertaining to the “Grays Bay Road and Port” Project Proposal is accessible via the NIRB’s Public Registry at www.nirb.ca/project/125987.

1.2. Outline of the Project Proposal

Based on the Grays Bay Road and Port project description as referred to the NIRB for screening on August 6, 2024, the direction received from responsible Ministers and the requirements of the *Nunavut Agreement* and *NuPPAA*, the NIRB developed a *Draft* Scope List² for consideration by Responsible Authorities, parties, and any interested parties.

The scope of the project proposal includes all physical works, activities, and/or undertakings, as scoped by the NIRB on December 4, 2024, for the Grays Bay Road and Port Project and encompasses the entire project life.

The proposed “Grays Bay Road and Port” project (the Project) involves constructing, operating and maintaining a port at Grays Bay; a 230-kilometre controlled access all-season road; a station at the Jericho mine site; and an ice road to connect with the south at the Nunavut/Northwest Territories Border. Grays Bay facilities, the all-weather access road and the Jericho Station would be open year-round; however, the port at Grays Bay would accept vessels only during the open water season. The project is proposed to start in December 2029 and be constructed (both pre-construction and construction) over the course of five (5) years, with operations starting in 2034 and continuing for at least 75 years. As the project facilities are designed as permanent, there are no plans for closure and reclamation other than areas used solely for pre-construction/construction activities that are not required for ongoing operations and maintenance.

¹ NIRB Letter Re: Comment Request for Draft Scope and Draft Impact Statement Guidelines, April 16, 2025 (Document ID: 354699)

² NIRB ID: 354700: 16 April 2025 *Draft* Scope List

Project components include:

1. Port at Grays Bay (See Figure 2)

a. During Construction Phase

- Stationary construction camp
- Dredging
- Potential disposal at sea of dredge materials
- Temporary winter roads
- An ice-re-enforced fuel barge(s) frozen in annually
- Temporary airstrip
- Temporary storage of explosives
- Marine aids to navigation
- May develop quarries in port area
- May use desalinated marine water as a water source
- Approximately two (2) freighter (sealift) sailings and around 60 to 100 offload barge trips to stage materials for the first season of construction at the port site
- One (1) sealift and barge for resupply annually with resupply volume less than initial mobilization

b. Operations Phase

- Permanent accommodations for approx. 80 people with temporary accommodations for 150
- Two (2) deep water wharves suitable for 100,000 deadweight tonnes ore-bulk-oil vessels (post-Panamax size)
- One (1) barge berth
- A small craft harbour including a boat launch and annually installed floating docks, during the open-water season, and may include a breakwater
- 10 million litres fuel storage including unloading and refueling facilities
- an 1,800 metre (6,000 foot) airstrip including a loading area, passenger hangar, communication building and aircraft refueling and parking areas
- Two (2) tugs providing berthing assistance to vessels
- Transloading infrastructure
- Provide moorage and support for commercial, government, small vessels as well as community-based travelers
- Explosives storage, offices, parking areas, laydown areas (e.g., containers and liquids), diesel-fueled power supply, water supply, wastewater, solid waste, administration, communication, maintenance garages, and emergency response facilities
- Materials storage, staging and handling facilities at Grays Bay Port, with additional areas reserved for future third party users but not included in this application
- One (1) sealift and barge for resupply annually with resupply volume less than initial mobilization

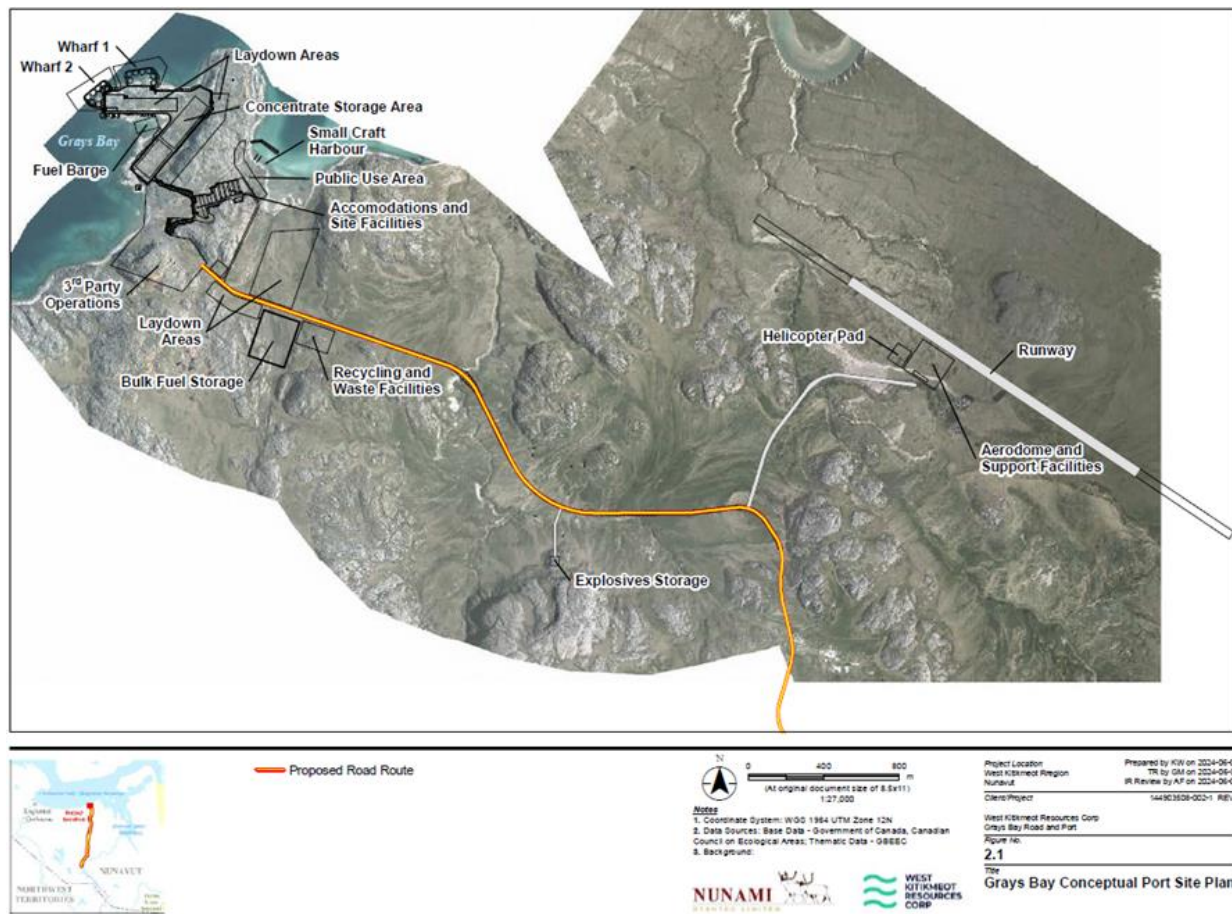


Figure 2 Grays Bay Conceptual Port Site Plan³.

2. A 230-kilometre Controlled All-season Access Road Between Grays Bay (Kogloктоаkyok) and the Jericho Mine site (Station) (See Figure 3 and Figure 4)
 - a. During Construction Phase
 - Estimated 40 quarries and borrow areas and roads
 - 4 mobile construction camps
 - Temporary winter roads and water crossings to assist with movement of equipment and supplies
 - Potential use of High Lake, Ulu, and their quarry sites to store and maintain equipment and supplies, stockpile granular material, store fuel and provide helicopter landing sites
 - Approximately 230 water crossings including bridges and culverts
 - b. During Operations Phase
 - Approximately every 3rd quarry remaining active, including use of explosives, for aggregate production for road maintenance
 - Maintenance and repair of the road and associated watercourse crossings as needed

³ Source: WKR Project Proposal, NIRB ID 351139.

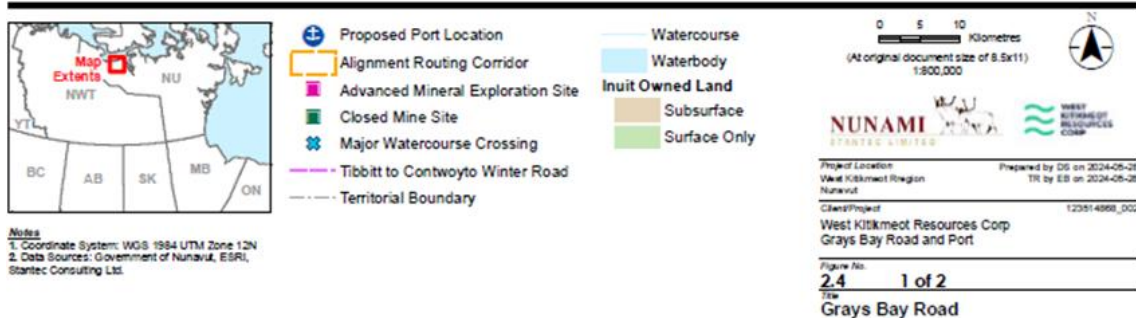
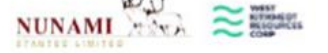


Figure 3 Grays Bay Road (1 of 2)⁴.

⁴ Source: WKR Project Proposal, NIRB ID 351139.



- Proposed Port Location
- Alignment Routing Corridor
- Advanced Mineral Exploration Site
- Closed Mine Site
- Major Watercourse Crossing
- Tibbitt to Conwoyo Winter Road
- Territorial Boundary
- Watercourse
- Waterbody
- Inuit Owned Land Article 41
- Inuit Owned Land Subsurface
- Inuit Owned Land Surface Only



Project Location: West Kitikmeot Region, Nunavut
 Prepared by: ES on 2024-05-28, TR by: EB on 2024-05-28
 Client/Project: 123114868_002

Figure No.: **2.4** **2 of 2**
 Title: **Grays Bay Road**

Notes:
 1. Coordinate System: WGS 1984 UTM Zone 12N
 2. Data Sources: Government of Nunavut, ESRI, Stantec Consulting Ltd.

Figure 4 Grays Bay Road (2 of 2)⁵.

3. Staging at the Jericho Mine site (See Figure 5)

⁵ Source: WKR Project Proposal, NIRB ID 351139.

- a. During Construction Phase
 - Staging Construction Camp
 - transshipment facility and laydown area for construction equipment and materials
 - construction materials would be transported from the Nunavut/Northwest Territories border annually on ice road for the duration of construction
- b. During Operations Phase
 - permanent accommodations for approx. 3 people
 - fuel storage and refueling facilities for up to 20 million litres
 - vehicle parking areas, office, weather station
 - resupply would be completed via the road from the Nunavut/Northwest Territories border annually on the ice road



Figure 5 Jericho Mine Site (Elevated View)⁶

- 4. Annual construction of a winter road to connect the Jericho Mine to the ice road at the Nunavut/Northwest Territories (See Figure 6)
 - The construction and operation of the winter ice road would start the first winter of construction and continue every winter for the life of the project.

⁶ NIRB Staff Photo included on NIRB PowerPoint Presentation, NIRB ID: 355250.



*Figure 6 Tibet-Contwoyto Winter Road (Aerial View)*⁷

1.3. Project History and Current Status

Project history and current status for the NIRB Review Process to date is set out in Figure 7.⁸

⁷ NIRB Staff Photo, included on NIRB PowerPoint Presentation, NIRB ID: 355250.

⁸ For full Process Map Rev 1 issued on July 28, 2025, refer to NIRB Document ID: 356848

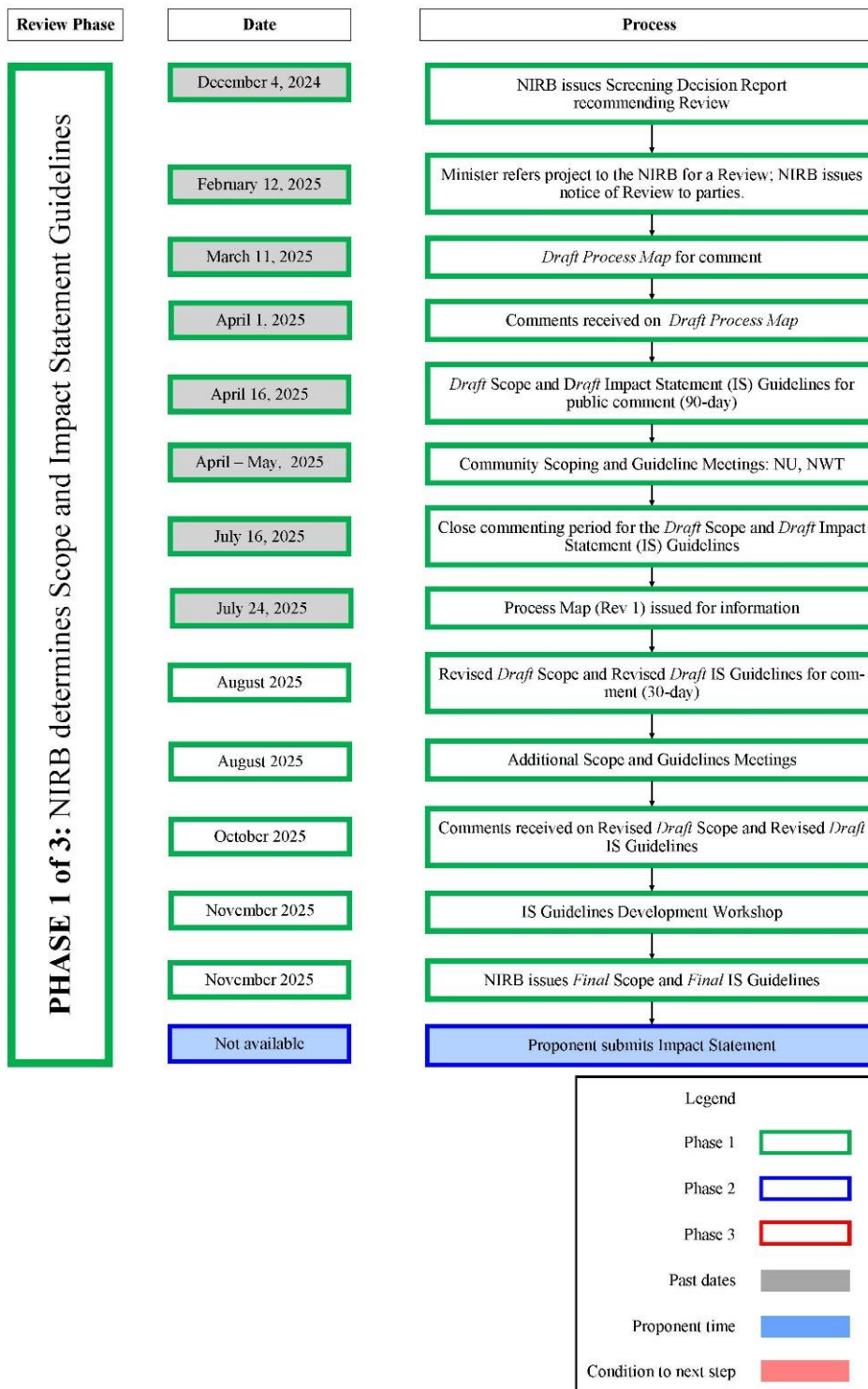


Figure 7 Phase 1 of the Process Map (Rev 1), dated July 28, 2025⁹

⁹ Source: NIRB ID:356848

Note: the anticipated process and timelines described in the Process Map (Rev 1) are subject to change based on project-specific circumstances, formal requests received from parties and the NIRB’s discretion.¹⁰

2. COMMUNITY SCOPING AND IMPACT STATEMENT GUIDELINES MEETINGS

2.1. Qualification Statement

This report is based on notes taken by NIRB staff during in-person meetings. While care was taken to accurately reflect the thoughts and knowledge shared by participants, comments are paraphrased, summarized and grouped by topic and the comments shared are not quoted verbatim. As the Board’s review continues, communities will have several additional opportunities to share feedback, clarify and verify input they have provided, and share additional knowledge and perspectives. The Board thanks all participants for their active participation during the community tour and their willingness to share their wisdom and views with the Board.

