



# Public Scoping and Impact Statement Guidelines Meetings Summary Report – Supplementary Report

Nunavut Impact Review Board’s Review:  
West Kitikmeot Resources Corp.’s “Grays Bay Road and Port” Project Proposal  
NIRB File No.: 24XN038

October 16, 2025

Full Report Title: Public Scoping and Impact Statement Guidelines Meetings Summary Report – Supplementary Report, for the Nunavut Impact Review Board’s Review of West Kitikmeot Gold Corp.’s “*Grays Bay Road and Port*” Project Proposal, NIRB File No.: 24XN038

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Cover Photos: Scoping Information Session in Saskatoon, Sask.

Note: this report appends the previous report issued on September 12, 2025, related to Public Scoping and Impact Statement Guidelines Meetings for the Nunavut Impact Review Board’s Review of the “Grays Bay Road and Port” Project Proposal.

## ACKNOWLEDGEMENTS

The Nunavut Impact Review Board (NIRB or Board) would like to thank all those who continue to participate in the NIRB assessment of the “Grays Bay Road and Port” Project Proposal (Project Proposal) and especially those participants who travelled to be part of the Public Scoping and Impact Statement Guidelines Meetings held in Saskatoon, Saskatchewan on October 1, 2025. The meetings in Saskatoon were to provide information on the Board’s assessment process to community representatives expressing interest in participating in the Board’s Review of the Grays Bay Project Proposal, and hear the public’s concerns, questions, or comments about the proposed works.

The NIRB would like to acknowledge the Elders and community members who actively participated in the public meetings, sharing their knowledge with the NIRB staff and other meeting participants, along with their questions and comments about the Project Proposal. The meetings continue to be successful due to the supportive work provided by community organizations to agree on appropriate timing and venue for the discussions. Finally, the NIRB would also like to thank the drummers that travelled to Saskatoon to support the meeting opening and closing.

Sincerely,

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

Dionne Filiatrault  
Executive Director  
Nunavut Impact Review Board

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## LIST OF ACRONYMS AND ABBREVIATIONS

ACRONYM	TERM
<b>ADNLC</b>	Athabasca Denesūliné First Nations of Black Lake, Fond du Lac, and Hatchet Lake
<b>GTC</b>	Gwich'in Tribal Council
<b>IRC</b>	Inuvialuit Regional Corporation
<b>IS</b>	Impact Statement (equivalent to a Developer's Assessment Report in NWT)
<b>IS Guidelines</b>	Impact Statement Guidelines (equivalent to a Terms of Reference in NWT)
KitIA	Kitikmeot Inuit Association
MMG	MMG, formerly Minmetals Resources Ltd.
MVEIRB	Mackenzie Valley Environmental Impact Review Board
NIRB	Nunavut Impact Review Board
<b><i>Nunavut Agreement</i></b>	<i>Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada</i>
<b><i>NuPPAA</i></b>	<i>Nunavut Planning and Project Assessment Act</i>
Project Proposal	Grays Bay Road and Port Project Proposal
Review	Assessment process conducted by the NIRB under Part 5 of the Nunavut Agreement and Part 3 of the <i>NuPPAA</i> .
VEC	Valued ecosystem components
VSEC	Valued socio-economic components
WKR	West Kitikmeot Resources Corp., also referred to as the Proponent

## 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 with the 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.

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

An important part of the NIRB’s Review level impact assessment process is public engagement and community involvement; including to hear from communities and incorporate their knowledge and feedback into the process. At this first 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 (*draft* IS Guidelines).<sup>1</sup> 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 the Assessment, and the IS Guidelines. All information, comments or thoughts collected by the NIRB allow the IS Guidelines to have clear direction and questions that need to be answered in the Proponent’s Impact Statement to progress the proposal to the next step of the NIRB’s Review process.

The purpose of this document is to build on the report issued on September 12, 2025, which summarized engagement with the identified potentially impacted communities in Nunavut (the Kitikmeot region) as well as groups from the Northwest Territories that may be impacted by the road linkage and shipping. The summary provided herein is the information discussed in ongoing engagement opportunities and especially content of the public scoping and Impact Statement Guidelines meeting held in Saskatoon, Saskatchewan on October 1, 2025, with representatives of Northern Saskatchewan Athabasca Denesūᓂᓂ First Nations of Black Lake, Fond du Lac, and Hatchet Lake.

Information received and pertaining to West Kitikmeot Corp.’s “Grays Bay Road and Port” Project Proposal is accessible via the NIRB’s Public Registry at [www.nirb.ca/project/125987](http://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 when the proposal was

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

referred to the NIRB for Review on February 12, 2025, and requirements of the *Nunavut Agreement* and *NuPPAA*, the NIRB developed a *Draft Scope List*<sup>2</sup> 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.

