



For Immediate Release

KITIKMEOT INUIT ASSOCIATION AND GOVERNMENT OF NUNAVUT SIGN MEMORANDUM OF UNDERSTANDING FOR COOPERATION ON GRAYS BAY ROAD AND PORT PROJECT

Cambridge Bay, Nunavut, July 9, 2016

Today, Premier Peter Taptuna, on behalf of Minister Ell-Kanayuk, Economic Development and Transportation, Government of Nunavut and Kitikmeot Inuit Association (KIA) President Stanley Anablak signed a Memorandum of Understanding (MoU) formalizing their cooperation as co-proponents of the Grays Bay Road and Port (GBRP) Project.

The GBRP Project, if completed, would create a 227 km all-season road linking the northern terminus of the Tibbitt-Contwoyto Winter Road to a deep-water port at Grays Bay on the Northwest Passage.

The MoU signed today focuses on the preparation of the GBRP *Project Proposal*, which will be submitted to the Nunavut Impact Review Board and other authorities. In addition, the MoU covers a number of related issues including project governance (via a KIA-Government of Nunavut (GN) lead working group and management committee), communications, contracting processes, and funding matters.

“The potential benefits of the GBRP Project are far-reaching. A deep water port in western Nunavut will both reduce the high cost of living and stimulate economic activity in the region of Kitikmeot. This project will also create jobs and business opportunities for Nunavummiut. I am very pleased to sign this MoU today.”

Hon. Peter Taptuna, Premier of Nunavut

“I believe that the collaboration between the GN and KIA on this MoU sets the standard for how responsible development in Canada’s north should proceed. As co-proponent of the GBRP Project, KIA’s participation will help guarantee that the project is developed in a manner that is consistent with Inuit values, including ensuring respect for the environment and the wildlife that we cherish.”

Stanley Anablak, President - Kitikmeot Inuit Association

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BACKGROUNDER

About the GBRP Project

The GBRP Project is a transportation system that will connect the rich mineral resources of Canada's Slave Geological Province to Arctic shipping routes. The GBRP consists of a 227 kilometre all-season road linking the northern terminus of the Tibbitt-Contwoyto winter road to a deep-water port at Grays Bay on the Northwest Passage.

The development of GBRP infrastructure will stimulate private investment in the western Arctic, encouraging development of resource projects in both Nunavut and the Northwest Territories, via direct access to tidewater on the Arctic Ocean that will now be able to efficiently transport a range of currently stranded commodities to export markets throughout the world.

The GBRP will also connect Nunavut to the national highway and rail systems in the Northwest Territories via the Tibbitt-Contwoyto winter road. In doing so, it will forge the first overland connection between Canada and a deep water port on the Arctic Ocean. The port will further serve as Canada's first and only deep water port in the western Arctic, strategically located at the mid-point of the Northwest Passage.

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

To help fund GBRP capital costs, the KIA and the GN have jointly submitted an application to the *Building Canada Fund*. Up to 75 per cent of eligible capital costs will be requested from this federal government program.

The GBRP Partnership

The GN and the KIA are joint proponents and developers of the project. In promoting the GBRP, the GN's Department of Economic Development and Transportation is advancing its mandate to stimulate and strengthen Nunavut's economy, and to ensure the safe and effective movement of people and goods.

The KIA is one of the three regional Inuit associations established under the Nunavut Land Claims Agreement. The KIA represents over 6,000 Inuit residing in Nunavut's Kitikmeot region. As a GBRP co-proponent, the KIA is fulfilling part of its mandate to promote the economic well-being of its Kitikmeot Inuit membership. To help stimulate responsible mineral development on Inuit Owned Lands, KIA is very supportive of efforts that narrow the gap in mine operation costs between the northern and southern Canada

The signing of this MoU also follows the recent release of the federal government's review of the Canadian Transportation Act ("Pathways: Connecting Canada's Transportation System to the World") that recommends immediate support for the Coronation Yellowknife Transportation Corridor, beginning with funding for the GBRP Project. Both the GN and the KIA unequivocally support the findings of this review.

The GN and the KIA also support the January 2016 findings of the National Aboriginal Economic Development Board, which recommended that "Bold investment in large, nation-building infrastructure is required alongside increased investment in community level infrastructure to support Northern communities. Most importantly, as investment

and development in the North occurs Indigenous people must be engaged as true partners in the planning, decision-making and business development opportunities along the way”.

With this MoU, the GN and KIA establish a new standard of partnership between a territorial government and Indigenous group based on meaningful participation and mutual benefit.