2.2. Overview

The NIRB hosted Community Scoping and Guidelines meetings in all five (5) communities in the Kitikmeot region of Nunavut, as well as in Inuvik and Yellowknife of the Northwest Territories, from April to May 2025. In these meetings, the NIRB engaged the public, specifically community members, to solicit input on the NIRB’s Draft Scope and Draft Impact Statement Guidelines for the Review of the Project Proposal.

The purpose of the Community Scoping and IS Guidelines meetings are to:

- engage with the public in the early stage of the assessment;
- identify and facilitate meaningful engagement with communities potentially affected by the proposed Grays Bay Road and Port project; and,
- identify key concerns, issues, and what matter most to communities.

Simultaneous interpretation was provided by NIRB in-house interpreter for Nunavut community sessions. Where possible, locally available support was also provided by interpreters from the communities.

2.3. NIRB Community Information Sessions

To facilitate a better understanding of the assessment of the “Grays Bay Road and Port” Project Proposal, the NIRB staff gave a PowerPoint presentation at the meetings that included:

- A discussion of the NIRB process and next steps;

¹⁰ NIRB **Rules of Procedure** (September 3, 2009) is available online: <https://www.nirb.ca/rules-of-procedure>

- Information the activities and key components (or scope) proposed as part of the “Grays Bay Road and Port” Proposal;
- Impacts identified that could result should the Proposal be approved to proceed; and,
- A discussion on how interested parties and community members could participate in the NIRB’s process.

NIRB developed a presentation¹¹ in both English and Inuktitut or Inuinnaqtun and prompt questions to guide the discussions; whereas the participants shaped the topics that mattered to them. The prompt questions included:

- How could the proposed project affect the environment and your community?
- What negative impacts or benefits do you think would be likely if the proposed road and port are built? What is most important to you?
- Can you share your knowledge about any special areas of concern along the route of the road and in relation to the location of the proposed port?
- How would you suggest dealing with the issues or concerns shared today or otherwise identified?
- How would you like to see your input or comments today be shared back?

The public was encouraged to comment and ask questions relating to the NIRB’s process, activities undertaken, potential impacts and any concerns related to the proposal. Both written and verbal comments were accepted and recorded by the NIRB staff.

2.4. Outreach

NIRB Outreach Coordinator consulted with community organizations and considered travel requirements in determining the location and timing of the Community Scoping and Impact Assessment Guidelines meetings.

2.4.1. Nunavut

Nunavut Impact Review Board staff travelled by chartered flights to Kugaaruk, Taloyoak, Gjoa Haven, Kugluktuk and finally Cambridge Bay, wrapping up the Kitikmeot portion of the Community Tour from April 22-May 5, 2025. The NIRB announced the plan to come to the Kitikmeot communities through a notice on Nunatsiaq News¹² and used email distribution and social media on days leading up to each meeting to make community leadership and members of the public aware of the meetings¹³. Once on the ground, NIRB staff put up posters¹⁴ and made

¹¹ Presentation slideshows used in the Kitikmeot tour include English and either Inuktitut or Inuinnaqtun translations. See NIRB Document No.355250 and 355252, respectively.

¹² See NIRB document No. 353895.

¹³ Letter to the Hamlet Offices is on the NIRB’s Public Registry. See NIRB document No. 354376

¹⁴ See NIRB document No. 353890 (Kugaaruk), 353892 (Taloyoak), 353889 (Gjoa Haven), 353891 (Kugluktuk), and 353888 (Cambridge Bay).

radio announcements to encourage community members to attend in person. Many participants told NIRB staff that they heard about the meetings on the local radio or by word of mouth, although the NIRB was not successful in making a radio announcement in every community it visited. Across the Kitikmeot, all communication about the meetings were shared in both English and Inuktitut —either Inuktitut or Inuinnaqtun.

The NIRB visited local leadership and organizations to build rapport for participation in the NIRB process and invited them to attend the meetings. There were events happening in each community during the NIRB’s meetings, some had an impact on attendance — including weather, bingo nights, hockey playoffs, locally organized meetings, and weddings.

2.4.2. Northwest Territories

NIRB staff travelled by commercial flights to Inuvik and Yellowknife, hosting the Community Scoping and Guidelines Meetings on May 13 and 15, 2025, respectively. These two (2) communities were chosen as regional hubs, where community representatives of the potentially affected communities were identified and invited to attend. Prior to the community meetings, the NIRB reached out to local and regional organizations by email to identify community representatives from potentially affected communities outside Inuvik and Yellowknife — including Aklavik, Paulatuk, Sachs Harbour, Tuktoyaktuk, Ulukhaktok, Łutselk’e, Dettah or Ndilo, Behchokò, Whatì, Gamètì, Wekweètì, and Délı̄nę. Notice of the NIRB’s community meetings was posted on News North¹⁵ and through email distribution¹⁶ and social media¹⁷ on days leading up to each meeting to make community leadership and members of the public aware of the meetings. The NIRB provided financial support — transportation, accommodation, and per diems, coordinated travel and accommodations for those traveling from out of town. Given the short turnaround time, the NIRB only received a few confirmed responses from communities outside Inuvik and Yellowknife. In Inuvik, community participants travelled from Sachs Harbour and Tuktoyaktuk, including Elders, land users, and youth. In Yellowknife, community participants in attendance are from the Tłı̄chų and Łutselk’e communities, including Elders, land users, youth, and women.

2.4.3. Manitoba and Saskatchewan

On April 1, 2025, the Government Canada, Northern Project Management Office on behalf of: Crown Indigenous Relations and Northern Affairs Canada; Fisheries and Oceans Canada; Natural Resources Canada; and, Transport Canada encouraged the NIRB, with regards to the Athabasca Denesų́liné First Nations, and Sayisi Dene First Nation and Northlands Denesuline First Nation, to consider holding at least one public session in their communities, bringing representatives to

¹⁵ See NIRB document No. 355088.

¹⁶ See NIRB document No. 354661 (Inuvialuit), 354662 (Łutselk’e), 354664 (Dettah or Ndilo), 354663 (Tłı̄chų), and 354660 (Délı̄nę).

¹⁷ See NIRB document No. 355090 (Inuvik), 355089 (Yellowknife).

attend a currently proposed session or as the Board deems appropriate. After consultation with Athabasca Denesūliné First Nations, and Sayisi Dene First Nation and Northlands Denesuline First Nation, the NIRB determined at a public session will be held in Saskatoon on October 1, bringing together representatives of potentially affected communities that have an interest to participate at this phase of the NIRB process.

Following completion on this engagement, prior to the IS Guideline Development workshop proposed in November (See Figure 7), the NIRB will issue an addendum to this Report reflecting engagement and comments from these communities and/or organizations.

2.5. Meeting Materials

Table 1 Meeting Materials outlines the materials were provided by the NIRB in support of the Meeting. The NIRB offered catering and door prizes to attendees at each meeting.

Table 1 Meeting Materials

Document	Public Registry ID No.
NIRB PowerPoint Presentation	355250 (English/Inuktitut); 355252 (English/Inuinnaqtun); 355253 (NWT-specific, English)
Draft Scope List (dated April 16, 2025)	354702 (Inuktitut); 354701 (Inuinnaqtun); 354700 (English)
Draft Impact Statement Guidelines (dated April 16, 2025)	35474 (Inuktitut); 354703 (English)
Project Proposal, provided by WKR	351139 (English)
Non-Technical Project Summary, provided by WKR	351161 (Inuktitut); 351160 (Inuinnaqtun); 351158 (English); 351159 (French)
Large-scale Project Maps (1-3) supplied by WKR	357308, 357309, 357310

2.6. Agenda and Venue

The Nunavut schedule for the public meetings are in Table 2 Meeting Schedule for the Kitikmeot Region of the Community Tour. All community meetings share the same daily agenda with afternoon and evening sessions, reoccurring over two (2) days (Table 3 Daily Agenda for the Kitikmeot meetings).

Table 2 Meeting Schedule for the Kitikmeot Region of the Community Tour

COMMUNITY	LOCATION	DATE
Kugaaruk	Kugaaruk Community Hall	April 22 and 23, 2025
Taloyoak	Taloyoak Community Hall	April 24 and 25, 2025

Gjoa Haven	Gideon Memorial Community Hall	April 26 and 29, 2025 ¹⁸
Kugluktuk	Colin Adjun Hall	April 30 and May 1, 2025
Cambridge Bay	Luke Novoligak Community Hall	May 2 and 5, 2025

Table 3 Daily Agenda for the Kitikmeot meetings

TIME	SESSIONS	WHAT'S IT ABOUT?
2:00pm-4:00 pm	Open House	Drop-ins are welcome. Community members could stop by to discuss the Project Proposal with the NIRB staff, get acquainted with the NIRB's process, and the steps to participate.
Starting at 6:30pm	Community Roundtable	The NIRB staff delivered a presentation and provided all participants with an opportunity to ask questions and provide feedback on the project, with a focus on the <i>draft</i> Scope and <i>draft</i> IS Guidelines.

Community sessions held in the Northwest Territories, shared the same discussion agenda as those held in the Kitikmeot Region. The meeting schedule (Table 4 Daily schedule for the Community Scoping and Guidelines Meetings in Inuvik and Yellowknife) was shared with the public and the participants from outside Inuvik and Yellowknife before their travels and were posted to the wall at each venue. Support was provided by MVEIRB in establishing the venue and identifying potentially affected communities to participate in Yellowknife and Inuvik sessions.

Table 4 Daily schedule for the Community Scoping and Guidelines Meetings in Inuvik and Yellowknife¹⁹

LOCATION	DATE	TIME	WHAT'S IT ABOUT?
Midnight Sun Complex, Inuvik, NT on May 13, 2025		9:00 – 10:00 am	Opening Prayers
			Introduction to NIRB
Caribou room, Chateau Nova Hotel, Yellowknife, NT on May 15, 2025		10:00 am – 12:00	Community Roundtable Part 1: Focus: <i>draft</i> Scope of the proposed project
		12:00 – 1:00 pm	Lunch break
		1:00 – 4:00 pm	Community Roundtable Part 2:

¹⁸ The Gjoa Haven meetings were originally on April 28 and 29 but was rescheduled due to the 2025 federal election.

¹⁹ Note: Agenda provided with slight formatting changes from the copies shared with participants to keep location/date on the same table.

In general, tables were arranged in a circular shape with NIRB staff seated at one end. Depending on the venue, a U-shape was sometimes used. (See Figure 8) Community members were encouraged to sit at the tables. A sign-in table was set up by the entrance of the meeting space. During the open house and evening discussion sessions, project maps provided by the Proponent and flip chart papers were posted on the wall. The flip chart papers were used to note discussions and comments on benefits, issues or concerns, suggested mitigation measures, and knowledge shared during the meeting. Displaying these contributions helped spark further discussion during the open house and encourage people to gather by the flip charts during breaks in the evening sessions — to exchange and build on one another’s ideas.



Figure 8 Community roundtable at Colin Adjun Hall, Kugluktuk on April 30, 2025.



Figure 9 Community roundtable in Gjoa Haven on April 26, 2025.

At the closing of each community meeting, NIRB staff provided an overview of next steps in the Review process and re-iterated that this meeting was not the only opportunity for the community to voice their concerns. Additionally, NIRB encouraged conversations between communities and the Proponent as the Proponent prepares its Impact Statement.

3. MEETING NOTES FROM COMMUNITY INFORMATION SESSIONS

3.1. Kugaaruk

Attendance at the 2-day meetings is as follows:

- 15 people at the evening community round-table session on April 22, 2025;
- 11 people at the evening community round-table session on April 23, 2025.

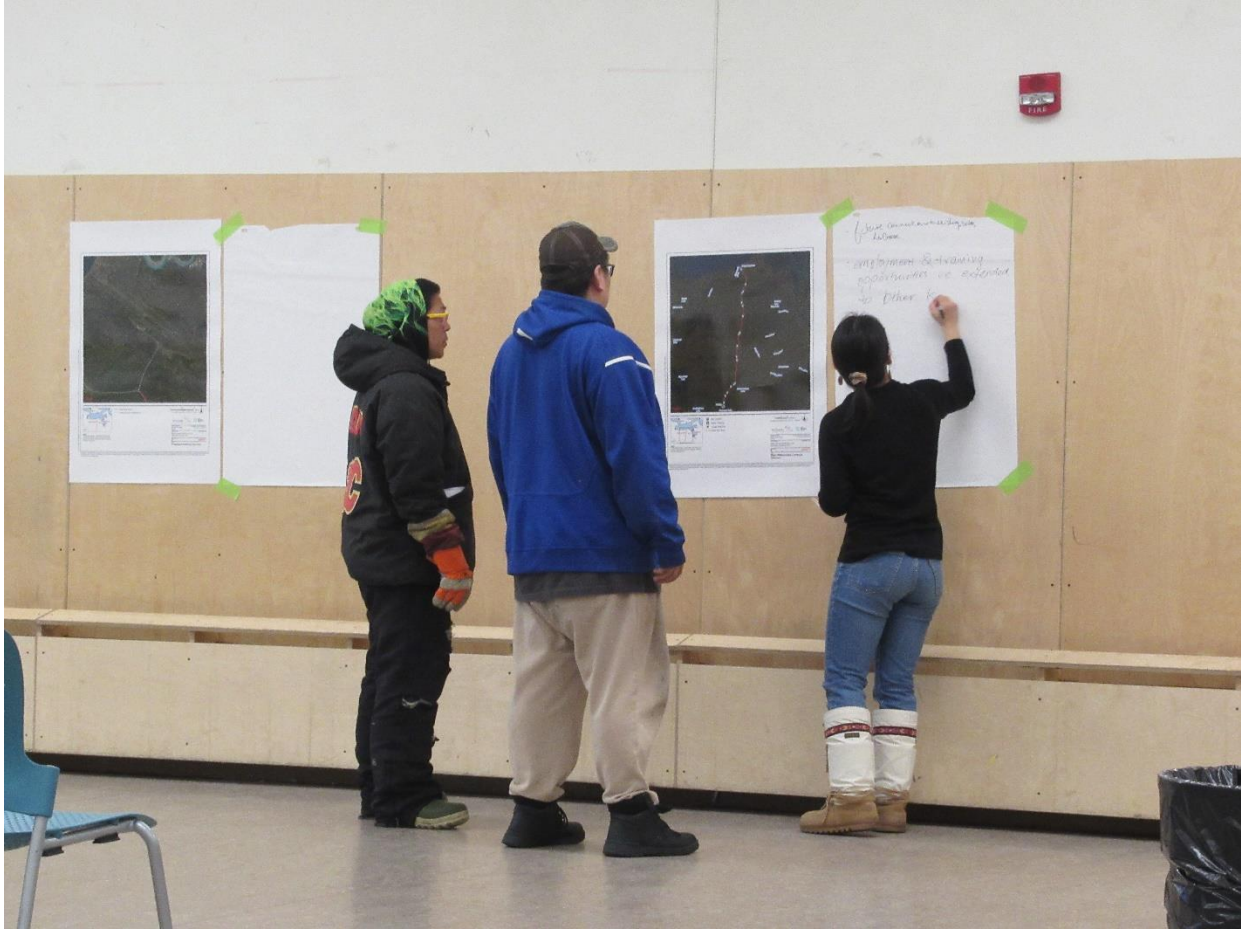


Figure 10 Open House in Kugaaruk on April 23, 2025.