Project components include:

1. Port at Grays Bay
  - a. During Construction Phase
    - Stationary construction camp
    - Dredging
    - Potential disposal at sea of dredge materials
    - Temporary winter roads

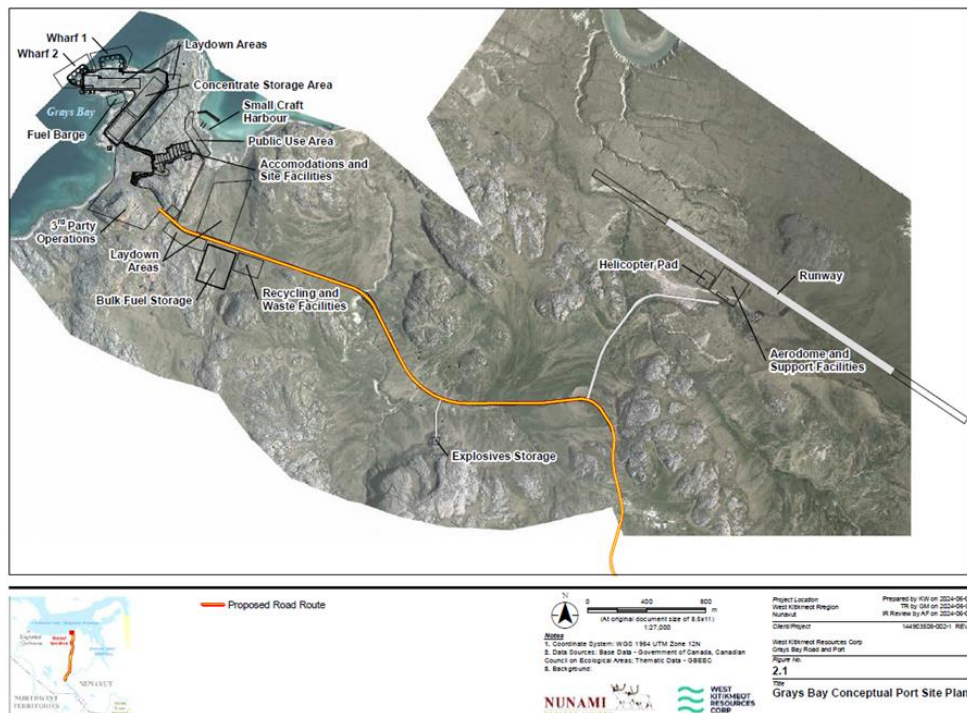


Figure 1: Grays Bay Conceptual Port Site Plan.

<sup>2</sup> NIRB ID: 354700: 16 April 2025 *Draft Scope List*

- 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
2. A 230-kilometre Controlled All-season Access Road Between Grays Bay (Kogloктоаkyok) and the Jericho Mine site (Station) (See Figure 2 and Figure 3)
- 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

