



The Grays Bay Road and Port Project

Arctic Gateway Connecting
Nunavut to the World





Project Overview

The Grays Bay Road and Port Project (GBRP) is a transportation system that, once completed, will connect the rich mineral resources of Canada's Slave Geological Province, which straddles Nunavut and the Northwest Territories, to arctic shipping routes. The GBRP consists of a 227 km all-season road linking the northern terminus of the Tibbitt-Contwoyto Winter Road to a deep-water port at Grays Bay on the Northwest Passage.

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

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

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

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

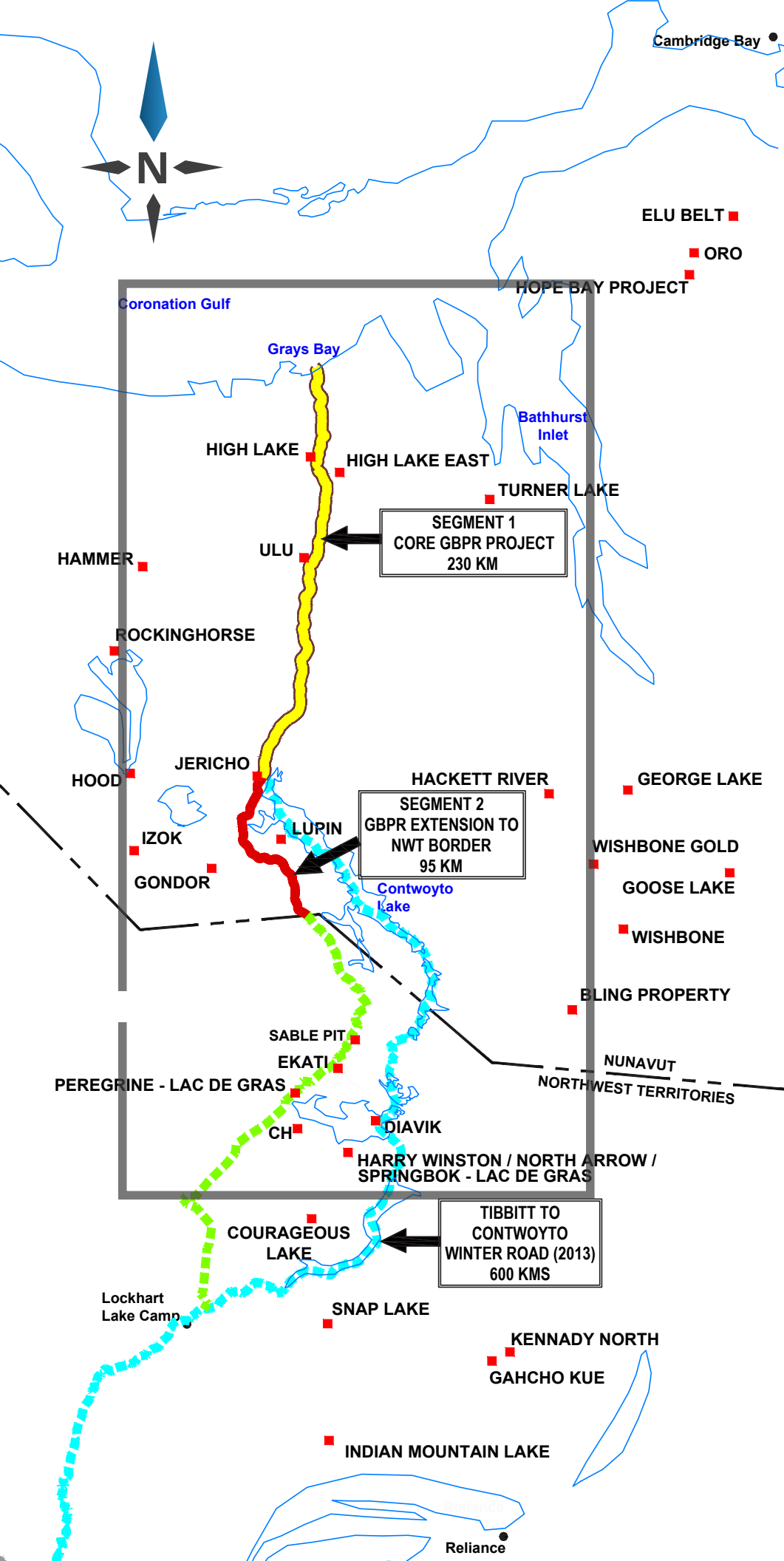


The GBRP Partnership

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

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

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



Legend



PHASE 1
GRAYS BAY TO JERICO
(230 KM)



PHASE 2
JERICO TO NWT BORDER
(95 KM)



TIBBITT TO CONWOYTO
WINTER ROAD



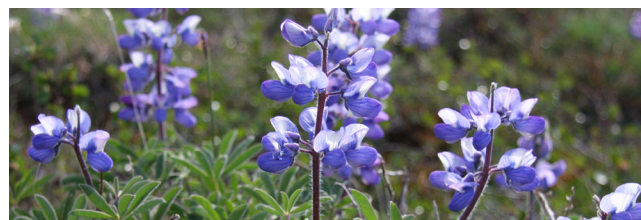
CONTEMPLATED NWT
ALL-SEASON ROUTE



MINERAL PROPERTIES



COMMUNITIES



Project Benefits

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

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

The Road From Here

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

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

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





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



Contact

*For more information
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Road and Port Project,
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