Community members asked questions about the Project Proposal and the NIRB’s assessment based on their knowledge and familiarity with the regional project area, and provided sentiments given their lived experience with past or current projects.

Building on the discussions on the NIRB’s process and opportunities for public participation, exchange between the community members and the NIRB staff focused on:

- the legacy and regional contexts of mining;
- presence of wildlife and wildlife habitat, specifically caribou; and,
- how the Project Proposal might affect existing land use in the region and bring about job and training opportunities.

Community knowledge, values, comments and suggestions received during the Kugaaruk open house and community roundtable are provided in Table 5 Summary Community Engagement Kugaaruk, Nunavut.

Table 5 Summary Community Engagement Kugaaruk, Nunavut

Subject	Knowledge, Values, Comments, and Suggestions
NIRB Process	
<i>Draft</i> Scope List	<ul style="list-style-type: none"> Looking for if we got it (the <i>Draft</i> Scope List) right — say it earlier just want to make sure.
<i>Draft</i> Impact Statement Guidelines	<ul style="list-style-type: none"> Where can we see the copy (Draft Impact Statement Guidelines)?
General	<ul style="list-style-type: none"> Is it being built already? Who are in the approval process? What is the NIRB? What is on NIRB? What is on the website?
Project Description	
Project Designs	<ul style="list-style-type: none"> Does the road operate year-round? Is the port also going to be in use year-round? Support the project because it's more effective to drive than flying for the mines Where is the road going? Is the road built to connect one mine to another? Where does the road go?
Future Development	<ul style="list-style-type: none"> Will Jericho be cleaned up? What will happen when the road is added to Jericho if not cleaned up? Future connection to existing sites (Goose, Back River Gold Mines). What minerals are there in that region? There's a lot going on in that region
Ecosystemic Environment	
Wildlife	<ul style="list-style-type: none"> Concerned about the impacts related to the road on caribou. Dust from mines in the area blows around. Concerned about animals getting covered in red dust, like what happened with Mary River. Would it happen again with this project? Caribous 80 km [kilometres] south of town will be migrating past town soon. There are more muskoxen around Kugaaruk than there used to be.
Socio-economic and Cultural Environments	
Economic Developments and Opportunities	<ul style="list-style-type: none"> Will employment and training opportunities be extended to other Kitikmeot communities besides Cambridge Bay and Kugluktuk.

Subject	Knowledge, Values, Comments, and Suggestions
Public Engagement	
General	<ul style="list-style-type: none"> • How do communities know what’s going on? • What did people in Cambridge Bay and Kugluktuk say?

3.2. Taloyoak

Attendance at the 2-day meetings is as follows:

- 12 during open house and 25 people at the community roundtable on April 24, 2025;
- 5 at the open house and 3 people at the community roundtable on April 25, 2025.



Figure 11 Community roundtable in Taloyoak on April 24, 2025.

Participants shared what they’ve observed and understood about ongoing changes in the environment, applying principles of Inuit Qaujimaningit, Indigenous Knowledge, and Community Knowledge. These changes were talked about at the meetings:

- warmer weather and earlier spring melts are causing more sediment to move around.

- sea ice is thinner and breaking up earlier in the year.
- ice in the ground (permafrost) is melting, leading to erosion, sinkholes, and landslides.

Elders listened to the Project Proposal and followed up with questions. Based on their lived experience, Elders and community members spoke about possible impacts from the Project Proposal. Main topics that emerged throughout the discussions include:

- Will the road mean lower food prices and cost of living for the communities?
- Needs to better understand climate change, wildlife and how they move and use the area.
- More ships can affect marine mammals and hunting.
- It is becoming hard for young people to practice Inuit culture and traditional way of life.

A summary list of the recommendations that emerged through the discussions include:

- There should be shelters at some point of the road if trucks drive on the road year-round.
- Use bridge or culverts to maintain surface water flows; but it is good to have bridges to give access for hunters on the Land.
- Should engage the Hunters and Trappers Organization about potential impacts on wildlife and wildlife habitat.

Community knowledge, values, comments and suggestions received during the Taloyoak open house and community roundtable are provided in Table 6 Summary Community Engagement Taloyoak, Nunavut.

Table 6 Summary Community Engagement Taloyoak, Nunavut

Subject	Knowledge, Values, Comments, and Suggestions
Project Description	
Project Purpose, Needs, and Alternatives	<ul style="list-style-type: none"> • What is the road for? • I heard this is going to the Goose Project.
Future Developments	<ul style="list-style-type: none"> • If other deposits are found. What happens? • Is there plan to create a settlement along the route of the road and port project?
Detailed Project Design	<ul style="list-style-type: none"> • If trucks drive on the road year-round, will there be shelters at some point of the road? Concerned about road safety.
Baseline Information	
Hydrogeology	<ul style="list-style-type: none"> • About lands and water. Road washouts can occur by rushing river and water runs between ice and soil.

Subject	Knowledge, Values, Comments, and Suggestions
General	<ul style="list-style-type: none"> The port is being proposed. Is there any research done on how deep the water and ocean in that area is? I am also concern with cod and sculpins. We all know as Inuit, we have Arctic char, that can get land locked, the potential being these types of fish being impacted.
Ecosystemic Environment	
Climate Change	<ul style="list-style-type: none"> I am just going to make a comment there. I wonder if the Proponent knows about climate change by different mediums, the ice is going much quicker, the weather is getting warmer. Spring melt includes lots of mud. Do we know about land shifting and climate change? And the ocean ice is getting thinner.
Fish and Fish Habitat	<ul style="list-style-type: none"> There is a place on the east side of the community, called Netsilik. There are all kind of fish. This river goes to the ocean. If there was a bridge built there, the river system needs to maintain water and fish flow, or if there were culverts connecting the rivers and ocean.
Marine Wildlife	<ul style="list-style-type: none"> The year before, in Pond Inlet and Elders with something regarding Mary Rier Mine, he was concerned with whales and seals, they are talking to the CBC News regarding the sea mammals, we would like to see young people attend jobs, prior to raise concerns by community the mine was deconstructed.
Caribou	<ul style="list-style-type: none"> Will caribou be able to migrate? That is very important. Caribou migrating and birthing grounds are sensitive to vibrations of heavy equipment, not just sound or visions. Are there any studies being done in that region? There's caribou calving grounds and crossing in that area. I wonder if the Proponent knows where the caribou migrate and where they (are) calving. We know that animals are sensitive to vehicles, the vibration on the land.
Other Terrestrial Wildlife	<ul style="list-style-type: none"> Have there been considerations with a smaller terrestrial wildlife. They borrow into the land. How will road impact their dens? Is there research with smaller wildlife with the road? Have you met with any Hunters and Trappers Organization about dens and potential impacts?
General	<ul style="list-style-type: none"> The wildlife, (there are) all kinds up North, including terrestrial wildlife, mammals, caribous, and birds. They migrate. Will there be research done? Prior to construction? Has to be considered for seals and birds. Avian flu impacting birds and could be impacts we don't know yet. Indicators of impacts are seals bask on beach and go into waters.
Socio-economic and Cultural Environments	

Subject	Knowledge, Values, Comments, and Suggestions
Economic Developments and Opportunities	<ul style="list-style-type: none"> • Support having a road to connect Nunavut to the NWT. This will lower food prices. • Will there be jobs for us? • How many jobs for Inuit? • What direct contributions will come to the communities? • Will there be training opportunities? • Jobs in Nunavut and how has this been considered? There are lots of youth and people have education and we want them to work • What kind of jobs would be available? • Will price of materials and food go down? • Thank you for coming and presenting. The company that wishes to build the road. Everything is expensive here. If there is a road from Yellowknife, would the cost of living go down? • Will the cost of living go down? Would food be more affordable? • How can Inuit and northerners from the broader region feel the benefits from the project? Food prices in Nunavut, specifically in Taloyoak, are very high. Would this road help to lower the cost of food? • Can the youth benefit from the project, to have work and training programs? • With the Project Proposal regarding road and after construction. If goods (are) transported on (the) road, can prices be more affordable and this could be a good impact, positive impact. • The project proposal regarding the road: will Inuit be more included, connected to, or employed to build the road? Or have apprenticeship training? • If the project proceeds, how many jobs would be available?
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • Inuit rely on marine mammals. Animals like beluga and whales use the ocean. If there are going to be more big ships coming through the waters, there will be noise. Whales are very sensitive to noise. • I support the project. But I am worried about the youth. If the youths will still be able to go hunting and get animals. It's part of our culture. And I am worried the road and port would affect the animals. • Inuit harvest animals and use the fur to make clothing and winter wears. The animals are important to us. • I want to make a comment. I think it would be a good idea to go hunting for caribou. I would be in favor to be building bridges to access different wildlife for caribou. • We travel on ocean ice. It is getting thinner.
Non-traditional Land Use and Resource Use	<ul style="list-style-type: none"> • Any ships will be with the Kitikmeot Inuit Association, or would there be more ships arriving with different types of ore. Ships coming north could be dangerous to people travelling in small

Subject	Knowledge, Values, Comments, and Suggestions
	ships. People also travel through the winter months, (the Project Proposal) would be a dangerous idea by skidoo by snow.
Environmental Management System	
Mitigation	<ul style="list-style-type: none"> • how will camps manage getting food and handling wastes?
Others	
General Feedback	<ul style="list-style-type: none"> • What did Cambridge Bay say? • I support the project.

3.3. Gjoa Haven

Attendance at the 2-day meetings is as follows:

- 6 during open house and 18 people at the community roundtable on April 24, 2025;
- 5 at the open house and 15 people at the community roundtable on April 25, 2025.



Figure 12 Community roundtable in Gjoa Haven on April 26, 2025.

Participants at the Gjoa Haven meetings are generally familiar with the Nunavut Impact Review Board (NIRB) process, leading the in-person discussions to focused topics that mattered to the community. Elders, women, land users, and other community members shared their values and

what matters most to them, their understanding and perspectives on the Project Proposal — what changes may happen, how those changes might happen, and what or who might be affected.

Key topics of discussion emerged throughout the two-day meetings are as follows:

- how communities can see themselves being part of what the Project Proposal has in store for the region?
- Both wildlife and people might be affected by potential changes to their relationship.
- Project-related effects on caribou and wildlife could mean impacts on people.
- The regulatory and enforcement landscape has changed.
- An alternate future for the youth is in need due to potential changes to the environment.

A summary list of the recommendations that emerged through the discussions include:

- Recommend inviting Elders on site visits and including Inuit Qaujimaningit values when choosing the road alignment.
- Need monitoring officers during the construction phase.
- Need social and education programs.
- Operation of the port should consider boating safety and have plans for using icebreakers.
- Include worker training programs to prevent accidents like oil spills and malfunctions.
- Need capacity building to prepare young people in the communities for upcoming economic opportunities.
- Suggest avoiding, reducing, or stopping dust-generating activities when wildlife is present.
- Suggest paving the road to avoid dusting effects.
- Hire local people for tagging caribou.
- Use long side slope to make it easier for caribou to cross the road.
- Avoid blasting in the winter.
- Limit construction during the summer months to avoid effects on caribou.

Community knowledge, values, comments and suggestions received during the Gjoa Haven open house and community roundtable are provided in Table 7 Summary Community Engagement Gjoa Haven, Nunavut.

Table 7 Summary Community Engagement Gjoa Haven, Nunavut

Subject	Knowledge, Values, Comments, and Suggestions
NIRB Process	
General	<ul style="list-style-type: none"> • You have mentioned your company wants to build culverts and bridges. Different departments of the federal government and the Government of Nunavut, do they all know about this proposal? And the Nunavut Planning

Subject	Knowledge, Values, Comments, and Suggestions
	<p>Commission, the Nunavut Water Board and the Nunavut Impact Review Board?</p> <ul style="list-style-type: none"> • Not saying yes to government or regulators and need to speak up and say what we want. • The hamlet is looking at roads to new quarries and geotechnical studies this summer. What timeline for screening are we taking, 45 days for this process as well? • What is potential of mining in region once the road was built? Will we get a say? • My question is I don't understand NIRB and minister when it comes to the environment. Mining and environmental mishaps or accidents, does NIRB have monitors for mine sites?
Project Description	
Project Purpose, Needs and Alternatives	<ul style="list-style-type: none"> • What will they do with the road when they are done using the Grays Bay Road and Port? • Will it benefit all the communities, or will it go to the mine companies? • How will it benefit others? Would others be able to use the road other than the mines? • Listening to last question who wants the road? Looks like mining company that would develop the road. • How can this benefit everyone and not just the mining company? When I was listening to the last question, who want this road, there's millions of dollars with this road, how could it benefit others? • I want to ask the Kitikmeot Inuit Association, what benefits (are) to communities? • 1967, I've lived in Simson River Kuujuark, sing the mining industries and how will the rest of the communities benefit from the mines, when we approve the mines it's like we don't benefit from it. I would like to hear what the benefits will be like for the communities once NIRB is back.
Future Development	<ul style="list-style-type: none"> • (This is a) federal government question can we start a community at Grays Bay? Families could stay together easier. Can you diversify the inlet for other uses than mines? would it be possible for start a community, school where the road is being built.
Detailed Project Design	<ul style="list-style-type: none"> • We are very stingy about Nunavut, when they plan to make a road they should take elders to point to make the road who doesn't speak English and use the Inuit Qaujimaningit values. • Stockpile are they from the mine or part of the project? Is the road going to be fresh...Where the quarry coming from? • Gain more knowledge, hazards, dangerous, oil spills, malfunctions, concerns. "I also live on the land... environment and plants...noticed by Elders was much cooler. any additional impacts to environment. (Now we have) climate change, the Project interacts with people and climate. Need to keep in mind the safety of people traveling on land.