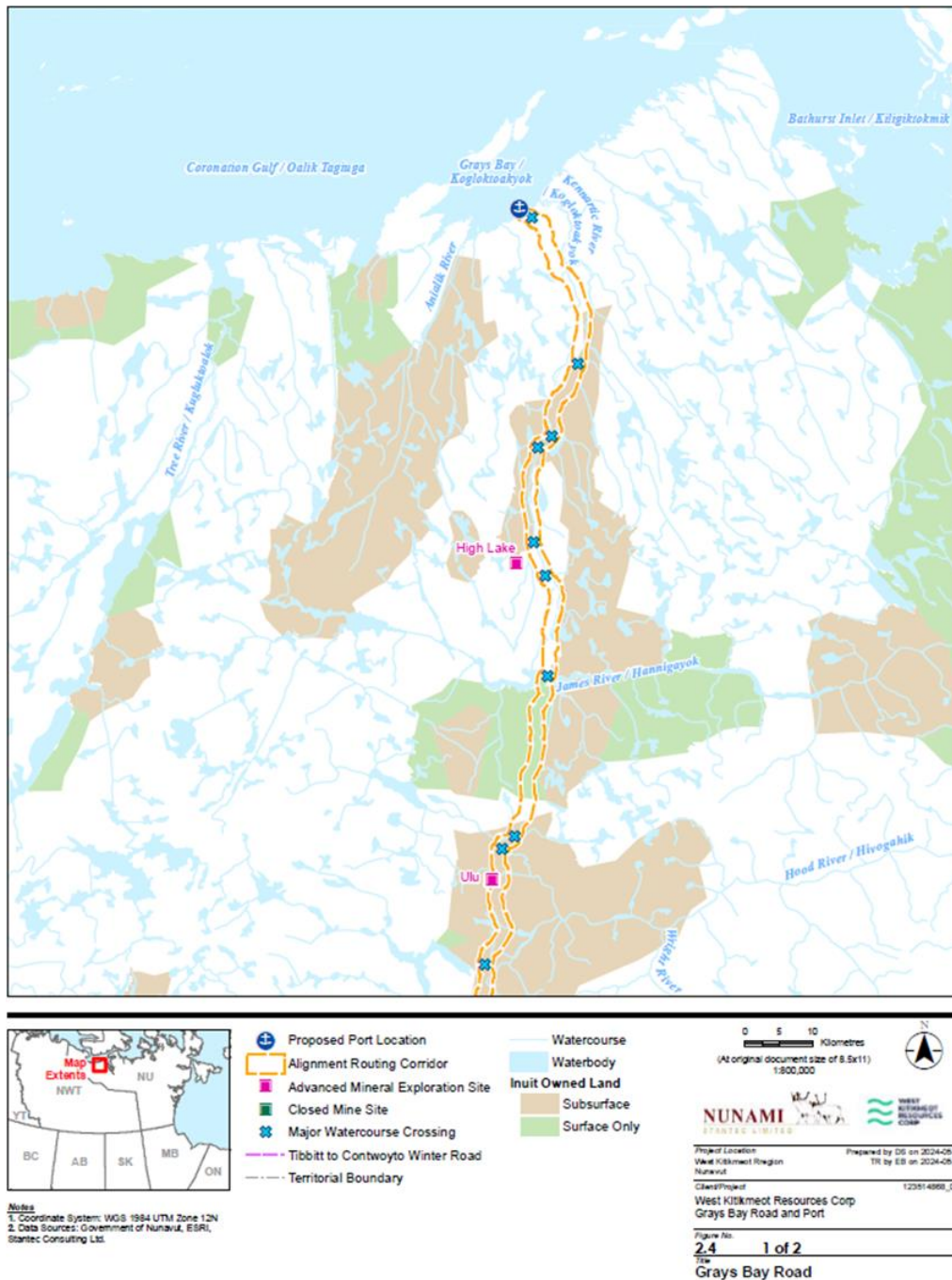


Figure 2: Grays Bay Road (1 of 2)<sup>3</sup>.

<sup>3</sup> 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 Contwoyto Winter Road
- Territorial Boundary
- Watercourse
- Waterbody
- Inuit Owned Land
- Article 41
- Subsurface
- Surface Only

0 5 10 Kilometres  
(At original document size of 8.5x11)  
1:800,000

**NUNAMI** STANTEC LIMITED  
WEST KITKMEAT RESOURCES CORP

Project Location: West Kitikmeat Region, Nunavut  
Prepared by: IES on 2024-05-28, TR by: EB on 2024-05-28  
Client/Project: West Kitikmeat Resources Corp, Grays Bay Road and Port  
123114868\_002

Figure No.: **2.4** of **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 3: Grays Bay Road (2 of 2)<sup>4</sup>.

<sup>4</sup> Source: WKR Project Proposal, NIRB ID 351139.

### 3. Staging at the Jericho Mine site

#### 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



Figure 4: Jericho Mine Site (Elevated View)

#### 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

### 4. Annual construction of a winter road to connect the Jericho Mine to the ice road at the Nunavut/Northwest Territories (See **Error! Reference source not found.**)

- 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.



Figure 5: Tibbet-Contwoyto Winter Road

### 1.3. Assessment Process and Current Status

The assessment process, associated steps, and target dates for the NIRB Review Process are set out in the following process summary map.

