



## NEWS RELEASE

### Minerals industry welcomes infrastructure funding for NWT and Nunavut

(Yellowknife, NT – August 14, 2019) The NWT & Nunavut Chamber of Mines (Chamber) welcomes federal and territorial government funding support announced for roads and a port to support mineral development in the Slave Geological Province, a particularly mineral rich and underdeveloped region that spans the Northwest Territories (NWT) and Nunavut.

Announcements over the last two days between the federal government, the two territorial governments and the Kitikmeot Inuit Association (KIA), commits over sixty million dollars to the Slave Corridor Project. Funding details include:

- In the NWT, \$40 million to support: environmental and regulatory reviews for a road from Highway 4 to Lockhart Lake; planning of road design and alignment from Highway 4 to the Nunavut Border; and planning studies for the Slave Geological Province Corridor to make this project shovel-ready. Transport Canada will contribute \$30 million under the National Trade Corridors Fund (NTCF) and the NWT government will contribute \$10 million.
- In Nunavut, \$21.5 million to complete preparatory work necessary for the first phase of construction of the Grays Bay Road and Port Project, which would support mineral development in the Nunavut portion of the Slave Geological Province. Funding is coming from the NTCF, with additional funding expected later from Nunavut Tunngavik Inc., the KIA's parent organization, to bring this project to shovel-ready state over the next two to three years.

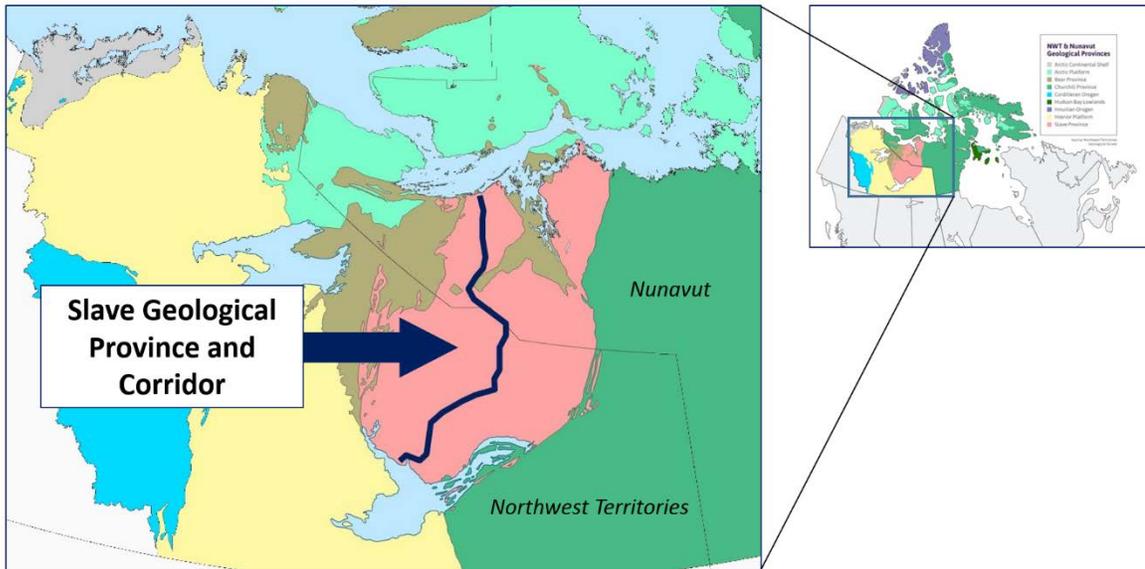
"This is a very exciting development for Canada's North," said Gary Vivian, President of the Chamber. "It's been a long time coming, with initial discussions on these visionary projects beginning some sixty years ago. By reducing the cost of accessing this remote region, its significant potential can be unlocked for the benefit of not only the NWT and Nunavut, but also for Canada. It's exciting too, to see the KIA, an Indigenous government, as a leading partner in this nation building Canadian infrastructure development."

The proposed Slave Geological Province corridor would include over 600 kilometres of all-season road (approximately 230 km in Nunavut, 413 km in the NWT) connecting, for the first time, Nunavut to the rest of Canada. The long-term vision would see the corridor support road, communications and hydro transmission line infrastructure, connecting the NWT to a deep-water Arctic port in Nunavut, and creating new economic opportunities and benefits for residents of both territories.

Yesterday's announcement in Iqaluit was made by Federal Transportation Minister Marc Garneau and Nunavut Minister of Economic Development and Transportation David Akeeagok. Today's announcement in Yellowknife was made by NWT Member of Parliament Michael McLeod on behalf of Minister Garneau and by Wally Schumann, NWT Minister for Infrastructure and for Industry, Tourism and Investment.

For more information on the NWT and Nunavut mining industries, please visit the website at [www.miningnorth.com](http://www.miningnorth.com) or contact Tom Hoefer, Executive Director at Tel: 867-873-5281 or email: [executivedirector@miningnorth.com](mailto:executivedirector@miningnorth.com).

## BACKGROUNDER



### Quick Facts and quotes (courtesy NWT, Canada, KIA news releases, Chamber of Mines)

- Mining is the largest private sector contributor to the NWT and Nunavut economies.
- There are nine geological provinces in the NWT and Nunavut. The Slave Geological Province has some of the highest mineral potential.
- Untapped mineral potential includes several defined large base metal deposits and hundreds of base metal and gold showings (372 along current proposed NWT route alone).
- Historic value of production (2018 dollars) from mines within the 213,000 sq. km Slave Geological Province is \$45 billion.
- Infrastructure development is more costly in the territorial North than in southern Canada due to severe climate, difficult terrain, vast distances, limited access to materials and expertise, and a much shorter construction season.
- Lack of infrastructure in northern Canada makes exploration and mining costs more expensive and at times prohibitively so, with exploration as much as 6 times higher, capital costs as much as 2.5 times more, and operating costs up to 60% higher.
- The Grays Bay Road and Port (GBRP) will connect Nunavut to the national highway and rail systems in the NWT via the Tibbitt-Contwoyto Winter Road, and in doing so, it will forge the first overland connection between Canada and Nunavut. A new port at Grays Bay will serve as Canada's first and only deep-water port in the central Arctic, strategically located at the mid-point of the Northwest Passage.
- The GBRP is a transformative project with significant national benefits that will help to define northern economic development throughout the 21st century.
- A 1988 economic study completed by the Centre for Resource Studies at Queen's University stated: "Given the provision of regional road and power facilities, there is little doubt that the Slave Province will be an important part of Canada's long term future."