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • 2029–2034 (there will be) construction. Global warming (needs to be taken) into consideration for winter road. I am happy they are considering all-season road from Yellowknife. Hunter side when building road and closing years (decommissioning) scarify the road. Can they leave the road? The hunters can use road if you move material (gravel, borrow material) then loosen it and scarify. Good use for nearby communities. Mines later and roads should be left as help hunters later. • My question is about Jericho Lake, since the closing of the mine, is there any environmental monitoring after the closing? • Are they shipping year-round or open water?
Baseline Information	
Air quality	<ul style="list-style-type: none"> • A lot of people don't understand the environment and changes. In our culture, we don't have the word environment. We are starting to learn that now. With climate change, many things we used to see are different now. Pollutants like particles in the air, they don't just come from the mines in Nunavut. They also come from big cities down south. These pollutants come to Nunavut in the air, and people and animals get sick.
General	<ul style="list-style-type: none"> • Do more research with wildlife.
Ecosystemic Environment	
Air Quality	<ul style="list-style-type: none"> • Dust will be hazardous for the animals. When constructing the road, will the constructors stop everything when wildlife is present?
Climate Change	<ul style="list-style-type: none"> • Climate change, the climate is getting warm, the environment is changing: dusting impacting animals; road impacting the environment. • Grew up on the land and seen changes in the environment, it is getting warmer each year. Life is different from when I grew up and there will be numerous changes.
Surface Water Quality	<ul style="list-style-type: none"> • Will water remain drinkable with all the construction?
Fish and Fish Habitat	<ul style="list-style-type: none"> • There are a lot of fishing lakes near high lakes (pointing out the northern section of the highway). Would the project affect fish and us being able to go fishing in the area?
Marine Wildlife	<ul style="list-style-type: none"> • I have a question and a comment. Impacts to icebreakers when they are used. I used to listen to stories and ice breaking is noisy. If they use icebreakers would impact sea mammals. If they use ore carriers and use icebreakers then I think the capsized boats would affect sea mammals.
Noise and Vibration	<ul style="list-style-type: none"> • Thank you for letting me speak. I worked in the mines during the winter months, worked with explosives. During winter months when set up explosives – sound goes as far as 15 miles away and feel tremors. Sound goes further in winter than summer. Blasting should be done in summer; sound doesn't carry as far. So, it is not so loud.

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • When people constructed the DEW [Distant Early Warning] line and used explosives and we would see vibration on water.
Caribou	<ul style="list-style-type: none"> • Worried about caribou (Tuktu) migration: calving starts in June, over thousands of caribou are migrating. • any wildlife, dust will be a hazard. (maybe they can) pave the road? Will the construction stop when wildlife is present? • The caribou herds move they migrate in thousands. They are going to be impacted by dust. Wolves and terrestrial wildlife impacted. Are the construction workers going to be told to stop during migration? • We know some of the things that are being research on, we know the restrictions and quotas, get local people hired for tagging caribou. We used to be able catch caribou, but today we don't do that it because we are being restricted to hunt caribou. I am starting to see caribou carcasses being left behind, with the heart still being on. It's horrifying to see that, we didn't do that. In my days, when we went out hunting, there are different impacts, pollutions, dust, avian flu. I see we are starting to see more diseased animals. If there's going to be rules and regulations, I think NIRB should come up with more Inuit Qaujimaningit Knowledge, animals were put on earth to hunt and feed on, if the road is being made, they need monitoring officers, they can monitor the construction phase, I have seen many things NIRB Board members that have not seen. • Thank you. caribou migration routes and some migration routes will not be affected some roads raise up. Watch road height and slope to allow caribou to move. Most roads have high side banks. (Use) long side slope to make a crossing — this is easier for caribou. If area of high banks needs to have a fence as I have heard that caribou fall off and hurt themselves. • Comment on the caribou go calving little bit before May. Caribou go calving and in the fall time they migrate south from Cambridge Bay. They cross the sea ice to mainland. Used to be a lot of caribou migrating. when they arrive around May and come to calve.
Other Terrestrial Wildlife	<ul style="list-style-type: none"> • Concerned about birds and wildlife. From experience, birds nest on cliffs where use of explosives are used. Almost like disrespecting environment and we have a lot of respect for land and want for future generations. Saw lots at mine sites happening that I do not agree with, are people aware of this? • During construction of road and port, migratory birds there should be (protected). There is concern for (construction in) winter months (would have) larger impacts to wildlife and environment.

Subject	Knowledge, Values, Comments, and Suggestions
General	<ul style="list-style-type: none"> • Animals and land, there might be potential change, with this road. • I have a question and a comment. A project proposal, benefit social assistance, maybe at the time won't be good, Impacted by dust, dust is a problem in the north, we don't see much seals, because of dust, loud noises, also is a big deal, berry picking, hunting, on proposed road, it'll impact everything, vision is much different, additional impacts, make sure no impacts, need to see the benefits, for those us become elderly, need to see the future. If proposed road in preserved area, this could impact everything wildlife sea mammals • Constructing the road and port during the summer months (may affect) the tuktu (caribou). (I am) mainly worried about the environment and wildlife. • Wildlife don't have anyone to speak for them. Caribou run off when explosives used. Use of explosives can have a lot of impact.
Socio-economic and Cultural Environments	
Economic Developments and Opportunities	<ul style="list-style-type: none"> • People from the south have university and education, but the youths in Nunavut don't have those education and training. I support the project, this will bring opportunities for Nunavut into the future. But I am worried the youth in our communities are not catching up on training and education. We see many young people in our communities don't go to school, or don't have a job. • Will the cost of living become lower? • I want to ask this question, with the company, cost of living gone sky high, will the cost of inflation will it go lower when the road is being built? • will there be a decrease in the cost of goods? • Need to see if this will benefit generations to come, benefits (need to) go to the right people. • So many rules we have to follow and the cost of living here is increasing. Young people not trained or kept at competitive education, young People with minimal education get poor jobs or sometimes trades. • Person heard in the past the cost of life would go down, it may not go down, I won't support it. It won't make any positive impacts. • They mentioned employment within communities with the mining/ road, I heard the cost of living would get lower when the road is done.
Population and Demographics	<ul style="list-style-type: none"> • Very interesting, like to hear when the port is built from the north. When I was growing up not many southerners here now very different. Our lives looking forward, looks different but looking back needs to remember old ways. changes to landscape and building of this project and thinking about explosives and length of road some migration routes may change.
Cultural and Archaeological Sites	<ul style="list-style-type: none"> • I have another comment. archeology and old Inuit sites. Inukshuks and ancient camp sites. What will be done with old artifacts and sites like that.

Subject	Knowledge, Values, Comments, and Suggestions
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • Use photos to catch caribou now quotas so how does it help now with limits need to find answers. Will it impact the caribou that has caribou (harvest) quotas? • Impacts of migration for people of Kugluktuk and Cambridge Bay, impacts for communities. • Migration and hunting routes changing. Traditional routes being interrupted by lines and sounds. Want monitoring all time and not only on land but on ocean too.
General	<ul style="list-style-type: none"> • Southerners using road, and maybe permanent road someday, temporary now. But what about later? (Having) employment is important; (There will be) potential changes with the project coming into the region; and I want things to be okay after the project is done. • I have a question. The Nunavut Impact Review Board is giving us this presentation. We listen to the NIRB and presentations, as regular people we have needs and wants, we've always lived this way ever since as I was a child, they struggled in the past, but they lived on the land hunting and surviving. There are people are older than we were, they didn't have any regulations or policy, after our land claim, this agreement more and more regulations are being used, our youth needs to be taught, there are big companies and larger companies coming up here, we aren't getting any benefits, no royalties. For the youth are getting older, it looks like its going to be hard for them, too many regulations, too many policy, we are seeing all different dieses from the animals, it looks like its going to be more difficult for our future youth, what will be the youth benefits, this project proposal in our province, it will be more beneficial for our youth. Thank you for allowing me to say I wanted to say.
Environmental Management System	
General	<ul style="list-style-type: none"> • Are the mining company giving word to the communities? • There needs to be social and education programs. • There is stuff we don't know changes to waterways we don't know what's going to happen. When I worked in past it was shown what effects to environment. I'm afraid of seeing negative impacts, worried about future need to conserve for future generations. This could benefit everyone, and we need to support next generation and protect. • If they break ice then the proponent needs to have proper plans in place before put port in place.
Closure and Reclamation Plan	
General	<ul style="list-style-type: none"> • Roads built around the mines in the north part of this road should be kept for the communities so hunters can use them. When they take out the roads

Subject	Knowledge, Values, Comments, and Suggestions
	<p>after mining is done, it would cause more wastes and damages to the environment. If they keep the road, hunters can use them when they go out hunting.</p> <ul style="list-style-type: none"> • Road built for the mines should be kept and not decommissioned.
Others	
Regulatory Process and Authority	<ul style="list-style-type: none"> • (There are) wildlife regulations now but no regulations or restrictions on hunting. No regulations and rules on wildlife, with the ocean during the summer, meat would spoil; (when it comes the) season to hunt wildlife, harvest would affect the wildlife, from experience, we have lots of meetings, for approvals with children, education from survival, they're told they can work, but it's hard to find jobs, everything changing so fast, wildlife should be taken care of, should be more research for wildlife, now they are researching everything. • When they started seeking vote for Government of Nunavut regulation in place when Nunavut. Are there regulations for explosives?
General Feedback	<ul style="list-style-type: none"> • The road isn't a good idea. • Older generations do not understand that they are getting help. Young ones go work at the mines for the elders; elders don't need to work.

3.4. Kugluktuk

Attendance at the 2-day meetings is as follows:

- 13 during open house and 39 people at the community roundtable on April 24, 2025;
- 3 at the open house and 13 people at the community roundtable on April 25, 2025.



Figure 13 Community roundtable in Kugluktuk on April 30, 2025.

At the Kugluktuk meetings, members of the community shared their values and perspectives, reflecting on their connection to the land, culture and economic futures. In addition to encompassing narratives that communities want meaningful participation in the check and balance of preserving culture and embracing potential development. The following keys issues emerged from the discussions in Kugluktuk:

- Project effects, combined with climate change, could further stress the Bathurst and Dolphin-Union caribou herds.
- Increased shipping will affect sea ice travels and hunting.
- Changes to caribou migration could result in fewer harvesting success, reduced access to country food and a disconnect between youth and Inuit culture and traditions.
- Community members expressed concerns about long-term benefits and ownership of the road and port, and whether Inuit would have control over their future use.
- The availability of the road and port will change the mobility and safety in the region.

A summary list of the recommendations that emerged through the discussions include:

- Need emergency shelters for travellers on the road.
- The Scope of Assessment needs to consider anticipated effects of the environment on the Project and consider habitat loss for caribou.
- Build bridge so animals and people can walk across mainland and Victoria Island.
- Aggregates sourced from quarries at existing mines need to be washed to remove residual from explosives before laying down on the proposed gravel road.
- Plan better and include reclamation and cleanup for the Project Proposal.
- Establish a cut-off and start-up time for shipping through consultation with the Nunavut Wildlife Management Board.
- Engage Elders and Knowledge-holders to identify, uncover, and preserve archaeological sites and artifacts.
- Need monitors for the implementation of measures and to understand and validate if the measures are effective.

Community knowledge, values, comments and suggestions received during the Kugluktuk open house and community roundtable are provided in Table 8 Summary Community Engagement Kugluktuk, Nunavut.

Table 8 Summary Community Engagement Kugluktuk, Nunavut

Subject	Knowledge, Values, Comments, and Suggestions
NIRB Process	
Process Map	<ul style="list-style-type: none"> • What stage is the NIRB in for the hearing of the Grays Bay Road and Port project?
Potentially Affected Communities	<ul style="list-style-type: none"> • What about other coastal communities in the rest of Canada? Northwest Territories? Ulukhaktok also hunts mammals in the ocean.
General	<ul style="list-style-type: none"> • Do Inuit have a right to say ‘No’ to this project? • Do we as Inuit have the right to say no? Can we vote? • What exactly are you looking for? NIRB staff explained that we are looking to see what you need in order to make a decision. What in our scoping list of topics (NIRB top 10) is most important to you or most important in the list. • What is the NIRB? What is a Review? • How can I participate in the process than my organization? • The proponent was here before you, talking to people. Does that affect the process? • If there is a map, will this go ahead?
Project Description	
Proponent Information	<ul style="list-style-type: none"> • Who is the proponent and how does it work with communities, with authorizing agencies?

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • My dad used to work with KIA, and he's passed on now. He was very passionate about protecting our environment and our culture. I strongly object to building this road. I heard this idea of the road was from the Chinese government a long time ago, the MMG mine in that area.
Project Purpose, Needs, and Alternatives	<ul style="list-style-type: none"> • Want alternatives included in the IS (Impact Statement) guidelines. • The road is also for public access. • The grays bay is to haul the supplies to the mine and get ores out of the mines. • Are the mines using road? Is there going to be others using road like Northwest Territories people? • Mackenzie River drying up so things have to go to Tuktoyaktuk. This road will be cheaper than what we have now. The project is not just for mining. What about resupply? Lots of spin off than just mining. This in Northwest Passage. You are getting too hung up on mining and being against mining. • Use the airlines right now and we want to hold on for as long as we can. Invest at port and they have issues with shipping port in Baffin. If we say yes to port then we will have same issues. Don't say yes to it, then big issues before saying yes or like it or jobs for us There are jobs around other places. If people aren't working now they won't work. Need to keep culture and tradition. • Nunavut staying still and not changing but we could grow doing other things. We do care, all you look for is investment. I am against port and thank you for letting me say my piece. • Use of the port – will be used by mines and will be used by security and sovereignty of Northwest Passage by military. • Who will benefit from the project?
Future Development	<ul style="list-style-type: none"> • Build a community at Grays Bay for care. Don't want this to close after the mines done. • Winter ice road to Jericho, long-term hope the road would be replaced with all-weather for permanent access to Edmonton. This would decrease long-term costs. • Road and Port long-term, Inuit going to see what happens. Northwest Territories and Alberta are going to want yes because good would come up. And considerations for airstrip before construction and build a community there. • Warehousing at Grays Bay because of supply route. Look at site before ice roads to other communities. • If there is a port and road built in this region, we want to see communities being able to settle down near the port or the road. So, we can travel. This road access to the south is good for Inuit.