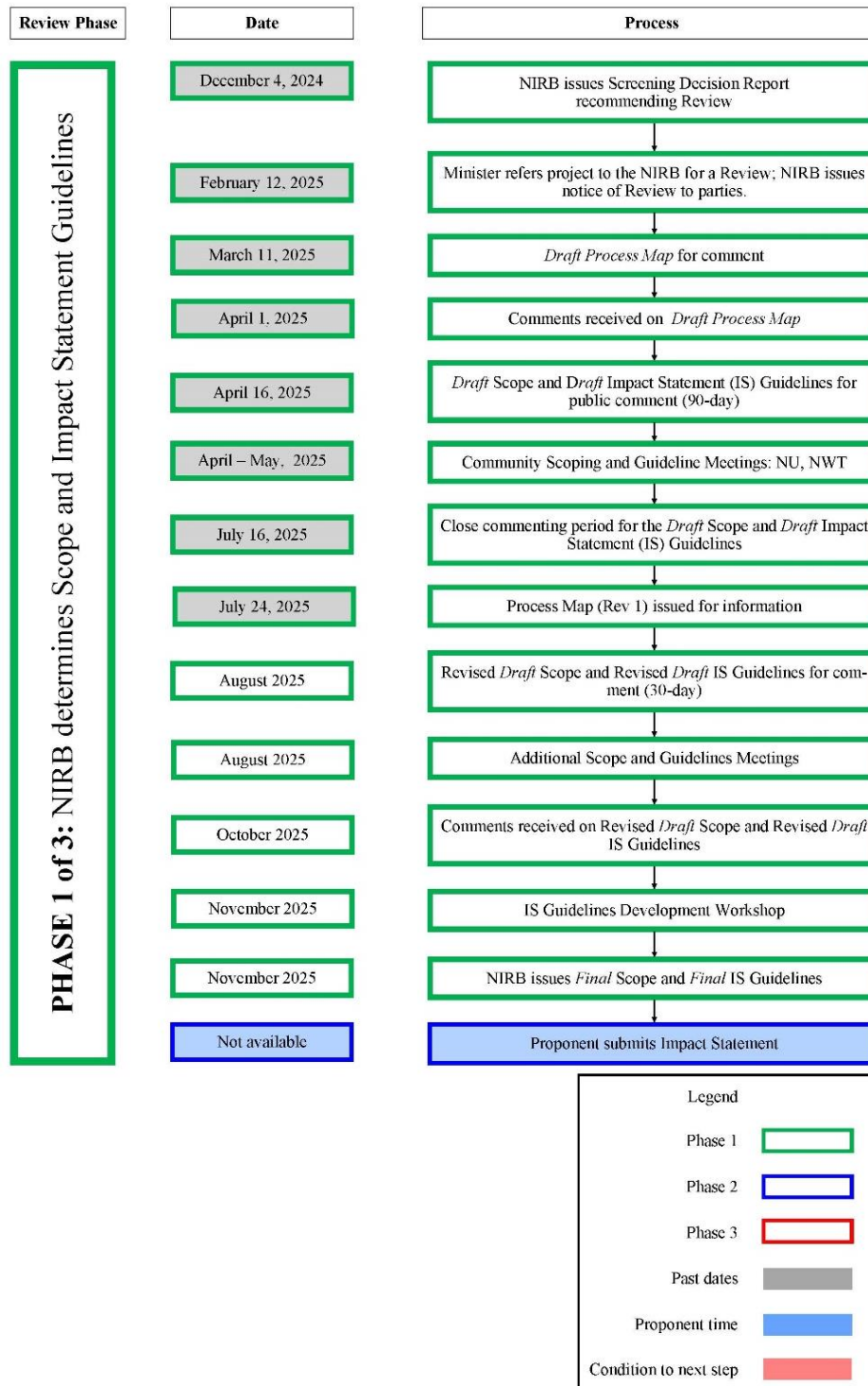


Figure 6: Phase 1 of the Process Map (Rev 1), dated July 28, 2025

Note: *full Process Map Rev 1 issued on July 28, 2025, refer to NIRB Document ID: 356848.* 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.<sup>5</sup>

## 2. COMMUNITY SCOPING AND IMPACT STATEMENT GUIDELINES MEETINGS

### 2.1. Qualification Statement

This report is based on notes taken by the NIRB staff during in-person meetings and documents thoughts and knowledge shared by participants. Some comments may be paraphrased, summarized and grouped by topic, and not intended to be a transcript. As the Board's Review continues, these 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 session to share their wisdom and views with the Board. As these are engagement meetings undertaken by the Nunavut Impact Review Board early in its Review process, and with the awareness that the Board's work is considered by the Government of Canada in their decision-making role, the following clarification is provided on the documentation and use of this feedback into the assessment process.

As clearly established by Article 40, Section 40.1.1 of the Nunavut Agreement, the Institutions of Public Government established under the Nunavut Agreement, including the Nunavut Impact Review Board do not have the jurisdiction to "affect, recognize or provide any rights under s. 35 of the Constitution Act for any aboriginal peoples other than Inuit." Consequently, the NIRB, in determining the scope of a project and scope of the NIRB's assessment does not address questions such as the nature and extent of indigenous rights asserted and/or established under s. 35 or Treaties that could be affected by a project proposal. The NIRB relies on the Federal Crown to provide direction in relation to these issues as the Federal Crown fulfills the Crown Duty to Consult, including tasks such as identifying relevant Indigenous Groups with asserted and/or established aboriginal and/or Treaty rights that could be affected by the project under review and determining the scope and content of the Crown's Duty to Consult and assessing the adequacy of consultation.

To date, the Board has received the following direction from the Minister and is carrying out the Board's review in accordance with this direction:

*"As noted in the Board's Report in regards to the transboundary issues, the Project has the potential for transboundary effects related to the Bathurst caribou herd, and the potential connection to a possible future all-season road in the Northwest Territories. Further, there is potential for increased shipping due to resupply for annual fuel and supplies during the open water season. We are encouraged that the Board has initiated meetings with the Mackenzie Valley Environmental Impact Review Board to discuss the Project and potential cooperation, if needed. Given the potential for transboundary effects, the responsible Ministers and I highlight the importance of ensuring that relevant transboundary groups are made aware of the review and have the opportunity to participate."*<sup>6</sup>

<sup>5</sup> NIRB Rules of Procedure (September 3, 2009) is available online: <https://www.nirb.ca/rules-of-procedure>

<sup>6</sup> Minister of Crown-Indigenous Relations and Northern Affairs correspondence to the NIRB Chairperson referring the proposal to Review under Part 5 of the *Nunavut Agreement*, February 12, 2025. Doc ID No. 353259

Further direction on specific relevant parties for involvement was provided by Crown-Indigenous Relations and Northern Affairs Canada on April 1, 2025, in correspondence to the NIRB at the end of the period for parties to submit comments on the *Draft* Scope and Process map, and specified:

*“As acknowledged in the Board’s Screening Decision Report for the Project, Indigenous groups and other parties have expressed concerns about the potential impacts of the Project on caribou herds. The Board’s draft process map includes community scoping/guideline meetings in the Kitikmeot region and the Northwest Territories between April and May 2025.*

*With regards to the Athabasca Denesūliné First Nations, and Sayisi Dene First Nation and Northlands Denesuline First Nation, the Government of Canada encourages the Board to consider either holding at least one public session in their communities or bringing representatives to attend a currently proposed session.”*

As a result of this additional direction to the NIRB, and in consultation with the groups referenced, due to the limited time prior to the May meetings for people to plan the required travel around other already scheduled work, it was determined that the best fit for the engagement meetings was in Saskatoon, SK after the summer hunting season.