Subject	Knowledge, Values, Comments, and Suggestions
Economic Information	<ul style="list-style-type: none"> • This is bigger than the oil sands, would cost as much. • Where is funding coming from for the project? • What about the road sold in future? Will Inuit own it?
Project Design - Shipping	<ul style="list-style-type: none"> • Looking at the draft scope. During construction are there going to be marine aids at Grays Bay? Can we get a better description? • Full-year shipping will make more open water isn't good for us. Difficult to travel. I do not want year-round shipping. • Participants provided a clarification that there is no winter shipping.
Project Design – Routing Alternatives	<ul style="list-style-type: none"> • Why the Kitikmeot Inuit Association picked the route over Malligut routing, (which is about) 12 – 20 kilometres from Kugluktuk? • 2005 cornerstone of this route was based on Inuit Knowledge. It was all about minimizing impacts to the environment, to wildlife and streams. Inuit Advisory Group has seen knowledge and rationale. • Izok to Malligut and this cheaper to Grays Bay and shorter. • Originally when they were considering Malligut before thought about year-round shipping. Would be nice to have near Kugluktuk though. • I was born at the Grays Bay area. Families in this communities used to live in Contwoyto Lake area, and the Inuit were forced by the governments to move this far north. Why was this route chosen? There were talks back in the days about building the port at the Malligut, about 15-20 miles from Kugluktuk. • I have heard about alternative routing of the road, couldn't it come to Kugluktuk again?
General	<ul style="list-style-type: none"> • What happening at Jericho? Who's monitoring? Is it still active? • What kind of access would be on the road? Someone sitting at a gate? • How long will they blast in the area? • Building a road without multi-billion dollar mine. • When you have a passenger, and the hunter gets stuck in Yellowknife will there be an emergency place for hunters to stay? • How about internation travel, (is this port) a refueling stop? • Why is Jericho (mine) closed? • Heard a lady saying it will take over 18,000 ships to get supplies in. You talk a lot about the Nunavut side and the road and port on Nunavut side. What about the Northwest Territory's side – what about the water? Coronation Gulf. This is a small channel for 18,000 ships for the 1st year alone Road talked about since 1980. Inuit are not getting full story, I want to see all studies published. • In 1985 or 86, there was a proposal about a port near Kugluktuk. Chinese companies proposed the road originally. We want the KIA to disclose all the studies: what are we going to get? Not everyone wants to get a job at site and do that stuff. Agree that this is MMG

Subject	Knowledge, Values, Comments, and Suggestions
	(formerly Minmetals Resources) and they own the resource at the end. The road is going to go somewhere. Do not build road in the middle of tundra. This is a massive haul road. 24-hours-a-day traffic. This is starting to be Fort McMurray size traffic on the roads. We know how Contwoyto was left and the impacts could be bigger.
Impact Assessment Methodology and Approach	
Assessment Boundary	<ul style="list-style-type: none"> • Scope of Assessment (need to consider) Anticipated Effects of Environment on project and Add loss of habitat for caribou.
Ecosystemic Environment	
Climate Change	<ul style="list-style-type: none"> • Climate change and ice gets funny now Grays Bay to haul to Jericho or haul up?
Fish and Fish Habitat	<ul style="list-style-type: none"> • How will road impact the Tree River area? It's relatively close. Close to where Kugluktuk gets its water from. Largest char I ever saw for spawning. How could road impact this sensitive beautiful area?
Caribou	<ul style="list-style-type: none"> • discussed that Dolphin-Union caribou staging right now. Bathurst caribou going to calving grounds. • Between Victoria Island, seen caribou trying to cross they couldn't cross because of open water in (spring) won't be able to cross over from mainland to the island, Kugluktuk has less caribou, having a tagging system. Have caribou from Victoria Island to mainland having a ship landing will bother our animals putting a water transport and a road will disturb our animals. • 4 years ago the Hunters and Trappers Organization has mobile protection area for Bathurst caribou. It includes the calving and post calving area because the herd was declining. And one can't hunt within the area as the collared caribou are there. • The boards must be doing good work that we still have caribou to hunt with the many mining projects we see today. • What going to happen to road and in migration route? Calving grounds in Grays Bay area. Worry about caribou losing calving grounds. • Government not doing much for young people so it's hard to decide yes or no to project. I want to say no because it only there until no mines left. If destroys migration what good is it? This is the first meeting about Grays Bay; I want my input in as an Elder of Kugluktuk. • (I want to) say my piece before I head home. Open water caribou trying to cross and ship in front of it and if this happens between Victoria Island and Coronation Gulf. I watched this when working for the HTO caribou cannot cross because of open water made by ship, I don't want it.

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • There is a decline in caribou and now using tag system because animals getting fewer and more ships will make less. Caribou travel lots probably as far as Grays Bay. Planes can move stuff. • All the stuff with the mines, there, are still caribou?
Other Terrestrial Wildlife	<ul style="list-style-type: none"> • Moose and muskox should also be looked at and include the health of the animals.
Socio-economic and Cultural Environments	
Economic Developments and Opportunities	<ul style="list-style-type: none"> • Going through the Great Slave Geological formation, KIA used this route because of this and impacts longer-term is 100-200 years. Lots of off-shoot jobs and not just mine stuff. • (I) see two ways: (there are) jobs for youth but (the project is) only built for mine life? • How many Inuit will be trained and employed at the project in all phases?
Population and Demographics	<ul style="list-style-type: none"> • With the port is built, worried about illegal fishers and illegal workers.
Cultural and Archaeological Sites	<ul style="list-style-type: none"> • Many years ago, I went with a few Elders on an airplane trip to the Jericho mine. We were there for 3 days and flew to different areas over the course of each day. We see burial sites close to Grays Bay. And camping patterns and artifacts in that area. Those sites are important to us. The sites and artifacts should be protected. • When will archaeological studies be done, will they be checking the ground with radars?
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • The road goes through a region within the ranges of caribou calving ground. The noise will affect where the caribou move on the land in that area. I am worried for the youths because they may not get caribou in the future as we do now. • People used ice to travel on from mainland to Victoria Island to hunt and fish all year, muskox, tuktu (caribou), and fishing. • Land and sea (travels are) part of tradition. Lost lots now and we keep fighting to save it. It means a lot to hang onto what we have. Hard to lose, bothers me the project and there are issues bigger than just the road. We need ice to travel and keep seeing more north. If we can't hunt then we should stay home. • Do we have a right to say no; is it already voted on? I want animals to survive and I want culture and language and it will not support or destroy it. Can we put a stop to it?

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • My family has a cabin between Jericho and Lupin mines. It's about 12-hour drive or 18 hours with family, from here. • Family went to Lupin as my dad worked there.
Non-traditional Land Use and Resources Use	<ul style="list-style-type: none"> • Can you elaborate on the marine and navigation? • We have seen on the news reports that are many wastes from caribou hunts near the south end of the road. We are worried about the caribou. • Issues all around - ice road near Yellowknife at the hunters use road to hunt caribou. All caribou shot and only good parts taken. We know what issues it will cause. • Port (inlet on Kugluktuk side) Would this become a "parking area," entrance to Tree River (mouth of river)? Anchorages? • This project will be good. The mines will be taking the ores away rather than leaving piles of rocks on the land.
Community Infrastructure and Public Services	<ul style="list-style-type: none"> • There are two cabins near the mouth of the river west of the airstrip. Search and rescue is now using one of them. Maybe the project will help to revitalize this old cabin so it would benefit the searchers. • where you have going south on the road or if hunters get stuck with gear how would that work using winter roads? Would the project trucks now be allowed to carry passengers?
General	<ul style="list-style-type: none"> • We don't want to see the Denes to come further north and hunt caribou in this area. • Like I said before I am stuck between yes & no to the project proposal, but gut says no. it's a no-win situation for Kugluktuk so get employment for project or loose caribou herds. Which comes first?
Environmental Management System	

Subject	Knowledge, Values, Comments, and Suggestions
Mitigation	<ul style="list-style-type: none"> • Build bridge so animals & people could walk across mainland to Victoria island. • How can we protect things? • Pg. 2 of project scope – 230 km all-weather controlled road. during construction phases using existing projects. I am not pleased with it. I worked at Echo & Ekati sites and quarry stockpiles were never clean unless they were washed. Ammonia on the rocks from blasting needs to be washed. • On the scope list, it mentioned the potential to use the quarries at the Ulu or High Lake mine sites. We know the mines use explosives and those rocks from the sites will have explosives residuals on them. Will the proponent wash the rocks or aggregates? The residuals are not good for the environment.
General	<ul style="list-style-type: none"> • Any plans for regulations and the all-weather access road? • Can communities like Kugluktuk and Cambridge Bay be notified about ships coming to the port? It will be helpful for us to know when the big ships are coming in, and if/when there is an accident about the big ships that carry ores. We want to be alerted when there is an accident at sea. • Coast Guard Auxiliary is in other communities and also hiring other people. What happens if there are shipwrecks or something happens at the port? • The environment will be vulnerable if there are accidents like spills happen on the road.
Closure and Reclamation Plan	
General	<ul style="list-style-type: none"> • We see many mines happening in Nunavut. When the mining is done, the mining companies will take out the road. Will this road be taken out as well? • Will Reclamation be completed after project done? • What about clean-up and reclamation, what happens? • Want to see better planning for projects so better reclamation and clean-up can happen. • The roads would only benefit the mines, and once the mines are gone in 100 years. Are they going to close the road?
Others	
Regulatory Process and Authority	<ul style="list-style-type: none"> • Shipping routes (should be considered through an) MOU with the Kitikmeot arm of the Nunavut Wildlife Management Board and there should be a cut off/start-up time before it's already in there. • Wildlife surveys are done by Government of the Northwest Territories.

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • Is the government keeping tabs on the ships coming into the harbour at the port? Staff responses provided regulatory contexts on marine shipping in the Arctic. Audience responses provided enforcement contexts on the Coast Guards and rangers safeguarding what ships are on the Northwest Passage. • Who monitors the project? • Who is the regulator for the project? • Who are the regulators and guardians in the region, to watch what ships come to the port, and how many of them?
Regional Context	<ul style="list-style-type: none"> • Arctic Rangers protect the Northwest passage and it's their job not the other federal groups.
General Feedback	<ul style="list-style-type: none"> • You need a lot more information about the project in order to make a decision. • I would like to start petition to stop the road. • Do Inuit have right to say no to project or is it government decision?

3.5. Cambridge Bay

Attendance at the 2-day meetings is as follows:

- 3 during open house and 4 people at the community roundtable on April 24, 2025;
- 13 at the open house and 3 people at the community roundtable on April 25, 2025.



Figure 14 Cambridge Bay Open House on May 5, 2025.

Foot traffic at the Cambridge Bay meetings were moderate, so much of the input from the community members was gathered through one-on-one in-depth conversations. Key topics of discussion that came up throughout the two-day meeting were:

- The proposed location of the airstrip is in the caribou migration route.
- People from the community use the area near the port — past, present, and into the future.
- Inuit youth needs to be prepared for business and development opportunities.
- Caribou can be affected by climate change and the project together, which will, in turn, affect hunting success and Inuit traditional way of life.
- Presence and use of the road and port might affect fish and wildlife which use the project area during different life stages.
- The all-season road might provide access for illegal drug dealings into the North.

A summary list of the recommendations that emerged through the discussions include:

- Need year-round monitoring during and after construction within a 20-kilometre-radius from blasting sites.
- Learn from older Elders and Elder Knowledge.
- Elders need to be consulted.
- No heavy construction during calving seasons.
- Include monitoring to validate predicted impacts.
- Clean up the temporary docking sites between the Tree River and Kennarctic River.
- Create environmental technician training through the Arctic College to prepare Inuit for environmental research jobs in this area.
- Have support for young people with career planning.
- Need to engage active hunters and land users for comments.

Community knowledge, values, comments and suggestions received during the Cambridge Bay open house and community roundtable are provided in Table 9 Summary Community Engagement Cambridge Bay, Nunavut.

Table 9 Summary Community Engagement Cambridge Bay, Nunavut

Subject	Knowledge, Values, Comments, and Suggestions
NIRB Process	
General	<ul style="list-style-type: none"> • The NIRB should pick-up Elders and bring them to the hall so they can be at the meeting. • Invite high school kids and talk to them.
Project Description	

Subject	Knowledge, Values, Comments, and Suggestions
Future Development	<ul style="list-style-type: none"> It would be good to have settlements near the port and/or the road. There are a lot of opportunities for Inuit-owned business, to set up shops or gas stations near the road and port?
Project Design – Alternatives	<ul style="list-style-type: none"> Have they looked at other locations for the airport? Dolphin-Union caribou and Beverly caribou uses that flat plain where the airstrip is to migrate. It's their shortest route to the Victoria Island, they also use the route from Bathurst Inlet. Can agree that this is a cheaper way to build an airstrip, but it will have impacts on caribou migration. agree with the proposed alignment, it fits my observations of the landscape. I can understand why they put the road there.
General	<ul style="list-style-type: none"> Will there be drilling?
Ecosystemic Environment	
Climate Change	<ul style="list-style-type: none"> In 2023, there was wildfire in the Bathurst Inlet area that they had to evacuate. Tundra fires are becoming very common now.
Surface Water Quality and Quantity	<ul style="list-style-type: none"> The water in the Tree River close to the river mouth is becoming warmer in recent years. We can swim in the Tree River in the summer.
Fish and Fish Habitat	<ul style="list-style-type: none"> The port is very close to the mouth of the river next to the proposed airstrip. Fish tend to migrate upriver in the fall to spawn and move to the oceans in the spring going east. I am not sure if that's how the fish go in this river. But I am worried if the ships come during those times, it will affect fish spawning.
Marine Environment	<ul style="list-style-type: none"> Tank farms should be located further inland. It's very close to the oceans in case of any spills or accidents. There is an abandoned makeshift docking area at the inlet between the Tree River and the Kennarctic River. The dock is made up of unused barrels filled with logs. People are still using it. Will the proponent be cleaning that up as well?
Marine Wildlife	<ul style="list-style-type: none"> Seal uses the area near the port.
Caribou	<ul style="list-style-type: none"> At the marine laydown area site in the Bathurst Inlet, we saw a reduction in caribou when the airstrip was built. There were talks about taking steps to reduce the impacts. But the number of caribou still went down. We need to see the effectiveness of those actions taken. Caribou uses the area (where the proposed airstrip is) near the river. How far off-shore will protection be? There are passing points for caribou near the port. We are experiencing climate change and losing country food. Caribou (are) wanting to cross to mainland earlier, ice freezing is becoming later in the year. Tag system makes it hard to maintain our tradition. Some caribou are now staying on the island year-round.

Subject	Knowledge, Values, Comments, and Suggestions
	<p>Impacts to caribou migration route for Dolphin Union and it's open/closed cycle. Can really tell when it's open, caribou change their route.</p> <ul style="list-style-type: none"> • Is the project near (caribou) migration routes? Will the project affect migration routes?
Other Terrestrial Wildlife	<ul style="list-style-type: none"> • There are migratory birds nesting and caribou migration in the area near the port. • There are a lot of moose near the river mouth of the Tree River. There are also lots of woody vegetation in that area, there is a very tall tree.
General	<ul style="list-style-type: none"> • High country west of the road near Napa. • Seeing more animals than before, like bobcats.
Socio-economic and Cultural Environments	
Economic Developments and Opportunities	<ul style="list-style-type: none"> • This road will help lower food price. • There is a lot of opportunities for heavy hauling business. Will this be Inuit owned? • They should have the environmental technician training with Arctic College so more Inuit can be ready to have the jobs from this project, including doing research of the environment in this area. • Jobs and training for people especially from the south: there should be education on jobs available for career planning.
Cultural and Archaeological Sites	<ul style="list-style-type: none"> • On the inland areas just next to the port, there are lots of historical sites of the Asiarmiut. Ahiarmiut Inuit is closer to Gjoa Haven and different from the Asiarmiut. Asiarmiut is a distinct group from other Inuit communities in western Canada. Any historical resources found in this region should be returned to the Inuit communities. Archaeological sites near the project area: need more baseline information; Inuit need to keep artifacts found. • There are archaeological sites and historical use in this area (near the proposed port and northern portion of the road). • My family has cemeteries and graves marked by rocks in this area (near the port). I don't want to see them impacted.