## 2.2. Overview

NIRB held in Nunavut and the Northwest Territories as well as a Community Scoping and Guidelines meeting in Saskatoon, Saskatchewan on October 1, 2025 inviting representatives from the Athabasca Denesūliné First Nations communities of Hatchet Lake, Fond du Lac, and Black Lake as well as the Ghotelnene K’odtīneh Dene communities of Lac Brochet and Tadoule Lake, and the meetings were open to public participation. Invitations were sent to the organizations and community leaders in writing asking for nominations of representatives to attend the meeting in Saskatoon, followed by phone calls and verbal discussions around finalizing the meeting plan.

In the Public Scoping and Impact Statement Guidelines Meeting, the NIRB engaged the 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 Session

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 meeting that included:

- A discussion of the NIRB process and next steps;

- Information on 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 presentation<sup>7</sup> to provide background information 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 and Ongoing Engagement

In addition to the NIRB-led engagement meetings held as a result of the direction from Crown-Indigenous Relations and Northern Affairs Canada and requests from the Athabasca Denesūliné NeNe Land Corporation directly, the NIRB continues to develop collaboration agreements for transparency to parties, and has been available to participate in additional meetings to discuss how parties wish to participate in the NIRB’s assessment. This section outlines the works completed by the NIRB since the previous engagement report was issued for this assessment.

### 2.4.1. Northwest Territories

#### *Mackenzie Valley*

On September 24, 2025, the Chairpersons of the Nunavut Impact Review Board and Mackenzie Valley Environmental Impact Review Board (MVEIRB) approved an assessment-specific Cooperation Plan<sup>8</sup>. This Cooperation Plan was initiated under section 142 of the *Mackenzie Valley Resource Management Act* and finalized following the Minister of Northern and Arctic Affairs’ direction of August 8, 2025, and consistent with the Memorandum of Understanding between the Boards. As outlined in the MVEIRB’s request of May 1, 2025, the proposed project has the potential to cause transboundary impacts, including effects on the Bathurst caribou herd, cultural use of the land, and the potential connection to a possible future all-season road in the Northwest Territories. These shared concerns made it appropriate to conduct a coordinated transboundary assessment under section 142. The Cooperation Plan establishes how the Boards will work

<sup>7</sup> See NIRB Document No.357636

<sup>8</sup> See NIRB Document No. 357599-357600



## 2.6. Agenda and Venue for Saskatoon meeting

The Community Scoping and Guidelines Meeting was held at the Marriot Courtyard Hotel in Saskatoon, Saskatchewan with the following agenda. Attendees were provided with the descriptions and summaries related to the NIRB process and the proposed project as were provided in the rest of the Scoping meetings completed to date.

LOCATION	DATE	TIME	WHAT'S IT ABOUT?
<b>Courtyard by Marriott Airport Hotel on October 1, 2025</b>		9:00 – 10:00 am	Introduction to NIRB and its process
		10:00 am – 12:00	Community Engagement Part 1: Focus: revised Scope of the proposed project
		12:00 – 1:00 pm	Lunch break
		1:00 – 4:00 pm	Community Engagement Part 2: Focus: revised Impact Statement Guidelines
		4:00 – 5:00 pm	Closing Remarks

At the opening and closing of the Saskatoon meeting, NIRB staff provided an overview of the agenda and next steps in the Review process, drumming, prayer, and statements from leaders, and provided maps as well as print copies of project-specific materials available on the NIRB's Public Registry to participants.

The full-day meeting hosted 23 people and participants shared their knowledge and concerns about how the Proposed Project could affect their land, culture, and way of life. People spoke about the close connection between caribou, the land, and community well-being — and how this relationship has been affected from past development and cumulative effects. They expressed that caribou are central to food, health, language, and cultural identity, and participants want to understand how these values will be protected.

Community knowledge, values, comments and suggestions received during the Saskatoon meeting are summarized below and further listed in more detail following the summarized points.

### 3. MEETING NOTES FROM SASKATOON SCOPING MEETING



Figure 7: Scoping meeting in Saskatoon on October 1, 2025.

Key messages from participants include:

- Treaty rights must be clearly respected in the assessment.
- Caribou, their migration routes, and calving areas are central to cultural continuity, well-being and as a food source.
- The effects of Induced development are important considerations in the assessment.
- The effects of induced development must be considered.
- Participants want to be engaged from the beginning of the assessment process and communication with communities must be ongoing
- Development should not disturb important places such as eskers or burial sites.
- Communication with communities must be ongoing

Participants recommended that:

- A strong focus of the assessment be placed on reducing impacts to caribou as they are central to culture, well-being, food security and sovereignty.
- Committees be created to guide and monitor the process.
- Lessons learned and experiences from past projects being applied so promises are kept and impacts are reduced.
- Governments and companies work together with Indigenous governments and Elders for the long-term protection of culture, language, and the land.

Subject	Knowledge, Values, Comments, and Suggestions
<b>NIRB process</b>	
Scope	<ul style="list-style-type: none"> <li>• Treaty rights are not mentioned in the scope, and this is an oversight. Culture will be impacted, and this is not clear in the scope. What is the proposed development extent on changes to traditional land use.</li> <li>• I don't think that the scope currently captures the breadth of severity or gravity of this proposal in changing the land or area. There is something lost in separating the parts of the development, even through a cumulative effects or induced development discussion.</li> </ul>
General	<ul style="list-style-type: none"> <li>• Looks like this needs a lot of work before we look at it. Right now, it's all about the road but not the caribou. This should be discussed with caribou first, especially when the herd is still in decline and they are stuck in little pockets when disturbed. Everyone of us live off caribou, and we use moose now but still rely on caribou. Our Treaty rights, and without caribou, I don't know what will be left. This road is not going to communities so we will not benefit from it. It will be for the government.</li> </ul>
<b>Impact Assessment Methodology and Approach</b>	
Transboundary Impacts	<ul style="list-style-type: none"> <li>• It is important to the participants to show the caribou ranges around the proposal.</li> </ul>
Cumulative Effects	<ul style="list-style-type: none"> <li>• I want to say a bit about who we are, and the changes we've seen. We consist about 5000 people and still live off the land since time in memorial. We fish and live off the caribou, and our land is who we are, culturally. There are also a lot of changes I've seen in my lifetime. I've seen before the road, and we used caribou for food and clothing. For cumulative effects I've seen in my lifetime. I am going to name some animals that have experienced change: migratory birds - not that many migratory birds, they change their route and avoid and we don't see them. I say infrastructure and development. Caribou, again, is important to us and caribou used to be so plentiful that you couldn't put down traps, they would be in the tracks and get trampled. All these changes that I've experienced, why is it seeing decrease. With the Beverly herd, by the quality of meat, they were starving. Maybe due to the warming effects, but the fact that the caribou are not reaching us; that they are not avoiding us but there is something restricting them - and that is industry. I want this for the record, for scoping. I've seen the migratory routes using what we call a highway. I never heard any of these and want to say that all animals utilize eskers for their migration and as their highways, and us as well. Most importantly with eskers, these are used for burial sites because it's easy to bury our loved ones in these places. It's easy to build on eskers but you have to do away with that. When you look at our traditional lands, there have been 37 mines. We are still here and need to protect it for future generations. What happens up there will affect us, too - downstream, with the fish too. Food costs are triple</li> </ul>

Subject	Knowledge, Values, Comments, and Suggestions
	<p>at home what we see in the city. Our ancestors, and we used to spiritually communicate with animals, one of them muskox. I'd like to know what is happening here because they are moving into our tree line. We must protect our land and agree that we have treaty rights as well.</p>
<p>Induced Development</p>	<ul style="list-style-type: none"> <li>• This process should still talk about some of the additional works proposed like a year-round connector, and if the information is not included now, it is hard to gauge and advise on impacts.</li> <li>• We don't agree with how this proposal is only about part of an induced development, and how this will impact our people and culture long term. I think you'll hear that from the Gwich'in and the Tłı̨chǫ as well.</li> <li>• There are a lot of issues and concerns especially before we get to vote. A lot of these will bring in recreation, tourists, canoeists, and I would love to go there to explore a new area but the thing I don't like is the users are not acknowledging the traditional land users and where we have used these areas since time immemorial. This is not virgin land, no acknowledgement from the lodges to the traditional land users.</li> </ul>
<p><b>Ecosystemic Environment</b></p>	
<p>Caribou</p>	<ul style="list-style-type: none"> <li>• We would like to see how the project is in relation to the caribou migration areas. Caribou are already impacted by development, mines and roads. In the 90s we used to see 10s and thousands of caribou migrating from the North. We are the caribou eaters, and we are the caribou people. We have a good relationship with the people around us; we can make things better and safer.</li> <li>• Before development in the 90s the Bathurst and porcupine used to migrate south, we harvest around in the area [pointed to area on map south of Lutselk'e] and these caribou that used to come in south, used to see lots of furbearing animals, but now they move north and slow down and don't come down anymore. Development has already shifted the caribou herds and will not cross these roads [indicated the Tibbitt to Contwoyto Winter Road] and we know and lived on that land, so we know this. We should have been at the table at the beginning of discussions of development. Industry has taken the food off our table, and accessibility is only for the development. When the caribou is deflected by the road and their migration is stopped, they hang around for a while and get hung up. When they see movement, it changes how they move. This Tibbit-Contwoyto Winter Road will become an all-season road. We are here at the table and speaking with our hearts, the way our Elders spoke for us.</li> <li>• We live off the Qamanirjuaq herd from the East, but we used to live off several that would come through our area. What if we live on that herd and it goes down? We cannot live off the grocery store, and we saw that in Rankin Inlet. In the future, it will look like a spiderweb up there with connections and road, and mines.</li> </ul>