Subject	Knowledge, Values, Comments, and Suggestions
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • People tend to travel close to shoreline because sea ice are rough further off-shore. Drawing a travel route close to the shoreline from Kugluktuk east into the Bathurst Inlet. • Tradition is important. • Harder to get caribou. • More people that hunt for a living should be commenting on the project. • More moose around, more coming closer to Cambridge Bay, in groups of 3 to 4 now. • My parents are from Bay Chimo, and my family used the area all around here (near the port). • There used to be caribou migrating right in town in Cambridge Bay. And it's been hard to go hunting as we have to go further to find them as they keep moving further away as we have seen the town grow. It's hard to see.
Non-traditional Land Use and Resources Use	<ul style="list-style-type: none"> • There are two cabins near the river, west of the airstrip. People are still using the one further east, but the one closer to the project was broken into by a bear a couple years ago so people don't use it anymore. People from Kugluktuk and Cambridge Bay come here. There are a lot of fishing in this river as well.
Community Infrastructure and Public Services	<ul style="list-style-type: none"> • There should be ferry services to connect the port to Cambridge Bay. • There should be check points near the road for illegal drug dealings.
Public Engagement	
General	<ul style="list-style-type: none"> • Learn from older Elders and Elder Knowledge. • I'm not from this area, but the Elders need to be consulted.
Environmental Management System	
Mitigation	<ul style="list-style-type: none"> • There should be year-round monitors along the road when they are building the road and after the road is built. To make sure the heavy constructions are not in calving season, and monitor areas 20km from blasting sites.
General	<ul style="list-style-type: none"> • We need monitoring to watch what happens to ensure we do the right things. Want caribou herd to re-establish migration because they will change during construction. Peary, Beverly, and Dolphin-Union herds are migrating together. There are hybrids in the herds. Who's listening to comments we are making? Will they be changed?
Others	

Subject	Knowledge, Values, Comments, and Suggestions
Regional Context	<ul style="list-style-type: none"> • Heard that the navy is going to be stationed in this area this summer.

3.6. Inuvik

The full-day meeting had 24 people in attendance throughout the day on May 13, 2025.



Figure 15 Community roundtable in Inuvik on May 13, 2025.

In addition to the overarching comments that the NIRB’s process map needs to be wholesome and Indigenous rights be protected and respected, different topics were discussed at the session. To summarize, these comments include:

- The proposed project does not appear to be a complete proposal.
- Socio-economic benefits and impacts, and potential impacts on the marine areas related to induced developments are not well understood.
- Need adaptive management along with mitigation measures that are reflective of changing conditions.
- Clear process for communities from outside Nunavut to part take in future Review proceedings and on how they will be financially supported to do so;
- Concerns shared are about potential impacts to marine areas and Indigenous rights.

A summary list of the recommendations that emerged through the discussions include:

- The NIRB process and scoping needs to give confidence to the Inuvialuit, including providing opportunities for the Inuvialuit communities to make representation and considering representations made to the NIRB.
- NIRB should be aware of the communities’ schedules when planning events in communities and do advanced advertisement of the community event.
- Include youth perspectives at meetings; they are the future leaders. Youths do not always speak up, but they are always listening.
- The Guidelines should require the Proponent to define the projection of induced shipping.
- Project design, mitigation measures and monitoring need to be flexible to deal with unexpected effects and adapt based on effects on wildlife and how effective these programs.
- Need to understand permafrost baseline information of the region.
- The Proponent should start collecting baseline of marine mammals and harvesting levels.
- The area shown on the project maps is too small and the NIRB needs to look at the broader region to consider transboundary impacts.
- Develop community wellness programs to help potentially impacted communities.
- The Guidelines need to consider lessons learned from remediation projects.
- We need to discuss closure and remediation now.
- Consider worst case scenarios when developing mitigation measures.
- Proponent needs to engage with communities for the life of the project to monitor and effectively mitigate impacts.

Community knowledge, values, comments and suggestions received during the Inuvik open house and community roundtable are provided in Table 10 Summary Community Engagement Inuvik, Northwest Territories.

Table 10 Summary Community Engagement Inuvik, Northwest Territories

Subject	Knowledge, Values, Comments, and Suggestions
NIRB process	
Process Map	<ul style="list-style-type: none"> • The NIRB provided a full process map the last time the NIRB reviewed the Grays Bay project. How come the process map out now is only for the first phase of the process? How is the NIRB going to provide details on the process for the assessment? Why can’t we see the whole process now? • Looking at the NIRB’s process map, I thought this was my only time to participate. I thought the process was short. • What are the next steps? When will we see the final scope list? • Will we have a say on the final process map? It is hard to keep up with the project without it.

Subject	Knowledge, Values, Comments, and Suggestions
Potentially Affected Communities	<ul style="list-style-type: none"> • All the potentially affected communities in the Inuvialuit Settlement Region and the Gwich'in Settlement Area and representative organizations need to be included in the NIRB's assessment. • The communities and representative organizations of the Inuvialuit Settlement Region and the Gwich'in Settlement Area need to be meaningfully engaged and financially supported to participate in the NIRB's process. • Will NWT communities be invited to the other meetings for the Project and to the final hearing? How will people be able to attend the meetings; will the NIRB pay for them to attend? We want to make sure the NWT communities can participate in the process and be represented. • What is the feasibility of people from the Inuvialuit Settlement Region travelling to community meetings? How will communities participate? • Why aren't the Gwich'in here? Were any Gwich'in communities or organizations invited to attend this meeting? They will have a lot to say about the impacts and way of life on the coast. • Was the Gwich'in Tribal Council sent a letter to participate? The Gwich'in will be impacted by shipping along the coast. They have rights for marine hunting. • What are the communities involved in the process? • You need to include youth perspectives at your meetings. We brought a future leader from our community to get the youth view. Youth do not always speak up but they are always listening. • Indigenous rights have to be protected and respected.
Transboundary Issues	<ul style="list-style-type: none"> • How will the NIRB work with other review boards that may be involved in the process? • The Inuvialuit need to be a party to this process to make sure we are included. We need to manage the terrestrial and marine environments. We need to make sure everything is scoped. We must look at the Gwich'in as well. • The Inuvialuit need to have confidence in the NIRB process and make sure it is satisfactory to the Inuvialuit. If it is not, the Inuvialuit Regional Corporation may need to step in. • We want to make sure you are hearing us and that our rights are protected. • How can we access related NWT road projects that the Mackenzie Valley Environmental Impact Review Board process has assessed through the NIRB process?
General	<ul style="list-style-type: none"> • How did the NIRB advertise this meeting? No one saw general invitations or notices. • How do the Inuvialuit become intervenors?

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • Can the Joint Secretariat get comments from Cambridge Bay and the other potentially affected communities the NIRB visited where the communities share harvesting species? • How can interested parties see the comments that other communities that the NIRB is visiting made? • This is not consulting. There is no proponent and no impact statement. • The NIRB needs to do proper consultation. • I think I would have been more comfortable this morning if the NIRB explained the process better. • When visiting our communities you need to be sensitive to the seasons. You will not hear from everyone if you go during harvesting season. This is the time for hunting in Tuktoyaktuk. Coming here now is like going to the prairies and asking farmers to come to a meeting during harvest or people during Christmas holidays. • Remove references to mines from the Guidelines • Will participants receive honoraria? • What is discussed at the NIRB development guidelines workshop?
Project Description	
Proponent Information	<ul style="list-style-type: none"> • The NIRB does not have ability to assess financial liability. How do we know the company can meet their commitments? Will the Proponent have the capacity to deal with anything that goes wrong? • Do we know anything about long-term ownership of the barge, wharf and other infrastructure at Grays Bay? Ownership may impact on how it can be used.
Project Design	<ul style="list-style-type: none"> • Use maps to understand permafrost knowledge (land characteristics: depth, soil quantity and continuity) to plan the project with the least impact. For example, the Dempster Fibre Line project used maps produced by Palmer.
Future Development	<ul style="list-style-type: none"> • The Guidelines do not seem to include anything that says the Proponent must define the projected shipping forecast specific to this proposed project. • You can expect more and more ships from this project.
Economic Information	<ul style="list-style-type: none"> • What is the business case for the Project? There seems to be a lot missing from the project description. How will the Proponent make back its money invested in the project? Will the company make money off of road and port usage? How is induced development being considered? This Project seems to be built for induced development.
Water Structure	<ul style="list-style-type: none"> • Use bridge instead of culverts where water flows year-round and consider impacts from permafrost. Consider lessons learned from the Inuvik Tuktoyaktuk Highway Project. (Lesson-learned)
Detailed Project Description	<ul style="list-style-type: none"> • Use lessons learned from previous road projects when planning the work, for example, construction of the Dempster Fibre Line was done

Subject	Knowledge, Values, Comments, and Suggestions
	<p>during the winter and the company unintentionally hit permafrost. Removing permafrost during construction resulted in many issues, including frost heaves. (lesson-learned)</p> <ul style="list-style-type: none"> • A cruise ship was stuck recently. Will there be a need for dredging since you are expecting large ships? • Can we establish a set start and shut down date for shipping?
Project Development Phases	<ul style="list-style-type: none"> • Where will road materials during the staging period be sourced from? Are you anticipating traffic from or to the west to stage materials at Grays Bay? • How many ships will be going east and west (during construction and operation)?
General	<ul style="list-style-type: none"> • This does not appear to be a complete project. • 2029 is not that far away to start the work. • The proposed project by MMG (formerly Minmetals Resources) was shut down after they made a presentation. How does that change this project? It was in the same place with the same environment and same animals. What are the similarities and differences between what was proposed then and what is proposed now? • Who determines when the open water season will be for the Project? What qualifies for open water when ships can go through ice at any season? • This project could result in the need/use of the Canadian Coast Guard. • What are the future critical minerals that are in the project summary? How will they be stored so they do not affect the land? Do we understand the storage and toxicity of these critical minerals? What critical mineral mines in the project summary are being referred to? • What are the potential impacts on sovereignty?
Impact Assessment Methodology and Approach	
Assessment Boundary	<ul style="list-style-type: none"> • We have seen effects from the shipping from Baffinland project even though we are so far away. • How will international ships using the port be regulated? • The winter road will have massive impacts. • All of the coastal regions here will be impacted.
Transboundary Impacts	<ul style="list-style-type: none"> • It is not clear how transboundary impacts will be addressed. • The area the project maps include is too small. You need to look more zoomed out and wider to assess potential impacts
Induced Development	<ul style="list-style-type: none"> • What about cumulative effects from other projects in the area, not just this project? Will the environment be able to handle all the projects in the future. Which ones are necessary? • What are the future critical mines that are in the project summary? How will they be stored so they do not affect the land? What critical mines in the project summary are being referred to?

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • What would happen if a ship was grounded and spilled right before freeze-up? What if it was full of fuel and it spilled?
Lessons Learned	<ul style="list-style-type: none"> • You need to include what Aklavik and Tuktoyaktuk are experiencing and how that (climate change) could impact the project and assessment.
Baseline Information	
Permafrost	<ul style="list-style-type: none"> • Need to understand permafrost baseline information of the region (where the road is)
Air Quality	<ul style="list-style-type: none"> • It is necessary to know the starting point of contaminants in the air.
Marine Wildlife Harvesting	<ul style="list-style-type: none"> • Recommend the Proponent start collecting baseline of marine mammals and for harvesting levels.
Ecosystemic Environment	
Air Quality	<ul style="list-style-type: none"> • Potential contaminants in the air. What kinds of minerals may be shipped through the port and staged in the area? Dust migration is a risk. It is necessary to know what kind of minerals are being considered and they will be staged in the area where contaminants can spread.
Climate Change	<ul style="list-style-type: none"> • Climate change for the Project should be addressed from the beginning of the assessment and discussed before impacts are felt.
Fish and Fish Habitat	<ul style="list-style-type: none"> • The highway here (Inuvik Tuktoyaktuk Highway) was about 200 km long and had a lot of culverts. It had a lot of impact to fish and fish habitat. We weren't expecting so many impacts to fish. (lesson-learned) • Arctic char go to Kugluktuk for spawning.
Marine Environment	<ul style="list-style-type: none"> • In the 1970s, they did dredging in Tuktoyaktuk, and we still have not got the fish back from the Tuktoyaktuk Harbour. We are still affected by that today. Watch out for dredging. (lessons learned) • We need to talk about dredging. There could be big impacts from that. • We already have impacts from shipping and there will just be more with this project. The shipping from this project will lead to more impacts through the Northwest passage. It's like putting a drop of dye in a bucket of water; it affects everything. • We are seeing longer and longer open-water seasons. Ships can navigate almost all year long. Canadian icebreakers can travel all year long. • What is the plan for ballast water? What is in ballast water?
Marine Wildlife	<ul style="list-style-type: none"> • When wildlife is affected, are we able to adjust the project and mitigation measures applied based on effects to wildlife? • Concerned about impacts to belugas. • The project will impact our (marine) mammals.
Noise and Vibration	<ul style="list-style-type: none"> • Under water noise travels.
Caribou	<ul style="list-style-type: none"> • Caribou do not cross the road anymore (lesson learned). • Caribou are sometimes tolerant of infrastructure and sometimes they are not. The Gwich'in do not always have control of the hunters who

Subject	Knowledge, Values, Comments, and Suggestions
	<p>come on our land. We need mitigation and monitoring mechanisms that are flexible and can adjust to the caribou.</p> <ul style="list-style-type: none"> • It will affect us if the road impacts caribou migration. • The highway will impact Bluenose and Dolphin-Union herds.
Socio-Economic and Cultural Environments	
Economic Development and Opportunities	<ul style="list-style-type: none"> • Concerns about induced development. • We need to think about our future business owners.
Population and Demographics	<ul style="list-style-type: none"> • What about our youth? How will this impact them? How can we help them? • We need to take care of our Elders.
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • With the high cost of living, we really rely on caribou (harvesting). • We are concerned for animals available for people in Nunavut to harvest. • We (the Inuvialuit communities) share species with Kugluktuk and Cambridge Bay. • The harvesters affected by the Baffinland project are in an uproar because they were not being heard. These are the people who need to be heard; they are the land users.
Health and Wellbeing	<ul style="list-style-type: none"> • Psychosocial impacts should be included in the assessment; it is very important to consider mental well-being. • How can we develop community wellness programs? • How will we help our people?
Community Infrastructure and Public Services	<ul style="list-style-type: none"> • We are running out of capacity to operate our communities. This Project will bring a lot of people into the Inuvialuit Settlement Region and communities. In the Inuvialuit Settlement Region we already need more houses and need to grow. A project this big will bring in more people and this will put more pressure on the communities and our resources.
General	<ul style="list-style-type: none"> • Will socio-economic impacts be assessed? • Any Project impacts will affect our people here. • Will we be compensated if this project impacts us? • This project will not solve our problems, it will create more. • The Inuvialuit Final Agreement has provisions to protect the youth and think of future generations. We look after them always.
Public Engagement	
Post-construction Engagement	<ul style="list-style-type: none"> • Some impacts from this project will not become apparent for a few years, ensure there is continued engagement for a long time (maybe 10 years) after the project has finished. (lesson-learned)