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	<ul style="list-style-type: none"> <li>• I want to know where the herd has gone, in the 80s there used to be a huge herd coming down, but now there is nothing. In the Inuit land we don't know what is going on. We have visitors now and they are coming up with a proposal, and we need to come up with the proposal of our own. We have lost a lot of Elders. We have several treaty rights, and this was done in English, without translation, and they signed with an X. We understand more now, a lot more people are training, and during this Bill C-5 they are trying to ruin this treaty. In 1982 when this treaty was created, this cannot be broken, and people around Yellowknife, we don't know what they want or when an agreement is reached, all these organizations need to discuss and make an agreement. We love the caribou, it is our livelihood, but there are none now. In the 70s there were lots, then the powerline came through and forest fires, it replenishes itself and keeps getting burned. It looks like development is to blame. Fur prices were good in the past - when will that start again? We cannot take it just like that when white man comes with these agreements, and we really want to know what happened to the caribou? If the herd is increasing, where are they? We are still looking for an answer. I have listened to Elders stories; they lived until they were really old without many diseases and now we hardly have any left. We still don't see the results of some agreements. We need more information, and it is a combination of future work.</li> <li>• When the Elders talked to us about the caribou, they would say that the caribou communicate and travel a long distance. The caribou were followed and sometimes came towards us. When we would follow the caribou and stop, they would say "hurry up, the people are hungry and dying". They used to be huge herd but now that the mines are there, the caribou are gone. As long as man lives, they have to protect the caribou. We still survive on the caribou. We are not talking against industry but are talking for the caribou and need to plan.</li> <li>• Thanks to the Elders here, and in terms of the calls to Action, what is the responsibility of the NIRB - you will gather information and make a recommendation at the end, in terms of the track record, follow through and monitoring - their success rate, following regulations and policing activities, and how much authority does the Board have? Do they value the rights and the calls to Action? My question to the government and who is provoking the communities through scare tactics by proposing this? Is it taking resources and knowledge. We have children going to school and without proper nutrition. So, the road is one thing. When the ice road was approved, there were some concerns, so it was limited. Now we have a further expansion of the road into the calving areas. Communities are going to want roads into their communities, and another may be proposed to the East around Hudson Bay. How much value is it to cut off our food source? Are we just a little dot. No one speaks for the caribou, and we have to protect</li> </ul>

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	<p>them? We are losing the Elders. There is a threat to our language and culture and if we don't have the animals, the teaching will not be possible to show the younger ones how to hunt and process the animals. By blocking access to the caribou, you are threatening the language, livelihood, and our kids. With the Calls to Action, we got apologies, and there was a log of abuse - cutting hair, fingers, off, taking our kids away, but they try to keep going behind the apologies and continuing taking our culture. Who but us can navigate through our territories. With the transparency, we need to be at the table, as the rights of our children are on the line. We will support the communities by getting the information back to them.</p> <ul style="list-style-type: none"> <li>• Was the Beverly herd reference left out for a reason?</li> <li>• The road may add power lines, mills, and it will be booming - it will be busy. We are not getting caribou right now, and by Ekati and the other diamond mine, we are already affected. A road coming from the coast will lose the caribou from coming for our future generations. We are only getting caribou from the Eastern side right now and will not get them back. It's not going to be quiet, and it will affect the calving grounds big time. We are not sending good news for our next generation. We have hunters still going out there. We need to sit together more because it will affect us, and we are already concerned about what it will do to our livelihood - hides for making drums. The Ministers are only looking at the revenue they will get.</li> <li>• The road is going to affect the way the caribou feed, the dust, etc. Our experience in Rabbit Lake showed that once they got to the road, they turned back and never came back. I'm worried about the noise, I'm worried about the children, they are in school right now and will wonder why we didn't speak up for them. It will be booming there, with power lines, and our way of feeding our children will stop. I'm very concerned. You can see we are all sad and it is affecting us already.</li> <li>• We rely on the caribou and now all of them are gone. The old roads in the 90s and when the caribou got to the road, they stopped and never came back. We would like to be involved in the planning of the project, but for now we are not for it right now.</li> <li>• We need to preserve our caribou. When we express concerns in meetings, it does not get documented in newsletters so that people understand what goes on here. If the road is built, there will be tears shed because it will destroy our way of life.</li> </ul>
<b>Socio-Economic and Cultural Environments</b>	
<p>Traditional Activity and Knowledge</p>	<ul style="list-style-type: none"> <li>• Thanks for listening to our Elders, we lived in a tent with our grandparents and lost our treaty and lost our reserve. I come out and see the past, attended residential school, and during this time we lost our language, foods, and were forced to eat other things. Coming home and re-learning our culture which was stripped from us. I am proud to be</li> </ul>

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	<p>where we are today, and where the herds used to come, we are losing our livelihood. I had to learn how to cut up a caribou. The language we speak at home is also changing. We want to keep the caribou to retain our knowledge, language, and I'm glad we are part of this. It's not a project happening right now, and we have to have input especially with climate change and the cumulation of impacts already being felt.</p>
<p>General</p>	<ul style="list-style-type: none"> <li>• We should set up cooperation groups to speak throughout the assessment.</li> <li>• You're not telling the people how the caribou will be protected, their migration patterns. The wastage of caribou from southern hunters, and it will be depleted further. We need to know how it is being proposed, and we have not received any information. What role will devolution play on this? You are infringing on treaty rights - we are not being properly consulted. A lot of ancestors are buried in these areas and through these routes. There is always impacts on us, and our treaties are not being honored. We should have been consulted at the beginning of this. If the road goes ahead, it will be branching to the Hudson Bay coast, and this is another herd range as well, and if it is linking to Manitoba/Kivalliq hydro-fibre line. We need to be at the table at the beginning of the process. Industry does not care about the animals and way of life, and they are only interested in the minerals. There is an abandoned project near us, and it's been in remediation for 40 years. We need better consultation and to work together, and we need to be informed.</li> <li>• Let's do it right and keep us posted, we need to be informed of changes, and don't have to express concerns at tables like this. We are resilient and keep moving forward, to keep learning.</li> </ul>
<p><b>Others</b></p>	
<p>Regulatory Process and Authority</p>	<ul style="list-style-type: none"> <li>• Bill C-5 will speed up the assessment, and they will do whatever it takes to develop what they are after, but at the end of the day once everything is extracted, we are left with the scarred land that our ancestors relied on. Now is the time to have some serious information put together. We have our S.35 rights and this is another impact on us.</li> <li>• There should be no infringements to our rights, as the Crown signed the agreement with us. If we look at the road 100-150 years from now, if the NIRB allowed us to set up a committee from the Athabasca Dene to take a serious look and have a voice in the development. It is good to have a strong relationship; this could address the concern that we have. This group should look at not just the road but all the development in the area. There are a lot of changes, climate change, development, and I've been on other Boards, maybe a committee can address this?</li> <li>• There are a lot of people from our communities that would have a lot to say. When Orano asked for a longer-term license from the Canadian Nuclear Safety Commission (indeterminate), the license was issued for</li> </ul>

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	<p>20 years when we asked it be limited to 5 years. We are the ones affected, and Cameco are working so close and Canadian Nuclear Safety Commission does not listen to us. We are all affected by what they are proposing here.</p>
<p>General feedback</p>	<ul style="list-style-type: none"> <li>Wish to thank the KIA as this road is partly their idea. If they sat with us in this meeting, we could have advised as well, and they have already planned this road. Thanks for meeting with us now, and there is still a lot of work ahead. Even if we say 'no' they may not give up so easily. It is hard however, this is for the future and our youth, and we have to offer our suggestions for future meetings. I don't think we are ready to say yes to the project, maybe we will agree in the future, and this could trigger legal action.</li> </ul>

#### 4. SUMMARY

Throughout the NIRB’s Public Scoping and Impact Statement Guidelines meetings, community members, community groups, and interested parties asked questions and provided comments on a variety of topics pertaining to the Grays Bay Road and Port Project Proposal as well as knowledge about the environment surrounding the proposal, including:

- **Interest in being involved in and receiving updates on the NIRB Review process:** discussion over the content of the *Draft* and *Revised Draft* Scope List, *Draft* and *Revised Draft* Impact Statement Guidelines, process map, clarifying potentially affected communities, and transboundary considerations.
- **Project Description:** wanted more proponent information, economic information, shipping, project purpose, need and alternatives (i.e., routes), detailed project design-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 vibration.
- **Socio Economic and Cultural Environment:** Clarity on 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, interest in continuing to be engaged through to the end of the assessment as well as construction if the project was approved to proceed, where obligations of “Duty to consult” exist and how this work builds in the Calls to Action from the Truth and Reconciliation Commission work. Starting engagement sessions with caribou herd maps to orient the community members, clarity on regulatory process and authorities including expectations for ongoing engagement with communities.
- **Other:** regional context of the development - military use, full description of potential for induced development in the area and other projects considering using the road, future possible all-season connectors, development impacts to groups outside Nunavut and resources moving beyond the territorial boundaries, incorporating lessons learned from other road projects, and access to participant funding.

The comments will be used by the NIRB to verify the completeness of the lists within the Scope of Assessment, as well as the Impact Statement Guidelines, including connections such as the importance of caribou as the central part of the culture of the various groups.

At the Board’s upcoming Guidelines Workshop in November 2025, there will be further opportunity to discuss whether the *Revised Draft* Guidelines document reflects the community feedback provided to date, so the requirements on the Proponent for preparing its Impact Statement are clear in the final Scope and Guidelines documents.

The NIRB looks forward to continuing its work with these groups and communities through the remainder of Phase 1 of its Review and as Phase 2 of 3 is initiated.