Subject	Knowledge, Values, Comments, and Suggestions
General	<ul style="list-style-type: none"> • The Proponent has a Duty to Consult. It is about our constitutional rights. • There is a distinction that needs to be considered during consultation: not all communities will be impacted the same. The scope of environmental impact and which community will be impacted should be considered on a scale. The Proponent needs to talk directly with communities and get their consent. Their (the Proponent's) Duty to Consult cannot be delegated to the NIRB.
Environmental Management System	
Adaptive Management	<ul style="list-style-type: none"> • Adaptive management is needed along with project/mitigation measures that are reflective of changing conditions (lesson-learned) • We have seen a lot of unforeseen impacts from the road here. There needs to be a mechanism to look at unexpected changes and what measures can be applied to address those changes. • Mitigation measures and programs need to be flexible; they cannot just be set at the beginning and followed for the rest of the project. Mitigation measures need to be changed or added if the ones being used are not working.
Lessons Learned (Road Specific)	<ul style="list-style-type: none"> • This is a pretty big project. The impacts on our winter road are massive when there are more and more truck trips. • Conservation on road should be considered. Any impacts from the road will transfer to the coastal region.
Closure and Reclamation Plan	
General	<ul style="list-style-type: none"> • We need to ensure there is enough mitigation. • You need to look at worst case scenarios when developing mitigation measures. • (the Guidelines need to) consider lessons learned from remediation projects. • We need to discuss closure and remediation now
Others	
Regulatory Process and Authority	<ul style="list-style-type: none"> • Inspection of the Inuvik Tuktoyaktuk Highway is currently done by the land administrative office under the Inuvialuit Final Agreement. • Is there anyone from the government on your tour? How will they receive the information we give here? • Is the Government of the Northwest Territories and the Government of Nunavut involved?
Regional Context	<ul style="list-style-type: none"> • What communities does the Kitikmeot Inuit Association represent? • We are one Arctic and one Inuit; we need to protect it. Policy development should be happening all over the North.
Participant Funding	<ul style="list-style-type: none"> • The IRC has applied for participant funding for the NIRB's review of the project, so it can support community corporation and community

Subject	Knowledge, Values, Comments, and Suggestions
	<p>members to attend the guidelines workshop the NIRB has planned in Iqaluit.</p> <ul style="list-style-type: none"> • Rightsholders should not have to scramble for funds to participate in the NIRB’s process. Communities should be provided with funds to participate in the process. • Is there participant funding?
General feedback	<ul style="list-style-type: none"> • I am glad I came. • We don’t think of just ourselves, but of all our neighbours around us. • Make sure everyone understands the potential impacts.

3.7. Yellowknife

The full-day meeting had 35 people in attendance for the morning session and 28 in the afternoon the day on May 13, 2025.



Figure 16 Community roundtable in Yellowknife on May 15, 2025.

Throughout the session, participants asked questions about NIRB process and community members spoke about potential impacts to caribou— and, in turn, to people. Community participants shared lived experiences, hope and concerns for their youths, and emphasized how caribou and access to harvesting are critical to food security, health and community well-being, culture and language. To summarize, these comments include:

- Communities’ well-being and their traditional ways of life rely on the well-being on animals.
- The proposed project will affect caribou herd populations, calving grounds and their migration route, notably Bathurst and Bluenose herds.
- The area around the Contwoyto Lake is important calving grounds and summer range for caribou and was historically used by Dene families.
- There needs to be measures in place to protect Bathurst and Bluenose caribou herds, and conserve cultural practices to harvest caribou.
- The Impact Statement Guidelines needs to include stringent requirements on lessons-learned from other infrastructure projects.
- Temporal and spatial boundary for the assessment needs to consider the potential impacts on caribou and community well-being that depends on the herds.

A summary list of the recommendations that emerged through the discussions include:

- Young people need to have a say at the decision table.
- The NIRB, the Proponent, and governments or organizations, need to take the time and listen and to work together for a positive future.
- Companies need to follow through on their commitments to mitigate impacts, not just make big promises at the start of the project during assessment.
- The Guidelines should add the requirements of lessons-learned from other infrastructure projects, including the Tłıchǫ highway.
- Monitor the well-being of the population of the herds.
- The proposed road should avoid or mitigate impacts to habitat uses by caribou and ensure connectivity between calving and post-calving grounds near the Contwoyto Lake.
- Will the government create programs to help traditional hunters harvest caribou?
- Potential impacts to caribou will also need to consider other herds that may use the area, including Dolphin-Union and Beverly herds.
- We do not want to lose our way of life. Caribou should be properly managed.
- Monitor wildlife species, especially with culturally important species, keystone species and invasive species.
- Communicate back to Elders and communities in culturally appropriate ways.

Community knowledge, values, comments and suggestions received during the Yellowknife open house and community roundtable are provided in Table 11 Summary Community Engagement Yellowknife, Northwest Territories.

Table 11 Summary Community Engagement Yellowknife, Northwest Territories

Subject	Knowledge, Values, Comments, and Suggestions
NIRB process	

Subject	Knowledge, Values, Comments, and Suggestions
Process Map	<ul style="list-style-type: none"> • We need time to do the assessment. • I haven't seen enough communication, and the process set out does not allow for meaningful process and engagement. There is a lot of work that needs to be done before the NIRB finalizes anything. There are three separate jurisdictions involved here, and all should be directly engaged before any final product is produced.
Transboundary Issues	<ul style="list-style-type: none"> • The transboundary process should be between the Nunavut Impact Review Board, Environmental Impact Review Board and Mackenzie Valley Environmental Impact Review Board. The process map does not speak on the complexity of the project. We need to look at the process of how this project will be assessed. The NIRB does not mention the Inuvialuit Settlement Region in its scope or the guidelines. Speaking of precedents like this is the Mackenzie Gas Pipeline project, a review panel was established for the transboundary assessment. • I know the Inuvialuit intervened earlier this week and I know there will be follow-up discussions. • There are two jurisdictions in the Northwest Territories that have impact assessment responsibilities: the Inuvialuit Final Agreement and the Mackenzie Valley Resource Management Act. • Rather than referring to the Northwest Territories, it is more appropriate and respectful to speak to the Mackenzie Valley, Inuvialuit Settlement Region, and Gwich'in Settlement Area. • We need to recognize that the Inuvialuit have a separate process. • Look at the front-end work done for the Mackenzie Valley pipeline project. • The Tłıchǫ government needs to be involved in this project and the planning.
General	<ul style="list-style-type: none"> • When is better to do a Strategic Environmental Assessment or assess project specific impacts? This sounds like this Project might be better assessed and understood under a Strategic Environmental Assessment than this assessment. Conducting a Strategic Environmental Assessment before the assessment could hold up this project. • It is premature to be talking about the scope of the project and guidelines when we don't have a handle on the project and assessment itself. • The Proponent should speak on their own behalf, not through the NIRB. I want to hear from the Proponent on what they think and what the purpose of the project. The NIRB seems to be speaking on behalf of the Proponent and appears to be in a conflict of interest. • A strategic environmental assessment here will look at all the options from road/road alternatives. • We would like more discussions with the Proponent and Nunavut Impact Review Board and government. • Make sure there is adequate time to consider the comments provided.

Subject	Knowledge, Values, Comments, and Suggestions
Project Description	
Proponent Information	<ul style="list-style-type: none"> Section 5.1 – bonding, financial, biggest issue is financial liability of the project going forward. If the proponent can demonstrate it is a real project, how do they intend to fund it, what are the probabilities around it
Project Purpose, Need and Alternatives	<ul style="list-style-type: none"> What’s the proponent’s business case: how much and what is being transported? What transboundary impacts will be considered in decision making? If this project is to facilitate developments in the region, what’s the return on investment, and how does that look for the proponent? There are talks about arctic security in the north. How is this project related to arctic security? Why is this project being proposed? Mines generally last for about 30 years but we’ve been hunting for thousands of years, we live with the caribou. There are archaeological sites showing that. And we can continue to live with the caribous for thousands of years if we protect the environment and the animals. We need to think of the time scale that we are talking about. What is the purpose of the project? In terms of Arctic security, it may be useful for the NIRB to look at potential sites the Canadian military are thinking of setting up for Arctic security purposes in Nunavut, the Northwest Territories, and the Yukon. The Project Proposal provides a reasonable high-level overview of ‘what’ the Project is, and more information on ‘why’ the Project is being proposed will be useful. Based on the potential negative impacts to caribou and Tłı̨chǫ harvesting and practicing their culture, we would like to see an analysis of alternative routes and see where we can maximize benefits and minimize impacts.
Project Design	<ul style="list-style-type: none"> Will any of the quarries be on estuaries?
Economic Information	<ul style="list-style-type: none"> What is planned in terms of financing for the maintenance of the road?
Detailed Project Description	<ul style="list-style-type: none"> Where does the power for the port and the Jericho Camp come from? Is connection to Tibbit-to-Contwoyto Winter Road optional or not? Will the road alignment change in the near future, such as with the closing of Diavik mine? Understanding these connects will be useful. What happens if the Tibbit-to-Contwoyto Winter Road closes? Does that affect the viability of the project? We want the Proponent to clarify their hope and expectations for the life of the project: how much will be transported over the road, how many trips, where is it coming from and going to?
Impact Assessment Methodology and Approach	
Assessment Boundary	<ul style="list-style-type: none"> The Inuvialuit Final Agreement has in place the screening committee and the review board. But there is little to no mention in the scoping of the interests and concerns of the Inuvialuit Settlement Region. What’s the direction and volume of the barge traffic for this project? It should consider including the Beaufort Sea in its transboundary impacts.

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • Section, 7.4.4 – need to reflect Delene interests (Bear Lake is a key part of Délıne interest and is part of a planned Indigenous Protected and Conserved Area) and concerns about cumulative effects. • I have seen almost no reference to the Inuvialuit Settlement Region and usage of Inuvik and Tuktoyaktuk as staging sites. • This project affects the rights and interest of the Inuvialuit and there seems to be a lack of full recognition of that. I look forward to a comprehensive description of the proposed use of Inuvik and Tuktoyaktuk and use of the Inuvik-to-Tuktoyaktuk Highway for Project activities. • What’s the appropriate time scale for the assessment? A few decades? How do you measure that against a relationship over ten thousand years?
Transboundary Impacts	<ul style="list-style-type: none"> • How much consideration will be given to transboundary impacts?
Cumulative Effects Assessment	<ul style="list-style-type: none"> • What’s the NIRB’s definition of reasonably foreseeable projects? How is this concept defined for cumulative effects? • Need to consider cumulative effects assessment. There is exploration for critical mineral deposits in the slave geological province region. • There could be long term effects, especially with a project life of 75 years. • There is not enough information on what this project would mean when in action and for cumulative effects assessment. • How is reasonably foreseeable future project considered in the context of cumulative effects? • How does the NIRB define reasonably foreseeable projects? • I appreciate that a Project that is intended to facilitate other development will require some new thinking. If the purpose of this project is to make other projects viable and the NIRB has not received an application for them yet, or they have not been thought of, how can induced development accurately be assessed in the Cumulative Effects Assessment? • The Slave Geological Province is known to have a lot of minerals and there are dozens of deposits along that road corridor. It might make more sense for the cumulative effects assessment to look at potential for mines from those deposits. It might be useful to have those deposits or potential mines on a map somewhere to inform the cumulative effects assessment.
Induced Development	<ul style="list-style-type: none"> • How is the nirb going to conduct assessments of induced developments? • We have heard a lot from Elders about impacts. We know Nunavut has its own regulations. We now are talking about climate change. Everything is changing. We need to make sure we do it right. Caribou is our land, animals, I live off the lands, I depend on the water, fish, caribous, birds, everything, air. This road is going to be built. a lot will be going on in that road. The money will be good to do whatever; it will be a busy region. A lot will happen to the animals. • If it is a public road there will be a lot of concerned people. If it’s a public road people could use that road for tourism, guiding etc. • What about induced shipping through Northwest passage?

Subject	Knowledge, Values, Comments, and Suggestions
	<ul style="list-style-type: none"> • Climate change, Fort Resolution is all burned due to forest fires. Will the caribous come back in the next thirty years? They will stay on the barren land. Where will they go? They are very smart animals. Every fall, we wait for them. They are now in the barren land; they are now staying in further north. We cannot speak for the people living in further north. But we can help each other to come up with a plan B. We will see more people coming to the Contwoyto lake and start building cabins, and fishing with big boats. It's not only road, but they will also be bringing in fancy boats and live there. This is only the start. We don't know how the caribous will react. It's not only us. If it takes thirty years to build the road, future generation will be impacted. • Tourists will be using the road. Maybe next thing there will be transmission line. A lot will happen in the region. In the next 75 years, there will be a lot of impacts. A lot of impacts already on animals, humans. • We observe lots, about our impacts on our land and now were talking about climate change, everything. We observe a lot, it's not right.
Ecosystemic Environment	
Air Quality	<ul style="list-style-type: none"> • Dusting from the road (can travel) 300 meters, up to a 150m in distance, you can see the lichen get very dry, we wonder what will happen to the tundra, dusting on the tundra will cause a lot of problems. Lake, fish, and caribou due to the setting of the road. • There will be a lot of dust. It will affect a lot of species, a 230-km road, it is very long road.
Surface Water Quality	<ul style="list-style-type: none"> • We were in the area where the lakes are, there was a mine there a long time ago. The old mines are depositing used water in that area, the tailing wastewater is going everywhere. We drank some water from that area, the wastewater is poisoning the land, and land users. I got sick. If Contwoyto Lake is contaminated it will contaminate the wildlife.
Noise and Vibration	<ul style="list-style-type: none"> • A road from Contwoyto to Nunavut will be very loud.
Caribou	<ul style="list-style-type: none"> • There's illegal (caribou) harvesting and meat waste in this region. • If there is an all-season road, the Inuit will be coming down, and the people from south of the Great Slave Lake will come up to hunt caribou. How is enforcement going to look like? • The landscape and ability to harvest is our way of transferring knowledge. The Tliche government has put in place a 10-year harvesting ban and a 10-year monitoring program. Habitat connectivity will affect access to caribou and (caribou) calving grounds. • There is one beautiful valley where we watched hundreds of caribou. It goes through Jericho mine and south side of Contwoyto Lake. This is where the cows calve, and they bring their calves to grow up. This is right beside the road alignment. That whole corridor north of Contwoyto is critical to

Subject	Knowledge, Values, Comments, and Suggestions
	<p>connect calving grounds and summer areas and the road might affect future ability to practice.</p> <ul style="list-style-type: none"> • Around Contwoyto Lake should be a no-go area. • Caribou harvesting is a way of continuing our culture. It's a way of coping to heal from our trauma from residential schools. caribou is part of cultural identity. Should have a monitoring program in place for the well-being of the population of the herds. (recommendation) • Caribous was a big part of cultural identify; caribou is in its critical low, not sure if the population will bounce back. • Caribous hunting is not a stand-alone activity, it is part of culture, healing, and sustaining a long healthy life, the road might have impacts on birds, gravels, and the ground. The animals will move with the vegetation. Today if you look at the caribou, the animals' behaviour is changing, dusting will affect the movement of caribou. • I worked at the mine and retired at the mine. Misery (underground mine) to Sable (open pit) is 49 kms apart. The mine was open in 1998. At the time there were a lot of caribou at that area. People used to hunt caribou in the Ingraham Trail area and Caribou Island. Fort Resolution and Fort Smith people used to go up there to hunt caribou. Since the mine was opened there are no more migrating caribou. People used to hunt in the fall and now there is nothing. • We have seen 480 thousand caribous, the Tłı̄chǝ road saw the decline in Bathurst caribou, their numbers are getting down at the MacKay Lake, there is no body hunting in MacKay Lake anymore. The road is going to open the area; we have seen the all-season road effects on caribous in the Tłı̄chǝ region. We are concerned about the impacts on the caribou. • Many years ago, I attended a hearing in Cambridge Bay, NU and we talked about caribou for one week. Now you are talking about an all-weather road and port to Nunavut. They were talking about an all-weather road then and now deciding about a winter road. Now it is being proposed again and making it a little bit different. I am concerned about the calving grounds. If the project is in the calving grounds the caribou will stop coming. • Bluenose and Bathurst caribous, used to come to our area, we don't see Bluenose and Bathurst as much. they go to the woody area. Bathurst also goes into the woody area, the treeline. In the spring, they go back to the barren area to the calving area. From the Sahtu area, they go to Whatì. The Bluenose come down to use in the Behchokò area. Now all the mines are in the migration area. The forest fires have burned a lot of the areas used by caribous. • The migration and calving areas are where the road is connected. They are going to make profits. Think about the areas used by the caribou, since the mines were in the region, people have noticed that people are hunting unhealthy caribou. That's what's happening today. Once the road is built, it is going to have an impact on everything. How is the government going to

Subject	Knowledge, Values, Comments, and Suggestions
	<p>help us, is it going to help us go hunting? I want the government to think about the caribou migration pattern and the calving ground. What will happen to humans and animals if the road is built? It's been a hard process of caribou when it comes to protecting. when building the road on the other side in Nunavut it will destroy lots of habitat that caribous depend on. it will generate a lot of dust.</p> <ul style="list-style-type: none"> • During Diavik mines, they told us nothing would be impacted. Before the mines we would get caribou right from our community. Caribou used to be fat, now we go a long way and they are skinny. Since they built the roads to mines and a lot of caribou were slaughtered, our life was disrupted. There might be more mines from that road. There will be more mines and more people. People from the south come here and slaughter our caribou. We might have no more caribou. • With Diavik, they said if they see caribou they will get right of way. How will the caribou know they have the right of way? If they hear noise and see they will go the other way. We should work together and prevent this from happening. • When the mines were coming, they said nothing will happen to the environment. To the animals. Then we agreed to it. Then I saw the practices at the mines, but I can't say anything. They are going to build that road, from Yellowknife all the way to Nunavut. Lots of caribous used to thrive. In the wintertime, at night, the headlights from mines to Yellowknife, big city, big lineup of truckers, a lot going on. Caribou, migration, after many years of ice road hauling. The caribou have changed the migration route. They now have moved to other places. This road is going to be built; it will affect a lot. • Will the road be close to calving grounds? • The Bathurst caribou herd only has about 60,000 caribou left. • What is going to happen if the caribou move to a different migratory path and who patrols and monitors in the transboundary area? • The all-season road will affect caribou. • There will be negative impacts without alternative to the proposed routing. The proposed route is not far from a caribou calving ground south of the Contwoyto Lake. • Calving and post-calving ground of the Bathurst herd is of key concern to Tłıchǫ. • We need to ensure connectivity between calving and post calving ground. • Caribou are critically low, and so low we do not know if they will bounce back. Adding a road through the calving grounds will not help at all. I do not know what kind of solution we will come up with but we definitely have to look for one. • Caribou is part of our life. When a young guy wants to get married, he tells the parents of the girl that he has a canoe or dog team and I can provide for

Subject	Knowledge, Values, Comments, and Suggestions
	<p>your daughter. We can continue talking for a long time about how important it is.</p> <ul style="list-style-type: none"> • Bathurst is a 99% decline from peak numbers . • Other herds that may use the area and need to be considered: Dolphin-Union and Beverly herds.
General	<ul style="list-style-type: none"> • The land is already impacted. • I am an Elder. Constructing a road will have an impact and could have a bad impact on the people or animals.
Socio-Economic and Cultural Environments	
Economic Development and Opportunities	<ul style="list-style-type: none"> • We have it all economic wise, a lot of money involved. A lot of a jobs for people.
Cultural and Archaeological Sites	<ul style="list-style-type: none"> • We have people buried around the Jericho area.
Traditional Activity and Knowledge	<ul style="list-style-type: none"> • When one of our people gets sick and passes, they always make caribou hide slippers. This is still a tradition to this day. My wife made slippers for the burial of my sister. This is only one tradition that has to do with caribou hide. Everything was made from caribou hide: rope, strings, bags for our food, coats, moccasins, bunting bags for babies. Now it is very different. We don't waste, we use every part of the animals. Where a highway is built, where the road is built to the Contwoyto Lake, Jericho mines, the Yeti Point Lake, my grandpa used to stay and trap in that area, at that time, one of the nephews got sick, when travelling in the area. • I am a trapper and hunter. When you speak your own language, it is important to say what comes from your heart. It is important to hear our language spoken. It is a very powerful language used. Today you're talking about important things like animals. We survive from animals. There's only a few Dogrib here, in our community there were no grocery stores. My family was poor. They had a very harsh life harsh environment and without animals they would never have survived. With no food you have no energy to do anything. When you talk about caribou, it is important to make an agreement. When you're talking about a big project like building a road, I listen to what the Elders say. • We grew up with caribou, we were raised with the caribous, we used to take good care of the caribou. We used to hunt caribous in the Great Slave area. In the old days, caribous were healthy. In the calving grounds, we are monitoring the caribous today. They are not as healthy as before, how can we live off the caribou now. Not only the Dog Rib, and others from Fort Smith, and around the Akaitcho, people are coming in to hunt caribou. They know the caribou are not healthy. When people shoot caribou, we used to bring good meat home. Caribou are not healthy, people will only shoot caribou. There are wastes of caribous a lot. We never did that. now they are

Subject	Knowledge, Values, Comments, and Suggestions
	<p>talking about this project, this will change a lot in the area. Wolves are now in the area. But wolves live off the caribous too. They live off the Bathurst caribou, nobody talks about there are changes, animal population changes. These are wild animals and they go where they want. Sometimes there would be one type of animal, the population would boom and some would decline. Maybe they monitor them. I am an elder, how can we communicate it back to the elders. When a road is to be built, there are going be wild animals moving. Even our diets are changed. We never bought water from the store. (We used) snow melt water to make tea. Now we have delivered water. We used to burn wood. We never sat on a chair. On the land, when we go to bed. There will be firewood. We had to make a fire in the morning when we wake up. Harsh environment, but that was our way of life in the old days. A new road will be built. What changes can we anticipate? We have to think about people, in the August, in the fall, it was very beautiful in the tundra. It was a beautiful time to travel on the land. Now there's going to be a new road built. I am sure it will be profitable in the future. We have to think of people. In the fall it's so beautiful in the tundra. It was a beautiful time to be on the land. There are all different types of flowers, yellow, purple, blue, there's all types of vegetation that grow on the tundra. If you make a road on a highway, it will be different.</p> <ul style="list-style-type: none"> • We don't practice on the land activity now. We have changed a lot. • I have learned a lot of things. Old mines being reclaimed, I have been involved in the reclamation of old mines. We know the caribous, how they migrate, and live, we still use caribou in our diet, as T̄ch̄q̄, ekw̄q̄ (caribou), we don't want to lose ekw̄q̄ (caribou). To Contwoyto Lake, there is a lot of people, still going to the area to use the area. We have worked with them, where there is caribou migration and calving ground. • we don't know how the animals survive in the wintertime. We don't know how the animals live under the waters, they share, we listen, and we understand. • I am an advocate for our young voices and the people not born yet. I keep wanting to capture the voices of our Elders. From Eddie Erasmus, we are better when we stay united, and stronger. We have a caribou gathering at the T̄ch̄q̄ homeland. We have brought in all the communities in T̄ch̄q̄ at the gathering. Caribou hides and making dry meat. Seeing going to the barren lands. As a younger generation, we are seeing the decline in Bathurst caribou. The younger generation didn't get a chance to live on the land, the monitoring program celebrated the 10-year mark. We are launching the Future Guardians Program. This is an opportunity for our young people to explore and learn the barren grounds. These are things when we are out on the land. My biggest teachers are my Elders. T̄ch̄q̄ people have sacrificed the teaching for young people, it's part of our teaching since time immemorial, being someone who grew up with the grandparents, not every young people have that opportunities. Bathurst caribou are part of our lives

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	<p>since time immemorial. I really encourage you to take the time and listen and to work together and to strive for a positive future.</p> <ul style="list-style-type: none"> • The Tłı̨chǫ have voluntarily closed the harvest for Bathurst herd and have a limited harvest for the Bluenose-East caribou herd. • Survival of barren-ground caribou is depended on the ability to migrate. For the Tłı̨chǫ to practice culture and their way of life, they need to be able to follow the herds as well. • We used to get caribou in front of the lakes before the Diavik mine comes in. We now have to go a long way into the barren land. Caribou is a main source of food for our communities. We are seeing a long. • Guys my age went to residential school, and the caribou played an important role in our lives. I was there for about 11 years. I came out 1970 and worked a couple jobs and my father needed help. Hunting and trapping kind of saved me. • In the winter, people tend to move where the caribous are, we move by dog team. We live there by season. In the past, we never talked about population decline in the past, there is no boundary of caribous. The caribous go back to calving, after they calved, in spring around May, then the caribou disappear, then there is a continuity of caribou presence in the area. • Our ancestors are buried there. Many people from the Tłı̨chǫ are born there, on the land, we don't buy things, we work on the land, we take what we need. Animals are more important when it comes to on-the-land survival. We don't want to lose our way of life. Caribou should be properly managed.
Non-traditional Land Use and Resource Use	<ul style="list-style-type: none"> • But we have to think about the animals we talked about the animals, the animals will get stressed out. If the road is a public road, Contwoyto Lake with good fish. There will be sporting fisher coming in, the Americans.
Health and Wellbeing	<ul style="list-style-type: none"> • When you talk about caribou, we survive by caribou, by the wellbeing of caribou and fish, they are the most important diet. • I am an Elder and almost 80 and I still want caribou meat. We still go back to MacKay Lake, we will drive 18 hours to get caribou meat. I grow up with it (caribou), I can't live without it, if the road is to be built.

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General	<ul style="list-style-type: none"> • Language was important, and we survive on the well-being of animals. The land is where our food come from, we have caribous and fish. And in 1921, back then, we were very poor, harsh environment, we rely on the wellbeing of animals. If we don't have animals, we have dog teams. • We don't see money from the mines benefit the communities. But we need caribous, the climate changes, as the ice are becoming thinner. There is a large rock in the area, the caribous were all washed up to that point, the caribou herds survived. As part of our culture, we harvest. When there is a project, the population decline very drastically. • I am a harvester. Harvester means everything, hunter, trapper, everything. We want to say mahsi (thank you) that we got the opportunity to express our concerns. Since I was a young kid, working with family, when I was travelling on the land. I also went hunting with my councillor. His wife is buried on the barren land, up to the Sahtu. We have to talk about how we survived in the past. My grandmother also told me about Contwoyto lake and in the area, we lived amongst the Inuit. We could not understand each other and used body language to communicate. An Inuit grandmother helped a woman give birth in that area, and that boy would have been about 90 years old today if he was still alive. • To look at the environment side of the project, it will affect everything. It looks like it will happen. We as dene people, care about the caribous, the animals that thrive in the springtime, we thrive on the moose. We have berry, Elders are picking up eggs from the area. Springtime, animals give us meat – beaver, muskrat, caribous only come to us for 7 months. Everything on earth is a cycle. they have been there before us. All the animals and human are recycled. We have to listen to each other/ animals are not going to. We need to focus on what's really important to us for the next ten year.
Environmental Management System	
General	<ul style="list-style-type: none"> • Those big companies when they first want to build the mines they promise everything; nothing will happen and nothing will happen to the environment and animals.
Closure and Reclamation Plan	
General	<ul style="list-style-type: none"> • Is there no real end date for the port and road? How is the lack of closure included when looking into the future? Are there any closure or decommissioning plans in place?
Others	
Regional Context	<ul style="list-style-type: none"> • Nunavut has their own policy and regulations, we are NWT here, but they invite us, they want to hear from us, what we see and hear.

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Lessons Learned	<ul style="list-style-type: none"> In the terms of reference/guidelines, section 5 should add the requirements of the lessons learned from the Mackenzie Valley Highway and more stringent requirements in there.
General Feedback	<ul style="list-style-type: none"> This is just the beginning of this project. There will be a lot of talk and information that will come out from this project. The Government of the Northwest Territories is currently looking at how to assess induced development.

4. SUMMARY

Throughout the NIRB’s Public Scoping and Impact Statement Guidelines and Community Meetings, community members and other interested parties shared their comments and concerns on a variety of topics pertaining to the Gray’s Bay Road and Port Project Proposal including:

- **Interest in Receiving Clarification on the NIRB Process:** *Draft* Scope List, *Draft* Impact Statement Guidelines, process map, potentially affected communities, transboundary considerations;
- **Project Description:** proponent information, economic information, shipping, project purpose, need and alternatives (i.e., routes), detailed project designs-shipping, future development, impact assessment methodology and approach; assessment boundaries and transboundary impacts; cumulative effects assessment, and induced development;
- **Ecosystemic Environment:** Baseline information (i.e., air quality, hydrogeology, general, permafrost), wildlife, climate change, fish and fish habitat, marine wildlife, caribou, other terrestrial wildlife, research, surface water quantity and quality, noise and vibrations;
- **Socio Economic and Cultural Environment:** Economic development and opportunities, traditional activity and knowledge; non-traditional land use and resource use; population and demographics, cultural and archaeological sites, community infrastructures and public services; health and well-being;
- **Environment Management Systems:** Mitigation of waste, closure and reclamation, monitoring and adaptive management;
- **Public Engagement:** in general, to date and post construction engagement, “Duty to consult”; and,
- **Other:** regulatory process and authorities, regional context - military use, transboundary issues, lessons learned from other road projects, and participant funding.

These comments play an important role in the Board’s work to finalize the Scope of the Project and the Scope of Assessment, as well as the Impact Statement Guidelines. The Board greatly appreciates community members taking the time to attend the meetings to share their knowledge, thoughts, and questions. The efforts from other Regulatory Authorities and assessment boards within and outside Nunavut, including assistance from the hamlet offices, are also greatly appreciated by the NIRB to plan meetings.

The NIRB greatly appreciates the participation of community members in the Review of the Gray's Bay Road and Port Project Proposal and encourages community members to continue to participate in the next steps of the process as there will be more opportunities to discuss the Review of the Project Proposal with the NIRB and the NIRB looks forward to engaging with each community as the assessment progresses through Phase 1 to 3 of the Review.